60ᵗʰ CONFERENCE OF
DIRECTORS GENERAL OF CIVIL AVIATION
ASIA AND PACIFIC REGIONS

Sendai, Japan
28 July - 1 August 2025

AGENDA ITEM 3:   AVIATION SAFETY

IMPLEMENTATION OF RASG-APAC SAFETY ADVISORY (RSA) AS A NEW REGIONAL SAFETY AWARENESS MECHANISM

(Presented by Singapore, co-sponsored by Bangladesh, Fiji, Macau China, Thailand,

Airports Council International, Association of Asia Pacific Airlines, Flight Safety

Foundation and International Air Transport Association)

SUMMARY

This paper introduces the newly established RASG-APAC Safety Advisory (RSA) mechanism, which aims to provide timely dissemination of critical safety information to States and industry stakeholders in the Asia Pacific region. The paper highlights the purpose of RSAs, presents examples of recently published advisories, and calls for States' active participation in this regional safety initiative.

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1. INTRODUCTION

1.1　　　The Regional Aviation Safety Group-Asia Pacific (RASG-APAC) oversees safety outputs for the APAC region, including overseeing the work of the APAC Regional Aviation Safety Team (APRAST) which develops technical and operational guidance including Safety Enhancement Initiatives (SEIs) and the development of the APAC-Regional Aviation Safety Plan (AP-RASP).

1.2　　　APRAST's OPS Working Group (formerly called the SEI WG) develops SEIs to guide States/Administrations and industry on mitigations to address an identified safety risk under one of the Regional High-Risk Categories (R-HRCs) detailed in the APAC Regional Aviation Safety Plan (AP-RASP), as well as other safety risks identified by APRAST members. However, SEI development as stipulated in the RASG-APAC Procedural Handbook, is a rigorous and lengthy, 10-step process.

1.3　　　At the RASG-APAC/13 Meeting[1], the APRAST Co-Chairs proposed for there to be a mechanism allowing critical safety information to be disseminated directly to APRAST Member States to alert States in a more timely manner. APRAST consulted RAST-Pan America (PA-RAST) through the recently established PA-RAST-APRAST interregional collaboration mechanism, and PA-RAST advised that a similar effort to their existing RASG-PA Safety Issue Alert system could address this issue. The APRAST OPS WG then developed the RASG-APAC Safety Advisory (RSA) as a new communication mechanism to complement existing SEIs, and this mechanism was approved at RASG-APAC/14 to enable rapid sharing of important safety information across the region[2].

2. DISCUSSION

2.1　　　RSAs are intended to share safety information or insights that inform the members of RASG-APAC and APRAST, including air operators, air navigation service providers (ANSPs), airlines, industry associations, and civil aviation authorities, about potential safety risks requiring regional attention. RSAs are designed to be concise highlights of emerging trends, precursors, occurrences or hotspots.

2.2　　　RSAs serve three key functions. First, they may raise awareness about a specific hazard among stakeholders in the region. Second, they may highlight existing guidance material to address the identified hazard, including (but not limited to) ICAO recommendations, SEIs, or guidance developed by industry or international organisations. Third, they encourage further sharing about an emerging risk being faced by some in the aviation community, for which more information may be required to support the development of more comprehensive SEIs or mitigations.

2.3　　　An example of such safety information that would be suitable for the development of an RSA is the risks associated with incorrect altimeter settings on non-precision approaches. For instance, PA-RAST issued its first such advisory[3] in May 2024 highlighting the *Increased Risk of Controlled Flight into Terrain due to Incorrect Altimeter Settings on RNAV Approach at Non-ILS airports*[4].

2.4　　　RSAs will be developed by the assigned expert sub-groups and champions in the APRAST OPS WG, depending on which R-HRC or other operational risk category it falls under. The information shared through RSAs will also be de-identified to encourage info-sharing and should not be used for any audit purposes. The OPS WG will distribute the RSA to States and industry stakeholders

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[1] RASG-APAC/13-WP/16 *"Improving Processes and Outputs for the Asia-Pacific Regional Aviation Safety Team"*
[2] RASG-APAC/14-WP/9 *"Establishment of A RASG-APAC Safety Advisory"*
[3] Refers to RASG-PA Safety Issue Alert (RSIA), which is the Pan-American equivalent of RSAs as termed in this WP.
[4] Access here: *https://www.icao.int/RASGPA/RASGPADocuments/RSIA01%20Altimeter%20Setting.pdf*

through official channels and publication on ICAO APAC website and/or social media platforms.

2.5   States/Administrations are encouraged to share on safety issues affecting them that may require the attention of others in the region. It is important to note that a safety issue need not affect all States/Administrations in the region before it is considered for an RSA. RSAs aim to proactively highlight safety issues and risks for awareness and prioritisation, before they result in occurrence or wide-spread impact. For instance, the APRAST OPS WG has developed two RSAs: one on lithium-ion battery fires to address safety issues identified in Hong Kong, China's and the Republic of Korea's Working Papers on the subject at APRAST/23 Meeting[5,6] , and a second one on elevated Mid-Air Collision (MAC) risk in Reduced Vertical Separation Minima (RVSM) airspace due to ATC unit coordination errors to address safety issues identified by USA during presentations at APRAST/22 and /23 Meetings.

2.6   The APRAST OPS WG will also help monitor discussions at key ICAO platforms, such as expert groups and panels, AN-Conference, Assembly, High-Level Safety Conference, and DGCA Conference, for emerging safety risks for RSAs. Should States/Administrations, International Organisations, and Industry like to highlight a safety issue for APRAST to consider developing an RSA on, they may complete the APRAST Issue Review Request Form and submit it to the APRAST OPS & ORG WG via their designated APRAST representatives or the ICAO APAC Regional Office[7].

3.   ACTION BY THE CONFERENCE

3.1   The Meeting is invited to:

a) Encourage States and International Organisations to share published RSAs with appropriate stakeholders to enhance safety awareness and promote implementation of recommended mitigations;
b) Encourage relevant stakeholders within their States/Administrations to consider and implement the safety recommendations contained in published RSAs; and
c) Submit safety concerns warranting regional attention to the APRAST OPS WG for consideration as potential RSAs using the APRAST Issue Review Request Form.

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[5] APRAST/23-WP/15 *"Towards a Harmonized Approach to Mitigating Fire Risks Associated with Lithium Battery Power Banks Carried by Passengers in Aircraft: An Urgent Need for Actions"* by Hong Kong, China
[6] APRAST/23-WP/16 *"Lithium Battery and E-Cigarette-Related Cabin Fire Risks – An Emerging Safety Issue in the Republic of Korea"* by Republic of Korea
[7] Submission of the form does not guarantee an RSA on the specified safety concern, and suggestions will be subject to the final decision or prioritisation of the APRAST OPS WG.

Asia Pacific Regional Aviation Safety Team (APRAST)
Issue Review Request Form

Or scan QR to access form:

Embedded pdf form here:

APRAST Issue
Review Request Form

https://go.gov.sg/aprast-rsa-issue