



ICAO

**REPORT OF THE FIFTEENTH MEETING OF THE
REGIONAL AVIATION SAFETY GROUP
ASIA AND PACIFIC REGIONS
(RASG-APAC/15)**

Bangkok, Thailand, 26 - 28 November 2025

The views expressed in this Report should be taken as those of the RASG-APAC and not of the Organization. This Report will be presented to the Air Navigation Commission and the Council, as needed, and any formal action taken will be published in due course as a supplement to the Report.

Approved by the Meeting and
published by the ICAO Asia and Pacific Office, Bangkok

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RASG-APAC/15
Table of Contents

TABLE OF CONTENTS

1. Meeting and Registration	i
2. Opening Session	i
3. Meeting Arrangement	ii
4. Decisions and Conclusions	ii
AGENDA ITEM 1: PIRG & RASG Coordination	1
AGENDA ITEM 2: Adoption of Agenda.....	1
AGENDA ITEM 3: Update from ICAO, APRAST and APAC-AIG Outputs for RASG-APAC Consideration and Approval	2
AGENDA ITEM 4: Follow-up on the Outcome of RASG-APAC/14	9
AGENDA ITEM 5: ICAO / Member State / Industry Presentations	11
AGENDA ITEM 6: RASG-APAC Yearly/Standing Work Programme 2025/2026 (Proposed) for Consideration and Approval	18
AGENDA ITEM 7: Any Other Business	18

ATTACHMENTS:

Attachment 1	List of Participants
Attachment 2	List of Papers
Attachment 3	List of Decisions and Conclusions

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1. Meeting and Registration

1.1 The Fifteenth Meeting of the Regional Aviation Safety Group – Asia and Pacific Regions (RASG-APAC/15) was held at the ICAO Asia and Pacific Office in Bangkok, Thailand, from 27 to 28 November 2025. The Meeting was preceded by the Fourteenth PIRG/RASG Coordination Mechanism, convened on 26 November 2025.

1.2 The Meeting was attended by 85 participants from 20 States/Administrations i.e. Australia, Bhutan, Hong Kong China, Macao China, Fiji, India, Indonesia, Japan, Malaysia, Maldives, Mongolia, Pakistan, Republic of Korea, Samoa, Singapore, Thailand, Timor-Leste, United States, Vanuatu and Viet Nam and 10 International Organizations/Industry Partners namely, Airport Council International (ACI), Airbus, Association of Asia Pacific Airlines (AAPA), Boeing, Civil Air Navigation Services organization (CANSO), European Union Aviation Safety Agency (EASA), Flight Safety Foundation (FSF), International Air Transport Association (IATA), International Coordinating Council of Aerospace Industries Associations (ICCAIA) and International Federation of Air Line Pilots' Associations (IFALPA). A list of participants is at **Attachment 1** to the Report.

2. Opening Session

2.1 Mr. Tao Ma, Regional Director of the ICAO Asia and Pacific (APAC) Office, opened the Fifteenth Meeting of the RASG-APAC with a warm welcome to the participants, noting the presence of 109 attendees. He expressed appreciation to Mr. Elie Tanious (ICAO Headquarters) for providing updates on the outcomes of APANPIRG/36, RASG-APAC/15, and the development of the 2026–2028 Edition of the Global Aviation Safety Plan (GASP). The Regional Director commended several States, including China, Pakistan, and Thailand for significantly improving their EI scores through proactive safety initiatives and support received through APAC Regional Office CAP Missions. He highlighted that these improvements are particularly important, as the APAC regional average EI score (67.58 per cent) remained below both the global average (70.52 per cent) and the GASP target of 75 per cent. He further drew attention to persistent challenges in the region, including one State with a Significant Safety Concern (SSC) in the Air Navigation Services (ANS) area, the fact that only six States have achieved full implementation of their State Safety Programme (SSP), and the continued difficulties faced by small island States -such as Kiribati and Tuvalu - in establishing independent accident investigation authorities and attaining higher EI levels. He also confirmed the transition from the Code of Conduct to the Investigation Cooperation Mechanism (ICM), encouraging States to join the mechanism to facilitate improved data sharing.

2.2 In reviewing the Annual Safety Report 2025, the Regional Director noted that the APAC Region recorded the highest number of fatal accidents globally in 2024 (three accidents resulting in 185 fatalities), with more than 80 per cent of fatalities attributed to Loss of Control-in-flight (LOC-I) and Bird Strike (BIRD) occurrences. Looking ahead, he informed the meeting that the 2026–2028 Edition of the AP-RASP is expected to be published in the first quarter of next year, following the planned reform of the AP-RASP structure and its Safety Enhancement Initiative (SEI) Working Groups to enhance implementation effectiveness. He concluded by noting the recent successful coordination between APANPIRG and RASG-APAC on identifying and addressing deficiencies in the air navigation domain, and he wished all participants a productive and constructive Meeting. He concluded his remarks by expressing anticipation for a fruitful discussion during the busy schedule of the RASG-APAC/15 Meeting in Bangkok, Thailand.

2.3 Chairperson of RASG-APAC, Captain Norazman bin Mahmud, the Chief Executive Officer of the Civil Aviation Authority of Malaysia (CAAM) in his opening speech extended his heartfelt appreciation to ICAO APAC RO for organizing this important platform, which underscores the shared commitment to aviation safety and efficiency. He expressed his sincere gratitude to the members of the all RASG-APAC Subsidiary Working Groups for their outstanding efforts in fostering collaboration and coordination and reiterated the dedication and expertise of the working groups being

instrumental in addressing critical safety challenges and advancing our shared objectives in the Asia-Pacific Region. Chairperson of RASG-APAC urged the Meeting to note that the work of the RASG is fundamental to ensuring that safety management practices evolve to meet the demands of our rapidly changing aviation environment the efforts to harmonize standards, share best practices, and identify emerging risks those strengthened the foundation of safety across the Region. Chairperson of RASG-APAC also commended the coordinated efforts between APANPIRG and RASG-APAC during the joint coordination meeting held on 26 November 2025, noting that the collaboration contributed to enhanced alignment on regional priorities and the effective resolution of common safety and air navigation issues.

2.4 Vice-Chairperson of RASG-APAC, Ms. Clara Wong, commended the good efforts and work of APRAST and AIG and their respective expert and working groups during the year, including but not limited to the timely publication of APAC Annual Safety Report, advance the updating of the Regional Aviation Safety Plan 2026-28 in alignment with the new GASP, strengthened coordination mechanism between PIRG and RASG. Vice-Chairperson reminded that there was still work to be done, and accelerated effort was required on areas, such as enhancing the effective implementation (EI) of ICAO standards through raising the EI scores, timely and effective SSP and NASP implementation as well as independent accident investigation, etc. Vice-Chairperson appealed for continued collective efforts to renew commitments, share best practices and turn decisions into actionable safety outcomes.

3. Meeting arrangement

3.1 Mr. S M Nazmul Anam, Regional Officer, Flight Safety of ICAO Asia and Pacific Office acted as the Secretary of the Meeting on behalf of the Regional Director. He was assisted by Mr. Atipong Dharmasaroja, Regional Officer, Safety Implementation, Ms. Aemiga Sirivichitvorakarn of the Flight Safety Section and Mr. Farid Imam Wahyudin from Technical Assistance Section for arranging all the Meeting Proceedings.

3.2 The 26 Working Papers (WP) and 02 Information Papers (IP) considered by the Meeting are listed in **Attachment 2** to this Report.

4. Decisions and Conclusions

4.1 The RASG-APAC/15 adopted 14 Decisions. All RASG-APAC/15 Decisions and Conclusions are listed at **Attachment 3** to this Report.

REPORT ON AGENDA ITEMS

AGENDA ITEM 1: PIRG & RASG Coordination

1.1 Updates on the PIRG and RASG Coordination Mechanism – JWP/1/01

1.1.1 The 14th PIRG & RASG Coordination Meeting was held at the ICAO APAC Office in Bangkok, Thailand on 26 November 2025. The Meeting discussed on the progress update of the coordination between the APANPIRG and RASG-APAC Sub-Groups through Joint Working Paper (JWP) – WP/1/01 to address safety issues/initiatives overlapped between PIRG and RASG Sub-Groups.

1.1.2 The draft mechanisms were discussed in 14th PIRG & RASG Coordination Meeting, and the same outcome was also discussed in RASG-APAC/15 under Agenda Item 7 (WP/7/01) for RASG-APAC audiences to consider. The draft mechanisms for APAC PIRG/RASG Coordination Meeting outcome are attached in Appendix A to WP/7/01.

1.1.3 The Meeting adopted the following Decisions:

Decision RASG-APAC 15/1 — Updates on the PIRG and RASG Coordination Mechanism – JWP/1/01	
<p>That, APANPIRG and RASG-APAC to develop the Coordination Mechanism further as articulated in the Attachment A to WP/7/01 and table it in 15th PIRG & RASG Coordination Meeting with applicable Terms of References (ToRs) to be incorporated in respective Procedure Handbooks.</p>	<p>Expected impact:</p> <ul style="list-style-type: none"> <input checked="" type="checkbox"/> Ops/Technical <input checked="" type="checkbox"/> Achievement of global and regional aviation safety priorities and targets <input type="checkbox"/> Enhancement of USOAP effective implementation <input checked="" type="checkbox"/> Monitoring and administration <input checked="" type="checkbox"/> Capacity Building and Sharing of Information <input type="checkbox"/> Inter-regional <input type="checkbox"/> Political / Global <input type="checkbox"/> Economic <input type="checkbox"/> Environmental
<p>Why: To enhance the coordination between APANPIRG and RASG-APAC</p>	<p>Follow-up: <input type="checkbox"/> Required from States</p>
<p>When: Immediate</p>	<p>Status: On going</p>
<p>Who: <input checked="" type="checkbox"/> Sub-groups <input type="checkbox"/> APAC States <input checked="" type="checkbox"/> ICAO APAC RO <input checked="" type="checkbox"/> ICAO HQ <input type="checkbox"/> Other:</p>	

AGENDA ITEM 2: ADOPTION OF AGENDA

2.1 Adoption of the Agenda – WP/2/01

2.1.1 The provisional agenda of RASG-APAC/15 presented by the Secretariat was adopted by the Meeting.

AGENDA ITEM 3: UPDATE FROM ICAO, APRAST AND APAC-AIG OUTPUTS FOR RASG-APAC CONSIDERATION AND APPROVAL

3.1 Outcomes of the 42nd Assembly and Fourteenth Air Navigation Conference (AN-Conf/14) – PPT-1/3/01

3.1.1 The Meeting was informed of the main outcome of the 14th Air Navigation Conference (AN-Conf/14) held in Montreal, Canada, from 26 August to 6 September 2024, in particular, the actions in the Recommendations addressed specifically to PIRGs and RASGs. The Meeting considered the outcome of AN-Conf/14 under the relevant agenda item and took necessary actions.

3.1.2 The Meeting received an overview of the ICAO provisions that became applicable in 2024 and those in the pipeline for 2025 to 2030. The Meeting requested that the RASG subsidiary bodies and States take necessary measures to implement the applicable and upcoming ICAO provisions and report challenges faced to the ICAO Headquarters.

3.1.3 With regards to the implementation and evolution of the ICAO USOAP CMA audit programmes, the Meeting noted the discussions at A42 which concluded that ICAO's safety oversight and aviation security audit programmes should be further enhanced to better suit the needs of all Member States.

3.1.4 The Meeting was also briefed on other A42 outcomes, including those related to challenges in search and rescue; Remotely Piloted Aircraft Systems (RPAS), Unmanned Aircraft Systems (UAS) and Advanced Air Mobility (AAM), and the expedited development and implementation of measures to facilitate legally compliant and safe UAS operations over the high seas; and the revision of the resolution on Halon replacement, urging Member States to continue the development of alternative solutions for aircraft fire extinguishers, while considering the need for a revised cut-off date on the use of Halon.

3.1.5 The Meeting took note of other issues of interest discussed during the Assembly, including: accident investigation; fatigue management; regional cooperation mechanisms; innovation in aviation; crisis management; and SARPs efficiency.

3.2 Review of the action taken by the ANC on the Report of APANPIRG/35 and RASG-PAC/14 highlighting Consolidated Report of PIRG and RASG - WP/3/01

3.2.1 The Secretariat presented the actions taken by the Air Navigation Commission (ANC) on the report of APANPIRG/35 and RASG-APAC/14 Meetings. The Meeting was also informed that the ANC had agreed on the consolidated Annual Report on the PIRGs and RASGs for 2024-2025, which included an overview of the APANPIRG/35 and RASG-APAC/14 outcomes.

3.2.2 The Commission congratulated APANPIRG and RASG-APAC on their achievements and progress during the last cycle. The ANC acknowledged the key achievements and challenges, encouraged joint efforts by States and the regional office to address the identified challenges, and expressed appreciation for the region's collaborative efforts and the support provided by the ICAO APAC Regional Office.

3.2.3 Regarding the Conclusion RASG-APAC/14, the ANC acknowledged and formally noted the key challenges, issues, outcomes, and achievements of the RASG-APAC in 2024, expressing appreciation for the value of the information provided and the continued coordination with APANPIRG. Specifically, the ANC noted that the APAC Effective Implementation (EI) level remains below the Global Aviation Safety Plan (GASP) target, and that State Safety Programme (SSP) and Accident Investigation implementation continue to be an underperforming area, while further noting that the

PSIDS warrant special attention due to ongoing challenges in implementing the Pacific Aviation Needs Analysis study. The ANC further noted that the region has proactively established an expert working group to support AIG implementation and that significant progress has been made toward resolving the region's single Significant Safety Concern (SSC).

3.2.4 The Meeting noted the pertinent items of the Consolidated Report to Council on PIRGs and RASGs for 2024-2025, including the addition of a global challenge related to ineffective safety reporting due to inadequate information sharing, and weaknesses in accurate and complete data.

3.2.5 The Meeting noted that a new dashboard, which allows for the monitoring of the reported global challenges, level of participation in PIRGs and RASGs Meetings and reflected the progress of common initiatives, was established on the ICAO Integrated Safety Trend Analysis and Reporting System (iSTARS).

3.2.6 The Meeting reviewed the actions taken by the ANC on the Report of RASG-APAC/14, and provided feedback to the table of global challenges as reflected in the WP.

3.3 Global Development related to Aviation Safety - PPT-2/3/02

3.3.1 The Secretariat presented update that the 2026–2028 Edition of the GASP had been endorsed, maintaining the existing Global High-Risk Categories (G-HRCs) while introducing additional Operational Risk Categories (ORCs), including ARC, SCF-NP, and TURB. The updated GASP places increased emphasis on organizational challenges (G-ORCs), particularly related to resource allocation for AIG and AGA implementation, and on strengthening SSP effectiveness through Safety Data Collection and Processing Systems (SDCPS). It was noted that the EI level for the APAC Region remains below the global target of 75 per cent set in the GASP.

3.3.2 The Meeting was informed of forthcoming advancements in Safety Management guidance, including the applicability of Annex 19, Amendment 2, expected in the fourth quarter of 2026, and the publication of the 5th Edition of the Safety Management Manual (SMM) in 2026. The Meeting further noted enhancements to USOAP, with new SSP and SMS PQs planned for applicability in the third or fourth quarter of 2026, to ensure the CMA reflects SSP-related EI scores across relevant technical areas.

3.3.3 The Meeting noted the need for APAC States to develop or revise their National Aviation Safety Plans (NASPs) in alignment with the new GASP and AP-RASP. The Meeting was informed that only 41 per cent of APAC States have published NASPs (16 States). Updated guidance material, including Doc 10131 and Doc 10161, has been made available to support States in strengthening national and regional safety planning capabilities.

3.4 Where does APAC Stand with the Delhi Declaration Commitments? – WP/3/02

3.4.1 The Secretariat presented updates on the Delhi Declaration Commitments proposing to review the status of the APAC States' commitments in the field of Safety, specifically Certification of international aerodromes, Independence of Aircraft Accident Investigation Authority (AAIA), USOAP Effective Implementation (EI), State Safety Programme (SSP) implementation, Significant Safety Concerns (SSCs), Implementation of Safety Enhancement Initiatives (SEIs) and National Aviation Safety Plan (NASP).

3.4.2 The Meeting noted that the APAC Regional average EI Score was 67.58%, which was below the Global average value (70.52%) as well as GASP 2023-25 target of 75%. The Meeting was apprised that the recent USOAP audits of some APAC States have shown some great improvements in the EI. States were reminded to continue their efforts to achieve a greater EI score. Special attention should be given to the part of the eight audit areas that have not been recently audited so that to prevent a reduction of the EI score at the next audit.

3.4.3 The Meeting was informed that “Implementation of an effective SSP” statistics extracted from iSTARs was far from target. 21 States have SSP foundation PQs more than 75% completed while 16 States are below 75% and 4 States have not started yet. SSP Implementation requires very high-level leadership actions at the political level to encourage states to take this ICAO Initiative besides the Ministerial Commitment. The Meeting also noted the status of one of the APAC States still under SSC.

3.4.4 Regarding Aerodrome Certification, the Meeting noted that 92.19% of aerodromes used for international operations were certified as of November 2025, which corresponded to 353 out of 384 aerodromes used for international operations. Among all the 384 international aerodromes, only 355 aerodromes were listed in the APAC Air Navigation Plan (ANP) corresponding to 92.7%. States were encouraged to submit Proposal for Amendment to amend APAC ANP for this purpose and to expedite the certification of international aerodromes.

3.4.5 The Meeting noted that the latest survey result showed that 2 more States had established the independent Accident Investigation Authority in APAC Region, resulting in increasing from 40% to 44% based on last year result.

3.5 60th APAC DGCA Conference Action Items on Safety – WP/3/03

3.5.1 The Meeting was informed that 60th Conference of Directors General of Civil Aviation (DGCA/60) adopted 60 Action Items in total, in which fifteen (15) of them were formulated under Agenda Item 3 – Aviation Safety.

3.5.2 The Secretariat informed the Meeting that ICAO APAC Regional Office had issued State Letter on 5 August 2025, inviting States/Administrations to provide status of implementation to the Action Items endorsed by DGCA/60 before 31 August 2026.

3.5.3 The Meeting noted that the DGCA/61 would be hosted by Malaysia tentatively September 2026 with the Theme Topic adopted by the 60th APAC DGCA Conference as “Smart Skies: Emerging Technologies for Safe, Secure, Sustainable and Efficient Aviation”.

3.6 Review of Decisions and Conclusions adopted at APRAST/23 and its progress – WP/3/05

3.6.1 The Secretariat presented the updates of APRAST/23 conducted in ICAO APAC Office in Bangkok, Thailand from 7 to 11 April 2025. APRAST/23 adopted 6 Decisions all of which were ‘Proposed to be Closed’. The updated status of the Decisions adopted at APRAST/23 can be found in Attachment A to WP/3/05.

3.6.2 The Meeting noted the updates and adopted the Decisions as follows:

Decision RASG-APAC 15/2 — Review of Decisions and Conclusions Adopted at APRAST 23 – WP/3/05	
That, RASG-APAC/15 endorsed the status of all Decisions adopted at APRAST/23, as described in Attachment A of the WP/3/05.	Expected impact: <input checked="" type="checkbox"/> Ops/Technical <input checked="" type="checkbox"/> Achievement of global and regional aviation safety priorities and targets <input checked="" type="checkbox"/> Enhancement of USOAP effective implementation <input checked="" type="checkbox"/> Monitoring and administration <input checked="" type="checkbox"/> Capacity Building and Sharing of Information <input type="checkbox"/> Inter-regional <input type="checkbox"/> Political / Global <input type="checkbox"/> Economic <input type="checkbox"/> Environmental
Why: Achievement of global and regional aviation safety goals and targets.	Follow-up: <input type="checkbox"/> Required from States
When: N/A	Status: Closed
Who: <input checked="" type="checkbox"/> Sub-groups <input checked="" type="checkbox"/> APAC States <input checked="" type="checkbox"/> ICAO APAC RO <input type="checkbox"/> ICAO HQ <input checked="" type="checkbox"/> Other:	

3.7 Update on Work Done by APAC-AIG – WP/3/05

3.7.1 Chairperson APAC-AIG updated on AIG activities based on APAC-AIG/13 held in New Delhi, India from 30 – 31 October 2025 preceded by an AIG Workshop on 28 – 29 October 2025. APAC-AIG/13 adopted 9 Decisions, progress of which are shown in **Attachment A** to WP/3/05.

3.7.2 APAC-AIG/13 adopted an important Decision APAC-AIG 13/1 to extend the duration of the Meeting to 3 days to allow sufficient time for an AIG Expert Group (AIG-EG) as a Working Group under AIG Sub-Group to conclude tasks assigned in the AIG Yearly Program.

3.7.3 All 5 Decisions from APAC-AIG/12 and 3 earlier Decisions from APAC-AIG/11 that had been ‘In Progress’ (11/5, 11/6, and 11/7) were also ‘Proposed to be closed’ as shown in **Attachment B**.

3.7.4 The Meeting was also informed that the APAC-AIG Yearly Work Program 2025–2026 contains 5 tasks, where 3 tasks were continued from 2024-25, and two new tasks were incorporated to monitor the Safety Recommendation and AIG Final Report submission. The APAC-AIG Yearly Work Program 2025-2026 is attached in **Attachment C** to this paper.

3.7.5 The Meeting noted the updates and adopted the following Decisions:

Decision RASG-APAC 15/3 — Update on Work Done by APAC-AIG – WP/3/05	
That, RASG-APAC/15 endorsed APAC-AIG future annual meetings to be held for three days instead of two days in accordance with the Decision APAC-AIG 13/1.	Expected impact: <input checked="" type="checkbox"/> Ops/Technical <input checked="" type="checkbox"/> Achievement of global and regional aviation safety priorities and targets

RASG-APAC/15
Report of the Meeting

	<input checked="" type="checkbox"/> Enhancement of USOAP effective implementation <input type="checkbox"/> Monitoring and administration <input checked="" type="checkbox"/> Capacity Building and Sharing of Information <input type="checkbox"/> Inter-regional <input type="checkbox"/> Political / Global <input type="checkbox"/> Economic <input type="checkbox"/> Environmental
Why: Achievement of global and regional aviation safety goals and targets.	Follow-up: <input checked="" type="checkbox"/> Required from States
When: By RASG/16	Status: On going
Who: <input checked="" type="checkbox"/> Sub-groups <input checked="" type="checkbox"/> APAC States <input checked="" type="checkbox"/> ICAO APAC RO <input type="checkbox"/> ICAO HQ <input checked="" type="checkbox"/> Other:	

Decision RASG-APAC 15/4 — Update on Work Done by APAC-AIG – WP/3/05	
<p>That, RASG-APAC/15 endorsed:</p> <p>a) the Decisions adopted at APAC-AIG/13 and the status of all Decisions adopted at APAC/AIG-11 and APAC-AIG-12, as described in Attachment A and B of the WP/3/05; and</p> <p>b) the APAC-AIG Yearly Work Programme 2025-2026 as described in Attachment C of the WP/3/05.</p>	<p>Expected impact:</p> <input checked="" type="checkbox"/> Ops/Technical <input checked="" type="checkbox"/> Achievement of global and regional aviation safety priorities and targets <input checked="" type="checkbox"/> Enhancement of USOAP effective implementation <input type="checkbox"/> Monitoring and administration <input checked="" type="checkbox"/> Capacity Building and Sharing of Information <input type="checkbox"/> Inter-regional <input type="checkbox"/> Political / Global <input type="checkbox"/> Economic <input type="checkbox"/> Environmental
Why: To achieve global and regional aviation safety goals and targets.	Follow-up: <input checked="" type="checkbox"/> Required from States
When: N/A	Status: Closed
Who: <input checked="" type="checkbox"/> Sub-groups <input checked="" type="checkbox"/> APAC States <input checked="" type="checkbox"/> ICAO APAC RO <input type="checkbox"/> ICAO HQ <input checked="" type="checkbox"/> Other:	

3.8 Updates on the Progress made by the Asia-Pacific Regional Aviation Safety Plan Working Group (APRASP WG) – WP/3/06

3.8.1 AP-RASP WG Co-Chair (State) presented the WP/3/06 updates on the Asia Pacific Regional Aviation Safety Plan (AP-RASP) 2026-2028 developed in line with ICAO Global Aviation Safety Plan (GASP) 2026-2028, to address high-risk categories of occurrences, other regional risks categories of occurrence along with the organisational challenges at regional level. Co-Chair briefed on the key improvements made in the draft AP-RASP, methodology and inputs used for the identification of Regional High-Risk Category (R-HRCs), other regional risk of categories of occurrences and organisation challenges. AP-RASP goals, targets, and indicators presented in tabular form were discussed. It was highlighted that SEIs for OPS and ORG roadmaps are being finalized.

3.8.2 Hong Kong China, the Republic of Korea, and IFALPA expressed their support for the paper. In addition, the ICAO Regional Office informed that the draft AP-RASP 2026–2028 would be uploaded to the APAC website. Member States/Administrations were requested to review the draft and provide their comments, so that the same could be incorporated prior to its final publication in early 2026.

3.8.3 The Secretariat highlighted that OPS and ORG Roadmaps would further be reviewed by APRAST aligning with the recently published ICAO Docs 10131, 10161 and 10162.

3.8.4 The Meeting adopted the following Decisions:

Decision RASG-APAC 15/5 — Updates on the Progress made by the Asia-Pacific Regional Aviation Safety Plan Working Group (APRASP WG) – WP/3/06	
<p>That, RASG-APAC/15 endorsed in principle the AP-RASP 2026-28 to be published in Q1 of 2026 incorporating any further suggestion/edits arising from the APRAST/24 meeting.</p>	<p>Expected impact:</p> <ul style="list-style-type: none"> <input checked="" type="checkbox"/> Ops/Technical <input checked="" type="checkbox"/> Achievement of global and regional aviation safety priorities and targets <input type="checkbox"/> Enhancement of USOAP effective implementation <input checked="" type="checkbox"/> Monitoring and administration <input checked="" type="checkbox"/> Capacity Building and Sharing of Information <input type="checkbox"/> Inter-regional <input type="checkbox"/> Political / Global <input type="checkbox"/> Economic <input type="checkbox"/> Environmental
<p>Why: To allow timely publication of the next edition of AP-RASP</p>	<p>Follow-up: <input type="checkbox"/> Required from States</p>
<p>When: By Q1 of 2026</p>	<p>Status: On going</p>
<p>Who: <input checked="" type="checkbox"/> Sub-groups <input checked="" type="checkbox"/> APAC States <input checked="" type="checkbox"/> ICAO APAC RO <input type="checkbox"/> ICAO HQ <input checked="" type="checkbox"/> Other: Industry</p>	

3.9 Update from Safety Enhancement Initiative SEI (OPS) WG – WP/3/07

3.9.1 The Meeting was informed of the effort to transition from the SEI WG to the OPS WG. The OPS Working Group would be divided into smaller task forces, each led by a champion responsible for creating safety guidance for specific R-HRCs, and other regional risks (e.g. TURB). The OPS WG Co-Chairs would oversee the task forces gradually implementing these structural changes and amending the Terms of Reference over upcoming meetings, with the new structure set to be progressively adopted starting from the next APRAST meeting.

3.9.2 The OPS WG would further coordinate with APANPIRG subgroups e.g. RASMAG, MET SG, CNS SG, and AOP SG.

3.9.3 The OPS WG had issued two RASG-APAC Safety Advisories (RSA) since the RASG adopted the mechanism. The RSAs addressed mid-air collision risk associated with large height deviations and lithium battery fires in the cabin, respectively.

3.9.4 The Meeting was also informed of several areas of progress such as the analysis of information from the Global Action Plan for the Prevention of Runway Incursions (GAPPRI) implementation tracker and updates to the OPS Roadmap in the AP-RASP 2026-2028.

3.9.5 Malaysia and Airbus appreciated the RSAs issued by OPS WG. Hong Kong, China expressed appreciation to the WG for the progress and accomplishments made during the year such as the new coordination mechanism with APANPIRG and safety team of other Region.

3.9.6 Pakistan requested to incorporate the RSAs in appropriate repository. The Meeting adopted the following Decisions:

Decision RASG-APAC 15/6 — Update from Safety Enhancement Initiative (SEI) WG / OPS WG – WP/3/07	
That, APAC RO to facilitate finding a suitable repository for RASG-APAC Safety Advisories (RSA) in coordination with OPS WG (e.g. Safety Tools in ICAO APAC Website).	Expected impact: <input checked="" type="checkbox"/> Ops/Technical <input checked="" type="checkbox"/> Achievement of global and regional aviation safety priorities and targets <input type="checkbox"/> Enhancement of USOAP effective implementation <input checked="" type="checkbox"/> Monitoring and administration <input checked="" type="checkbox"/> Capacity Building and Sharing of Information <input type="checkbox"/> Inter-regional <input type="checkbox"/> Political / Global <input type="checkbox"/> Economic <input type="checkbox"/> Environmental
Why: To improve sharing of safety information within APAC Region	Follow-up: <input type="checkbox"/> Required from States
When: By RASG/16	Status: On going
Who: <input checked="" type="checkbox"/> Sub-groups <input checked="" type="checkbox"/> APAC States <input checked="" type="checkbox"/> ICAO APAC RO <input type="checkbox"/> ICAO HQ <input checked="" type="checkbox"/> Other: Industry	

3.10 Update on RASG-APAC Procedure Handbook Amendments – 4th Edition - WP/3/08

3.10.1 The Secretariat presented WP/3/08 on required amendments to the RASG-APAC Procedural Handbook, to be incorporated in the 4th Edition planned for publication in March 2027. The amendments reflected the restructuring of APRAST subsidiary bodies, whereby the SEI Working Group will be renamed as the OPS Working Group (OPS WG), and the AP-RASP Working Group will be reformed as the ORG Working Group (ORG WG), in line with the evolving scope of work and practical implementation needs.

3.10.2 The Meeting further noted that, following the formation of the new Working Groups, elections for Co-Chairs will be conducted at APRAST/24, after which revised Terms of Reference (ToRs) will be drafted for inclusion in the Handbook. In addition, the Handbook will capture the PIRG/RASG Coordination Mechanism ToRs and re-sequence its appendices accordingly. The revised ToRs and consolidated updates were expected to be presented to RASG-APAC/16 in 2026 for approval.

3.10.3 The Meeting was invited to note the ongoing reforms and to support the publication of the updated Procedural Handbook (4th Edition) upon completion of the restructuring and alignment of subsidiary body mandates by March 2027. The Meeting adopted the following Decisions:

Decision RASG-APAC 15/7 — Update on RASG-APAC Procedure Handbook - WP/3/09	
<p>That, the next amendment of the RASG-APAC Procedural Handbook (4th Edition) to be tabled in RASG-APAC/16 after incorporating the changes taking place with regards to the restructuring of APRAST subsidiary bodies and incorporating necessary ToRs by March 2027.</p>	<p>Expected impact:</p> <ul style="list-style-type: none"> <input checked="" type="checkbox"/> Ops/Technical <input checked="" type="checkbox"/> Achievement of global and regional aviation safety priorities and targets <input type="checkbox"/> Enhancement of USOAP effective implementation <input checked="" type="checkbox"/> Monitoring and administration <input checked="" type="checkbox"/> Capacity Building and Sharing of Information <input type="checkbox"/> Inter-regional <input type="checkbox"/> Political / Global <input type="checkbox"/> Economic <input type="checkbox"/> Environmental
<p>Why: To enhance RASG-APAC effectiveness</p>	<p>Follow-up: <input checked="" type="checkbox"/> Required from States</p>
<p>When: By RASG-APAC/16</p>	<p>Status: On going</p>
<p>Who: <input checked="" type="checkbox"/> Sub-groups <input checked="" type="checkbox"/> APAC States <input checked="" type="checkbox"/> ICAO APAC RO <input type="checkbox"/> ICAO HQ <input checked="" type="checkbox"/> Other: Industry</p>	

AGENDA ITEM 4: FOLLOW-UP ON THE OUTCOME OF RASG-APAC/14

4.1 Review of Progress of RASG-APAC/14 Decisions and Conclusions – WP/4/01

4.1.1 The Secretariat presented the progress of the RASG-APAC/12 which was held in VTC from Bangkok, Thailand in 28-29 November 2024. RASG-APAC/14 adopted 10 Decisions and all are ‘Proposed to be Closed’.

4.1.2 Decisions and Conclusions to the Meeting through WP/4/01 resulted in the following Decisions:

Decision RASG-APAC 15/8 — Review of progress of RASG-APAC/14 Decisions and Conclusions - WP/4/01	
<p>That, RASG/15 endorsed the Status of the Updated RASG-APAC/14 Decisions and Conclusions presented in Attachment A to WP/4/01.</p>	<p>Expected impact:</p> <ul style="list-style-type: none"> <input checked="" type="checkbox"/> Ops/Technical <input checked="" type="checkbox"/> Achievement of global and regional aviation safety priorities and targets <input checked="" type="checkbox"/> Enhancement of USOAP effective implementation <input checked="" type="checkbox"/> Monitoring and administration <input checked="" type="checkbox"/> Capacity Building and Sharing of Information <input type="checkbox"/> Inter-regional <input type="checkbox"/> Political / Global

	<input type="checkbox"/> Economic <input type="checkbox"/> Environmental
Why: Achievement of global and regional aviation safety priorities and targets.	Follow-up: <input type="checkbox"/> Required from States
When: N/A	Status: Closed
Who: <input checked="" type="checkbox"/> Sub-groups <input checked="" type="checkbox"/> APAC States <input checked="" type="checkbox"/> ICAO APAC RO <input checked="" type="checkbox"/> ICAO HQ <input checked="" type="checkbox"/> Other:	

4.2 Update of RASG-APAC Annual and Standing Work Programme 2024/2025 – WP/4/02

4.2.1 The Secretariat presented the progress of the RASG-APAC Standing and Yearly Work Programme 2024/2025 through WP/4/02.

4.2.2 The Meeting endorsed the status of Yearly Work Programme 2024/2025 and all three tasks were “Proposed to be closed”. The Meeting adopted the following Decision:

Decision RASG-APAC 15/9 — Update of RASG-APAC Annual and Standing Work Programme 2024/2025 - WP/4/02	
That, RASG/15 endorsed the status of the Yearly Work Programme 2024/2025, as presented in Attachment A of WP/4/02.	Expected impact: <input checked="" type="checkbox"/> Ops/Technical <input checked="" type="checkbox"/> Achievement of global and regional aviation safety priorities and targets <input checked="" type="checkbox"/> Enhancement of USOAP effective implementation <input checked="" type="checkbox"/> Monitoring and administration <input checked="" type="checkbox"/> Capacity Building and Sharing of Information <input type="checkbox"/> Inter-regional <input type="checkbox"/> Political / Global <input type="checkbox"/> Economic <input type="checkbox"/> Environmental
Why: To achieve global and regional aviation safety priorities and targets.	Follow-up: <input type="checkbox"/> Required from States
When: N/A	Status: Closed
Who: <input checked="" type="checkbox"/> Sub-groups <input checked="" type="checkbox"/> APAC States <input checked="" type="checkbox"/> ICAO APAC RO <input type="checkbox"/> ICAO HQ <input checked="" type="checkbox"/> Other:	

AGENDA ITEM 5: ICAO / MEMBER STATE / INDUSTRY PRESENTATIONS

5.1 Collaboration between RASMAG and OPS WG – WP/5/01

5.1.1 The Paper was presented by the OPS WG Chairperson (States) and outlined the collaborative efforts between the Regional Airspace Safety Monitoring Advisory Group (RASMAG) and OPS WG under APRAST to address High-Risk Category (HRC) Mid-Air Collisions (MAC) in the Asia-Pacific region. This partnership had emerged from discussions during the Twelfth PIRG & RASG Regional Coordination Meeting in 2024, which focused on data sharing and mitigation strategies for Category 'E' Large Height Deviations (LHDs) (coordination errors in the ATC-unit-to-ATC-unit transfer of control responsibility because of human factors issues) recognized as precursors to MAC.

5.1.2 The Meeting was informed that RASMAG and OPS WG exchanged LHD hotspot data and identified mitigation strategies. APRAST also collaborated with IATA and U.S. Commercial Aviation Safety Team (CAST) to share TCAS Resolution Advisory (RA) hotspot data, complementing LHD data for a holistic risk picture.

5.1.3 The Meeting noted that the collaboration between RASMAG and OPS WG resulted in the publication of RASG-APAC Safety Advisory titled 'Elevated Mid-Air Collision (MAC) Risk in RVSM Airspace', distributed to Civil Aviation Authorities (CAAs), Air Navigation Service Providers (ANSPs), and Regional Monitoring Agencies (RMAs).

5.1.4 The Meeting noted that future collaboration opportunities included leveraging RMA networks for wider dissemination of safety information, refining existing LHD mitigation tools, and consolidating safety bulletins under the RSA mechanism. Additionally, the upcoming AP-RASP 2026–2028 was set to adopt MAC as a R-HRC, with OPS WG proposing targeted actions based on hotspot data analysis to develop focused safety enhancements and advisories.

5.1.5 RASMAG Chairperson emphasized the importance of the collaboration and extended their support to OPS WG.

5.2 Collaboration between CNS SG and OPS WG – WP/5/02

5.2.1 The Meeting was informed about the discussion made during the Twelfth PIRG & RASG Regional Coordination Meeting on 27 November 2024, at the ICAO APAC Office, focused on coordinating efforts between APANPIRG and RASG-APAC Sub-Groups. One of the key topics was data sharing to address GNSS RFI risks. It was noted that APANPIRG has worked to mitigate GNSS RFI, with recent efforts by the Spectrum Review WG (SRWG) and CNS SG focusing on understanding and collecting data on the issue. Despite establishing an Ad Hoc Group to address GNSS and data link disruptions and urging states to report occurrences, progress has been hindered by a lack of detailed incident reports from APAC States, complicating efforts to identify GNSS RFI as the root cause of disruptions.

5.2.2 The Meeting was informed that to enhance operational safety against CFIT and MAC risks from spoofing and jamming, APRAST's SEI WG proposed to collaborate closely with the CNS SG. The APRAST's CFIT Task Force will identify geographic areas of concern, analyze contributing factors related to operational safety in the APAC region, and prioritize threats to develop targeted safety enhancement initiatives and advisories. Additionally, the group aims to understand OEM guidance and existing efforts on managing GNSS interference, while maintaining close coordination with CNS SG and other safety teams globally.

5.2.3 IFALPA, Pakistan and Singapore appreciated the WP and emphasize the importance of coordination between OPS WG and CNS SG in addressing GNSS RFI.

5.3 ICAO Pacific Small Island Developing (PSID) States Liaison Office Progress and Planned Activities 2025/2026 – WP/5/03

5.3.1 The Secretariat informed the Meeting of the work of the Pacific Small Island Developing States (PSIDS) Liaison Office, and the support provided by partner States, acknowledging that the transition of PSIDS Liaison Officers maintained the focus for PSIDS activities. The Meeting was informed of proposed technical assistance and meetings targeting the PSIDS in 2026 APAC-AIG 13/08 regarding PSIDS Liaison Office support for following up AP-RASP Org Roadmap Action Item ‘A.V.3’ - WP/06/04, and assistance for PSIDS for SSP and NASP development.

5.3.2 The Meeting was informed on the progress of the Implementation Support Roadmap (ISR), and the ICAO Secretariat expressed that the roadmap is critical to articulate activities and priorities for assistance by ICAO and donors to deliver on the 2019 PSIDS Study recommendations. The Meeting was informed of work in progress by the PSIDS Liaison Office to develop a platform for assistance donors for the objective of coordinating and collaborating on assistance activities targeted for PSIDS, addressing the 2019 PSIDS Study recommendation AD/Rec/1. The Meeting was informed that the platform was envisaged to be developed by Q1 2026, and through the following Conclusion adopted by the Meeting urged assistance donors to utilize the platform:

5.3.3 The Secretariat was enquired about the relationship of the action objectives regarding continued assistance support, and the utilization of the assistance portal. Clarification was provided to the meeting that the assistance support is independent to use of the portal; where assistance is provided donor States/Partners organizations are urged to share the assistance via the portal for visibility to avoid duplication of effort, or complement assistance already being provided.

5.3.4 Clarification on the assistance needs of the PSIDS was also provided to the Meeting, noting that the development of the Implementation Support Roadmap (ISR) to be circulated to PSIDS and stakeholders would provide direction for assistance needs, noting SSP development, NASP development and AIG functions will address existing deficiencies and gaps. Additionally, PSIDS are encouraged to share with donor States/Partner organizations results from ICAO assessments (for example Combined Action Team (CAT) missions) for assistance to implement recommendations where the PSIDS may require such support.

5.3.5 The Meeting adopted the following Decisions:

Decision RASG-APAC 15/10 – ICAO Pacific Small Island Developing (PSID) States Liaison Office Progress and Planned Activities 2025/2026 – WP/5/03	
<p>That,</p> <p>a) Pacific Small Island Development (PSIDS) to introduce a Website/Portal where inputs for the supports related to training and OJTs can be requested against the needs of PSIDS; and</p> <p>b) States/Administrations are urged to provide experts for the requested support once informed through a State Letter on the readiness of the Website/Portal.</p>	<p>Expected impact:</p> <p><input checked="" type="checkbox"/> Ops/Technical</p> <p><input type="checkbox"/> Achievement of global and regional aviation safety priorities and targets</p> <p><input type="checkbox"/> Enhancement of USOAP effective implementation</p> <p><input checked="" type="checkbox"/> Monitoring and administration</p> <p><input type="checkbox"/> Capacity Building and Sharing of Information</p> <p><input type="checkbox"/> Inter-regional <input type="checkbox"/> Political / Global</p> <p><input type="checkbox"/> Economic <input type="checkbox"/> Environmental</p>

Why: To enhance safety oversight capability of PSIDS	Follow-up: <input checked="" type="checkbox"/> Required from States
When: By RASG-APAC/16	Status: Open
Who: <input checked="" type="checkbox"/> Sub-groups <input checked="" type="checkbox"/> APAC States <input checked="" type="checkbox"/> ICAO APAC RO <input type="checkbox"/> ICAO HQ <input type="checkbox"/> Other: Industry	

5.4 Surveys on SSP/SMS & Safety Culture Implementation in APAC – WP/5/04

5.4.1 Hong Kong China presented WP/5/4 on behalf of the AP-RASP WG and co-sponsors Australia, Hong Kong China, India, the Republic of Korea, Singapore and Thailand which volunteered their analyst expertise and resources. This paper presented the analysis of three regional surveys on Safety Reporting Systems, ANSPs’ Roles in Safety, and Safety Performance Indicators (SPIs), conducted to support the 2025 ICAO APAC Safety Management Seminar. The surveys garnered significant engagement, with over 640 responses representing approximately 20 States and 95 service providers. Key findings revealed a strong foundation in safety reporting with high levels of trust, a notable “confidence gap” between ANSP and regulator perceptions of SMS maturity, and a clear regional practice to monitor Runway Safety and Airprox SPIs, while identifying areas for development in understanding SPI concepts and monitoring other high-risk categories.

5.4.2 The United States, India, Singapore, Thailand, Malaysia, IFALPA and Airbus strongly supported the paper for the continuation of such survey. The Meeting recognized the joint efforts of the volunteers and respondents and noted the potential to use of surveys to inform future AP-RASP and APRAST initiatives. The findings will be instrumental in prioritizing regional assistance, shaping workshop topics, and developing targeted actions to enhance SSP/SMS implementation and safety culture across the Asia-Pacific region.

5.5 An Enhanced Data Driven Approach to Identifying Operational Safety Risks in the Asia Pacific Region – WP/5/05

5.5.1 Singapore presented this working paper addressing the limited availability of comprehensive safety data for precursor events to accidents and serious incidents, which poses challenges for implementing data-driven approaches in the Global Aviation Safety Plan (GASP) and Asia Pacific Regional Aviation Safety Plan (AP-RASP). The paper proposed a simplified mechanism for collecting and sharing safety information through standardized occurrence rates for selected precursor events across the Global High-Risk Categories (G-HRCs).

5.5.2 The Meeting noted the approach using average rates would enable States to share safety insights and trends, while protecting sensitive information through deidentification and aggregation. States would submit standardized occurrence rates on a voluntary basis to the Asia Pacific Regional Office (APAC RO) for consolidation into aggregated regional rates.

5.5.3 The Meeting noted the need to establish trust and harmonized taxonomies to support such reporting and data consolidation. Singapore emphasized that simple definitions would be used and mapped against common taxonomies, with a focus on trend analysis. This would allow the region to gain meaningful insights but maintain a user-friendly system to avoid overburdening States. The Meeting endorsed for APRAST to begin this initiative through a trial period, with careful consideration to ensure it remained feasible and practical.

5.5.4 Hong Kong China, India, Pakistan, Republic of Korea, Thailand, the United States, IFALPA, Airbus and IATA expressed support for the proposal, with Hong Kong China suggesting adoption on a trial basis with arrangement for review on effectiveness.

5.5.5 The Meeting noted the current data sharing initiative amongst five South East Asian States and their collaboration effort and encouraged other APAC States/Administrations to participate in the programme.

5.5.6 The Meeting adopted the following Decision:

Decision RASG-APAC 15/11 - Enhanced Data Driven Approach to Identifying Operational Safety Risks – WP/5/05	
<p>That,</p> <p>a) APRAST and its relevant Working Groups to trial this voluntary ‘Precursor Event Monitoring Mechanism’ for a fixed period of one to two years by identifying and collecting an initial selection of feasible indicators from volunteer States; and</p> <p>b) ICAO APAC RO to support the trial by consolidating and aggregating the States’ voluntary submissions and submitting to APRAST for further analysis; and</p> <p>c) Upon completion of the trial, APRAST to:</p> <ul style="list-style-type: none"> - report back to RASG-APAC on the outcomes of the trial; and - develop associated guidance material and suitable reporting format / mechanism for regional update. 	<p>Expected impact:</p> <p><input checked="" type="checkbox"/> Ops/Technical</p> <p><input checked="" type="checkbox"/> Achievement of global and regional aviation safety priorities and targets</p> <p><input type="checkbox"/> Enhancement of USOAP Effective Implementation</p> <p><input type="checkbox"/> Monitoring and Administration</p> <p><input checked="" type="checkbox"/> Capacity Building and Sharing of Information</p> <p><input type="checkbox"/> Inter-Regional <input type="checkbox"/> Political / Global</p> <p><input type="checkbox"/> Economic <input type="checkbox"/> Environmental</p>
Why: To strengthen the risk identification and mitigation capabilities in the APAC region	Follow-up: <input checked="" type="checkbox"/> Required from States
When: By RASG-APAC/16	Status: Open
Who: <input checked="" type="checkbox"/> Sub-groups <input checked="" type="checkbox"/> APAC States <input checked="" type="checkbox"/> ICAO APAC RO <input type="checkbox"/> ICAO HQ <input checked="" type="checkbox"/> Other: Industry	

5.6 Managing Safe and Efficient Airport and Air Traffic Operations Under Severe Weather through Collaborations – WP/5/06

5.6.1 Hong Kong China presented WP/5/06, outlining the key collaborative framework and robust cooperation among stakeholders for the safe, coordinated, and efficient airport and ATC operation under severe weather or typhoon.

5.6.2 The Meeting was apprised that availability of an accurate weather warning system and updates from meteorological service provider [Hong Kong Observatory (HKO)] at least 48 hrs prior to typhoon passage, air navigation service provider could apply ATFM measure to regulate traffic flow in time. Airport Authority and other airport stakeholders would activate their respective action plans related to the ground operations in accord to the Emergency Procedures Manual (EPM), which was

under Hong Kong Civil Aviation Department (HKCAD)'s oversight, to ensure the readiness of airfield in maintaining safe operation amid severe weather. Safety critical ANS equipment would also be inspected and protected to ensure their operability.

5.6.3 Viet Nam and the Republic of Korea supported the paper. The Meeting noted that continuous regulatory oversight and emergency preparedness played a significant role in protecting airport infrastructure. Through pre-event inspections, continuous communication and collaborative reviews, any operational issues can be swiftly addressed while enhancing infrastructure resilience and ensuring safe and reliable operations under adverse weather conditions.

5.7 Towards A Harmonized Regional Approach to Crew Resource Management (CRM) in the Asia Pacific Region – WP/5/07

5.7.1 The Meeting noted the WP presented by the Association of Asia Pacific Airlines (AAPA) introduced the Crew Resource Management (CRM) Harmonisation Task Force (CHTF), that was established with participation from regulators, airlines, academia, and the Flight Safety Foundation to develop a harmonised regional CRM framework. The initiative responds to findings from the ICAO State of Global Aviation Safety Report (2025 Edition) and the Flight Safety Foundation's AP-CAS Regional Safety Assessment (2024), which identified human factors and inadequate CRM application as key contributors to serious incidents and accidents. In 2024, the Asia-Pacific region accounted for 62.5 per cent of global fatalities, highlighting the need for stronger human-performance defences.

5.7.2 The RASG-APAC recognised the importance of regulatory and training harmonisation, encouraged broader State participation in the CHTF, and agreed to refer the initiative to APRAST for continued technical coordination and follow-up under regional safety and human-factors objectives.

5.7.3 Singapore, India, IFALPA, Airbus and FSF supported the paper. The Secretariat recommended that, given the technical nature of its contents, the Working Paper (WP) be presented to APRAST to allow for more in-depth evaluation and appropriate recommendations.

5.8 Transport of Dangerous Goods by Unmanned Aircraft - WP/5/08

5.8.1 Hong Kong China presented WP/5/08 which addressed the transport of dangerous goods by Unmanned Aircraft (UA), a component of the growing Low-Altitude Economy. While UA operations like medical supplies delivery offer significant benefits, they present unique safety challenges. Existing international regulations for manned aviation are not fully suitable for UA, creating critical gaps in areas such as in-flight fire detection, emergency response for incidents, specialized packaging for transporting dangerous goods etc.

5.8.2 The Paper noted the ongoing work by ICAO in various Annexes but emphasized that the unresolved gaps could lead to restrictions or inconsistent regulations across jurisdictions. To ensure safety and enable global interoperability, it is recommended that harmonized international standards and guidance be developed for transport of dangerous goods by UA.

5.8.3 IFALPA expressed support and highlighted the need for safety risk assessments, emergency response planning to ensure safety to aircraft or properties in air and on ground. The Meeting agreed to consider seeking ICAO Headquarters' assistance to advance this work in a timely manner through further collaborative efforts across relevant expert panels.

5.8.4 The Meeting adopted the following Decision:

Decision RASG-APAC 15/12 — Transport of Dangerous Goods by Unmanned Aircraft - WP/5/08	
That, APAC RO to refer the WP/5/08 on the carriage of dangerous goods by unmanned aircraft to the appropriate expert groups of the ICAO HQ for their consideration.	Expected impact: <input checked="" type="checkbox"/> Ops/Technical <input checked="" type="checkbox"/> Achievement of global and regional aviation safety priorities and targets <input checked="" type="checkbox"/> Enhancement of USOAP effective implementation <input type="checkbox"/> Monitoring and administration <input type="checkbox"/> Capacity Building and Sharing of Information <input checked="" type="checkbox"/> Inter-regional <input checked="" type="checkbox"/> Political / Global <input type="checkbox"/> Economic <input type="checkbox"/> Environmental
Why: To achieve global interoperability and harmonization to facilitate and ensure safe transport of dangerous goods by unmanned aircraft	Follow-up: <input type="checkbox"/> Required from States
When: By APRAST/25	Status: Open
Who: <input checked="" type="checkbox"/> Sub-groups <input checked="" type="checkbox"/> APAC States <input checked="" type="checkbox"/> ICAO APAC RO <input checked="" type="checkbox"/> ICAO HQ <input checked="" type="checkbox"/> Other: Industry/ANSPs	

5.9 Evolving COSCAPs to Enhance Sub-Regional Cooperation in Asia Pacific – WP/5/09

5.9.1 The Meeting noted that COSCAPs had long been a cornerstone of technical collaboration in the Asia Pacific. As regional aviation oversight becomes more complex, there was an opportunity to adapt the COSCAP model to better meet emerging needs. This paper proposed modest but meaningful enhancements, including thematic coordination on technical issues, support to ICAO processes through sub-regional input, and a role in crisis response. These adjustments would not require significant structural reform, but offer immediate benefits in terms of visibility, coherence, and responsiveness.

5.9.2 The Meeting agreed to refer the subject to the Steering Committee Meetings (SCMs) of COSCAPs for their concurrence on the proposals to reinforce sub-regional collaboration and inclusive engagement in global aviation safety initiatives.

5.10 Regional Cooperation on Accident Investigation: Exploring ENCASIA’S Experience - WP/5/10

5.10.1 This Paper was presented by EASA inviting Asia-Pacific States to consider enhanced regional cooperation in civil aviation accident and incident investigation, with reference to the experience of the European Network of Civil Aviation Safety Investigation Authorities (ENCASIA). ENCASIA demonstrated a decentralised, non-supranational approach that fosters collaboration, mutual support, and continuous improvement among national Safety Investigation Authorities (SIAs).

5.10.2 The Meeting noted ENCASIA’s collaborative approach, including its working groups, peer review mechanisms, and mutual assistance arrangements, and considers how similar cooperative approaches could benefit the Asia-Pacific context. In particular, such an approach may help address disparities in investigative capacity, promote alignment with ICAO Annex 13, and strengthen regional resilience and coordination.

5.10.3 The Meeting recognized the relevance of the ENCASIA experience, encourage exploration of cooperative arrangements among Asia-Pacific States, and support ICAO-facilitated dialogue on potential next steps.

5.10.4 The Meeting adopted the following Decision:

Decision RASG-APAC 15/13 — Regional Cooperation on Accident Investigation: Exploring ENCASIA’S Experience - WP/5/10	
That, RASG-APAC invited EASA to present the Paper in APAC Annual Accident Investigation (APAC-AIG) Meeting for their further considerations.	Expected impact: <input checked="" type="checkbox"/> Ops/Technical <input checked="" type="checkbox"/> Achievement of global and regional aviation safety priorities and targets <input checked="" type="checkbox"/> Enhancement of USOAP effective implementation <input checked="" type="checkbox"/> Monitoring and administration <input checked="" type="checkbox"/> Capacity Building and Sharing of Information <input checked="" type="checkbox"/> Inter-regional <input type="checkbox"/> Political / Global <input type="checkbox"/> Economic <input type="checkbox"/> Environmental
Why: To enhance Accident Investigation capability in APAC Region	Follow-up: <input checked="" type="checkbox"/> Required from States
When: By APAC-AIG/14	Status: On going
Who: <input checked="" type="checkbox"/> Sub-groups <input type="checkbox"/> APAC States <input checked="" type="checkbox"/> ICAO APAC RO <input type="checkbox"/> ICAO HQ <input checked="" type="checkbox"/> Other: EASA <input type="checkbox"/> Industry/ANSPs	

5.11 Harnessing Artificial Intelligence to enhance Aviation Safety and Efficiency - WP/5/11

5.11.1 The United States presented the Paper on harnessing the power of artificial intelligence (AI) for FAA continuing mission to provide the safest, most efficient aerospace system. The scale, complexity, and dynamism of the modern transportation ecosystem demand a technological and strategic evolution beyond incremental improvements.

5.11.2 The Meeting noted with appreciation the FAA experience that AI may offer an opportunity to fundamentally alter the safety paradigm, enabling a monumental shift from a reactive model of accident investigation to a proactive model of incident prevention.

AGENDA ITEM 6: RASG-APAC YEARLY/STANDING WORK PROGRAMME 2025/2026 (PROPOSED) FOR CONSIDERATION AND APPROVAL

6.1 Proposed RASG-APAC 2025/2026 Yearly and Standing Work Programme – WP/6/01

6.1.1 The Secretariat presented WP/6/01. The Meeting noted the proposed RASG-APAC 2025/2026 Yearly and Standing Work Programme.

6.1.2 The Meeting endorsed the following Decision:

Decision RASG-APAC 15/14 — RASG-APAC Yearly/Standing Work Programme 2025/2026 (proposed) – WP/6/01	
That, the proposed RASG-APAC 2025/2026 Yearly Work Programme was approved, as in Attachment A of WP/6/01.	Expected impact: <input checked="" type="checkbox"/> Ops/Technical <input checked="" type="checkbox"/> Achievement of global and regional aviation safety priorities and targets <input checked="" type="checkbox"/> Enhancement of USOAP effective implementation <input type="checkbox"/> Monitoring and administration <input checked="" type="checkbox"/> Capacity Building and Sharing of Information <input type="checkbox"/> Inter-regional <input type="checkbox"/> Political / Global <input type="checkbox"/> Economic <input type="checkbox"/> Environmental
Why: To achieve global and regional aviation safety priorities and targets.	Follow-up: <input checked="" type="checkbox"/> Required from States
When: By RASG-APAC/16	Status: Open
Who: <input checked="" type="checkbox"/> Sub-groups <input checked="" type="checkbox"/> APAC States <input checked="" type="checkbox"/> ICAO APAC RO <input type="checkbox"/> ICAO HQ <input checked="" type="checkbox"/> Other: Industry	

AGENDA ITEM 7: ANY OTHER BUSINESS

7.1 Working Level Mechanism for APANPIRG and RASG Coordination – WP/7/01

7.1.1 The Secretariat presented WP/7/01 providing update on the Working Level Mechanism for APANPIRG and RASG Coordination.

7.1.2 The Joint Working Paper (JWP/1/01) was presented under Agenda Item 1 and Decision RASG-APAC 15/1 was adopted on the same subject.

7.2 Upcoming DGCA Conference

7.2.1 The Meeting noted that DGCA/61 would be hosted by Malaysia tentatively in September 2026 with the Theme Topic adopted by the 60th APAC DGCA Conference as “Smart Skies: Emerging Technologies for Safe, Secure, Sustainable and Efficient Aviation”. The States/Administrations were encouraged to participate in the next DGCA/61 Conference.

7.3 Date and Venue of the next Meeting

7.3.1 The RASG-APAC/16 dates and venue will be notified in due course preferably in November 2026 in face-to-face mode.

7.4 Closing of the Meeting

7.4.1 The RASG-APAC Chairperson thanked all delegates for their active participation and expressed appreciation for their continued commitment to regional safety initiatives. The Chairperson encouraged members to commence follow-up work without delay.

7.4.2 The RASG-APAC Vice-Chairperson emphasized the importance of translating the Meeting’s discussions into concrete, actionable items and expressed appreciation for the collaborative spirit shown. The Vice-Chairperson indicated a strong expectation of continued close cooperation with all members.

7.4.3 The ICAO Regional Director thanked the RASG-APAC Chairperson, the Vice-Chairperson, and all participants for their valuable contributions to the Meeting. He concluded by wishing all delegates a safe journey home.

RASG-APAC/15
Attachment 1 to the Report

LIST OF PARTICIPANTS

Total registered participants = 85

Total number of States / Administration =20

Total number of Int'l Organization / Industry Partners = 10

ICAO = 21; Observers = 3; Exhibitors/Sponsors = 13

	States / Administrations / International Organizations / Industry Partners	No. of participant s
		Attended
1.	Australia	3
2.	Bhutan	2
3.	Hong Kong, China	4
4.	Macao, China	2
5.	Fiji	1
6.	India	2
7.	Indonesia	3
8.	Japan	1
9.	Malaysia	4
10.	Maldives	2
11.	Mongolia	4
12.	Pakistan	5
13.	Republic of Korea	2
14.	Samoa	2
15.	Singapore	3
16.	Thailand	16
17.	Timor-Leste	2
18.	United States	4
19.	Vanuatu	2

	States / Administrations / International Organizations / Industry Partners	No. of participant s
		Attended
20.	Viet Nam	5
<i>Int'l Org / Industry Partners</i>		
1.	AAPA	1
2.	ACI	1
3.	Airbus	2
4.	Boeing	1
5.	CANSO	1
6.	EASA	4
7.	FSF	1
8.	IATA	1
9.	ICCAIA	3
10.	IFALPA	1
	ICAOHQ	1
	ICAO APAC	20
	Observers	3
	Exhibitors / Sponsors	13
	Total	122

State / Name		Designation / Organization
1.	Australia	
	1. Mr. Mark Roberts	National Manager, Safety Risk and Intelligence (Chief Risk Officer) Civil Aviation Safety Authority (CASA)
	2. Mr. Pradeep de Silva	Manager, International Relations Civil Aviation Safety Authority (CASA)
	3. Mr. Stuart Godley	Director Transport Safety Australian Transport Safety Bureau
2.	Bhutan	
	4. Mr. Pelden Wangchuk	Sr. Flight Safety officer Bhutan Civil Aviation Authority
	5. Mr. Karma Gayley	Sr. ANS Officer Bhutan Civil Aviation Authority

RASG-APAC/15
Attachment 1 to the Report

State / Name		Designation / Organization
3.	Hong Kong, China	
6.	Ms. Clara Wong <i>Vice-chair of RASG-APAC and Chief Delegate</i>	Deputy Director-General of Civil Aviation Civil Aviation Department
7.	Ms. Yamani CHAN	Senior Operations Officer Civil Aviation Department Strategic Safety Office Civil Aviation Department
8.	Ms. Alice Kong	Senior Evaluation Officer Air Traffic Management Division Civil Aviation Department
9.	Ms. Agnes Chu	Safety Officer (Dangerous Goods) Airport and Safety Regulation Section Civil Aviation Department
4.	Macao, China	
10.	Mr. Wai Long Fong <i>Chief Delegate</i>	Vice President Civil Aviation Authority of Macao
11.	Mr. Chi Seng Lei	Assistant Safety Officer Flight Standards & Licensing Civil Aviation Authority of Macao
5.	Fiji	
12.	Ms. Alisi Lewenikorolevu Namoro	Executive Manager Ground Safety Civil Aviation Authority of Fiji
6.	India	
13.	Mr. Maneesh Kumar <i>Co-Chair of AP-RASP WG (States)</i>	Joint Director General Director General of Civil Aviation
14.	Mr. Rahul Agarwal	Assistant Director Air Safety Director General of Civil Aviation
7.	Indonesia	
15.	Mr. Sokhib Al Rokhman <i>Chief Delegate</i>	Director of Airworthiness and Aircraft Operations Directorate of Airworthiness and Operation Directorate General of Civil Aviation
16.	Mr. Herry A. Arief	Airworthiness Inspector / Head of SSP Directorate of Airworthiness and Operation Directorate General of Civil Aviation
17.	Ms. Gradithasari	Data Analyst – State Safety Programme Task Force Directorate General of Civil Aviation
8.	Japan	
18.	Mr. Takahiro Murakami <i>Chief Delegate</i>	Special Assistant to the Director International Planning and Coordination Office, Aviation safety and Security Department Ministry of Land, Infrastructure and Transport [MLIT] Japan Civil Aviation Bureau [JCAB]

RASG-APAC/15
Attachment 1 to the Report

State / Name		Designation / Organization
9.	Malaysia	
	19. Dato' Captain Norazman Bin Mahmud <i>(Chairman of RASG-APAC and Chief Delegate)</i>	Chief Executive Officer CEO Office Civil Aviation Authority of Malaysia
	20. Mr. Muhammad Nazirul Izzat Bin Mahat	Deputy Director CEO Office Civil Aviation Authority of Malaysia
	21. Captain Mohd Radzi B. Mohamad Alias	Deputy Chief Executive Officer (Regulatory) CEO Office Civil Aviation Authority of Malaysia
	22. Ms. Norzahin Binti Mazlee	Director External Affairs Civil Aviation Authority of Malaysia
10.	Maldives	
	23. Ms. Fathimath Ramiza	Director, Air Navigation Services and Aerodromes Maldives Civil Aviation Authority
	24. Mr. Ibrahim Thoha	Managing Director Maldives National Air Traffic Services Pvt Ltd
11.	Mongolia	
	25. Ms. Mandkhai Batjil	Civil Aviation Oversight Inspector Civil Aviation Policy Implementation Department Civil Aviation Authority of Mongolia
	26. Ms. Nomin-Erdene Bujiimag	Policy Implementation Officer Civil Aviation Policy Implementation Department Civil Aviation Authority of Mongolia
	27. Mr. Gantugs	Director of Safety and Quality Management Department The National Civil Aviation Center State Owned Limited Liability Company
	28. Mr. Enkhmunkh	Director of Policy and Planning Department The National Civil Aviation Center State Owned Limited Liability Company
12.	Pakistan	
	29. Mr. Riaz Chishti <i>Chief Delegate</i>	Director Personnel Licensing Pakistan Civil Aviation Authority
	30. Mr. Muhammad Asif	Joint Director (ATM) Directorate of Airspace & Aerodrome Regulations Pakistan Civil Aviation Authority
	31. Engr. Seema Zaman	Additional Director, Safety Management and Compliance Flight Standards Department Pakistan Civil Aviation Authority
	32. Mr. Shafiq Ur Rehman	Additional Director (ATS) Pakistan Civil Aviation Authority

RASG-APAC/15
Attachment 1 to the Report

State / Name		Designation / Organization
	33. Mr. Kamal Akhtar	Additional Director Safety and Quality Management Systems (ANS/APS) Federal Government of Pakistan, Ministry of Defense
13. Republic of Korea		
	34. Mr. YoungPil Kwak <i>Chief Delegate</i>	Director Aviation Safety Policy Division Korea Office of Civil Aviation (KOCA) Ministry of Land, Infrastructure and Transport (MOLIT)
	35. Ms. Sohyun PARK	Technical Officer Aviation Safety Policy Division Korea Office of Civil Aviation (KOCA) Ministry of Land, Infrastructure and Transport (MOLIT)
14. Samoa		
	36. Mrs. Yvonne Tuioti Mariner – Viliamu <i>Chief Delegate</i>	Director of Civil Aviation Civil Aviation Division Ministry of Works, Transport and Infrastructure
	37. Ms. Venice Roebeck	Principal Technical Officer Civil Aviation Division Ministry of Works, Transport and Infrastructure
15. Singapore		
	38. Mr. Alan Foo <i>Chief Delegate and Co-Chair of APRAST (States)</i>	Deputy Director-General / Chief Risk Officer Civil Aviation Authority of Singapore
	39. Captain Paul Martin	Deputy Director (Safety Policy & Planning) Safety Policy & Planning Division Civil Aviation Authority of Singapore
	40. Ms. Lesley-Anne Tan	Senior Manager (Strategy & Planning) Safety Policy & Planning Division Civil Aviation Authority of Singapore
16. Thailand		
	41. Mr. Kajonpat Maklin	Deputy Director General-Safety Acting Manager of Aviation Safety Management and Standards Assurance Office The Civil Aviation Authority of Thailand
	42. Ms. Patnaree Piraphatnapong	Senior Aviation Safety Standards Officer Aviation Safety Management and Standards Assurance Office (SMO)/ Aviation Safety Standards Group (AG) The Civil Aviation Authority of Thailand
	43. Ms. Patchara Kongthanasarasith	Senior Aviation Safety Standard Officer Aviation Safety Management and Standards Assurance Office (SMO)/ Aviation Safety Standards Group (AG) The Civil Aviation Authority of Thailand

RASG-APAC/15
Attachment 1 to the Report

State / Name		Designation / Organization
44.	Mr. Chavalit Ithiapa	Senior Air Navigation Services Standards Officer Air Navigation Services Department The Civil Aviation Authority of Thailand
45.	Ms. Thitibhorn Prathumchai	Senior Air Navigation Service Standards Officer Air Navigation Services Standards Department The Civil Aviation Authority of Thailand
46.	Ms. Sataporn Chainarong	Senior Air Navigation Service Standards Officer Air Navigation Services Standards Department The Civil Aviation Authority of Thailand
47.	Mr. Thamawoot Pocathikorn	Senior Air Navigation Services Standards Officer Air Navigation Services Department The Civil Aviation Authority of Thailand
48.	Ms. Pinthong Choungchot	Senior Aerodrome Standards Development Officer Aerodrome Standards Department / Aerodrome Standards Development Division The Civil Aviation Authority of Thailand
49.	Ms. Jenita Chantranon	Aerodrome Standards Officer Aerodrome Standards Department / Public Aerodrome Standards Division The Civil Aviation Authority of Thailand
50.	Ms. Saifon Obromsook	Director, Safety Management Department Safety Management Department Aeronautical Radio of Thailand Ltd. (AEROTHAI)
51.	Mr. Dolsarit Somseang	Executive Systems Engineer (Safety Management System Aeronautical Radio of Thailand Ltd. (AEROTHAI)
52.	Miss Duangtawan Pinpimai	Expert, Director Level Aeronautical Radio of Thailand Ltd. (AEROTHAI)
53.	Mr. Kritsada Khumnualthong	Director, Aerodrome Standards Division Aerodrome Standards and Safety Department Airports of Thailand Public Company Limited
54.	Ms. Staratee Nuangwang	Director, Aerodrome Safety Division Aerodrome Standards and Safety Department Airports of Thailand Public Company Limited
55.	Mr. Naroupon Chandrakulsiri	Head of Flight Safety & Quality Assurance, Operation Department Thai Airways International Public Company Limited.
56.	Mr. Thammarat Thammalikhit	Chief (Specialist), Safety Management System Corporate Quality, Safety and Security, Assurance Department Thai Airways International Public Company Limited
17.	Timor-Leste	
57.	Mr. Carlito Noronha	Chief Department of PEL & Training Air Navigation Division Civil Aviation Authority

RASG-APAC/15
Attachment 1 to the Report

State / Name		Designation / Organization
	58. Mr. José Nivio De Fátima Soares	Director of Licensing and Market Access Licensing and Market Access Division Civil Aviation Authority
18. United States		
	59. Ms. Natalie Randolph <i>Chief Delegate</i>	FAA Director, Asia Pacific Region (Acting) Federal Aviation Administration – IAO American Embassy - Singapore Singapore 258508
	60. Mr. Shayne A. Campbell	Senior Air Traffic Representative, Asia Pacific U.S. Federal Aviation Administration-IAO American Embassy, Singapore Singapore 258508
	61. Mr. Chad Brewer	Foreign Affairs Specialist / SEI WG Co-Chair (States) Office of International Affairs U.S. Federal Aviation Administration Washington, DC 20591
	62. Mr. Sarbhpreet Sawhney	Technical Advisor, Office of Accident Investigation and Prevention Office of Aviation Safety Federal Aviation Administration Washington, DC 20591
19. Vanuatu		
	63. Ms. Grace Naparau <i>Chief Delegate</i>	Director of CAAV Ministry of Infrastructure & Public Utilities Civil Aviation Authority of Vanuatu
	64. Mr. Pelensly Lulu	Air Navigation Service Manager Civil Aviation Authority Vanuatu
20. Viet Nam		
	65. Mr. Vu Xuan Linh	Airworthiness Inspector Flight Safety Standard Department Civil Aviation Authority of Vietnam
	66. Mrs. Tran Duc Hoai Phuong	Deputy Director, Air Navigation Department Civil Aviation Authority of Viet Nam
	67. Mrs. Quach Kim Thinh	Aerodrome Inspector, Airport Management Department Civil Aviation Authority of Viet Nam
	68. Mr. Nguyen Huu Duc	Deputy Director, Safety and Quality Department Viet Nam Air Traffic Management Corporation
	69. Mr. Nguyen Tien Giang	Deputy Director, ATS Department Viet Nam Air Traffic Management Corporation

RASG-APAC/15
Attachment 1 to the Report

INTERNATIONAL ORGANIZATIONS / INDUSTRY PARTNERS		
State / Name	Designation / Organization	
1. Association of Asia Pacific Airlines (AAPA)		
70.	Mr. Roshan Joshi	Director – Technical Affairs Technical Affairs Department Association of Asia Pacific Airlines Malaysia
2. Airport Council International (ACI)		
71.	Ms. Badriyah Noordin <i>Chief Delegate</i>	Senior Manager
3. Airbus		
72.	Mr. Ashish Singhal	Regional Safety Director
73.	Mr. Adrian Abraham	Regional Safety Director
4. Boeing		
74.	Mr. Myles Brown	Director, Global Aviation Safety - Asia Pacific Chief Aerospace Safety Office
5. CANSO		
75.	Mr. Soh Poh Thee	Director Asia Pacific Affairs CANSO – Asia Pacific Region
6. European Aviation Safety Agency (EASA)		
76.	Mr. Javier Vicedo	Senior International Cooperation Officer
77.	Mr. David Waller	EASA Representative in Singapore
78.	Mr. Daniel Cruz	Bangkok Project Office Manager
79.	Mr. Patrick Firmin	International Cooperation Officer
7. Flight Safety Foundation (FSF)		
80.	Mr. Chris Carter <i>Chief Delegate</i>	Director Asia Pacific Centre for Aviation Safety
8. IATA		
81.	Mr. Prashant Sanglikar	Assistant Director – Safety
9. International Coordinating Council of Aerospace Industries Associations (ICCAIA)		
82.	Diego Albert	Director, APAC Sales Aireon
83.	Joe Holewa	Manager, APAC Sales Aireon

RASG-APAC/15
Attachment 1 to the Report

INTERNATIONAL ORGANIZATIONS / INDUSTRY PARTNERS			
State / Name			Designation / Organization
	84.	Andrew Nabarro	Business Development Manager ASIA Thales
10. International Federation of Air Line Pilot's Associations (IFALPA)			
	85.	Capt. Nickolas Lagouros	IFALPA Regional Vice President Asia East
ICAO Headquarters			
	86.	Mr. Elie Tanious El Khoury	Technical Officer Air Navigation Bureau
ICAO APAC			
	87.	Mr. Tao Ma	Regional Director
	88.	Mr. Manjit Singh	Deputy Regional Director
	89.	Mr. Raphael Guillet	Chief, Regional Sub-Office (RSO) International Civil Aviation Organization
	90.	Mr. Kyal Barter	Pacific Small Island Developing States (PSIDS) Liaison Officer, ICAO
	91.	Mr. S M Nazmul Anam	Regional Officer, Flight Safety
	92.	Mr. Atipong Dharmasaroja	Regional Officer, Safety Implementation
	93.	Mr. Punya Raj Shakya	Regional Officer, Aerodromes and Ground Aids
	94.	Ms. Saranya Weerarakdecha	Aerodromes and Ground Aids Officer
	95.	Mr. Hiroyuki Takata	Regional Officer, Air Traffic Management
	96.	Mr. Mior Adli Bin Mior Sallehuddin	Regional Officer, Air Traffic Management International Civil Aviation Organization
	97.	Mr. Ying Weng Kit	Air Traffic Management Officer International Civil Aviation Organization
	98.	Mr. Tak Chuen Chui	Aeronautical Information Management/ Air Traffic Management (AIM)
	99.	Ms. Soniya Nibhani	Regional Officer, Air Navigation Systems (CNS) Implementation
	100.	Mr. Zhang De (David)	Regional Officer, CNS International Civil Aviation Organization
	101.	Ms. Jian Xu	Associate Programme Officer

RASG-APAC/15
Attachment 1 to the Report

INTERNATIONAL ORGANIZATIONS / INDUSTRY PARTNERS			
State / Name			Designation / Organization
	102.	Mr. Peter Dunda	Regional Officer, Aeronautical Meteorology/Environment
	103.	Mr. Fajari, Arif	Regional Officer, Environment and Climate Change
	104.	Mr. Raju Shrestha	Regional Officer, Technical Assistance
	105.	Mr. Farid Imam Wahyudin	Technical Assistance/ Air Transport Officer
	106.	Ms. Shan Wang	Associate Technical Assistance Officer

OBSERVERS			
Name			Designation
	1.	Mr. Thein Naing	Director (ANSD) Air Navigation Safety Division
	2.	Mr. Phyo Aung Kyaw Aye	Director (SSOD) / NCMC Standards and Safety Oversight Division
	3.	Mr. Min Min Maung	Assistant Director (ANSD) Air Navigation Safety Division

LIST OF EXHIBITOR / SPONSORS			
MD ONBOARD LCC			
	1.	Ms. Wehda Elaridi Chief Growth Officer	wehda.elaridi@mdonboard.com ;
	2.	Ms. Christina Ang Regional Growth Director	christina.ang@mdonboard.com ;
	3.	Mr. Felix Brand Managing Director & Founder	brand@cardiosecur.com ;
QUINTUS AGL MAINTENCE SERVICE COMPANY LIMITED			
	4.	Mr. Dhitinant Parixatranond Managing Director	dhitinant@gmail.com ;
	5.	Mr. Chaiya Kotsueb Managing Director	chaiya@quintusindustry.com ;
	6.	Mr. Muhammad Hassan Engineering	hassan@quintusindustry.com ;

RASG-APAC/15
Attachment 1 to the Report

LIST OF EXHIBITOR / SPONSORS			
	7.	Mr. Koen Dierick Engineering	Koen.dierick.automation@outlook.com ;
	8.	Mr. Ratchapong Intaranivas Engineering	account_qti@quintusindustry.com ;
	9.	Miss Sirilak Samakbun Engineering	sililuk.quintus@gmail.com ;
	10.	Miss Kamonchanok Konkio Admin	account_qti@quintusindustry.com ;
	11.	Miss Panadtha Somsakul Admin	procurement@quintusindustry.com ;
	12.	Miss Jeangkam Chaichum Admin	account_qti@quintusindustry.com ;
	13.	Miss Sudarat Chomsati Admin	keyaccount_sanny@quintusindustry.com ;

LIST OF WORKING PAPERS, INFORMATION PAPERS AND PRESENTATIONS

WORKING PAPERS

WP No.	Agenda	Title	Presented by
WP/1/01 <i>(Joint Paper)</i>	1	Working Level Mechanism for APANPIRG and RASG Coordination	APANPIRG, RASG and all subsidiary Group Chairs to attend
WP/2/01	2	Adoption of Agenda	Secretariat
WP/3/01	3	Review of the action taken by the ANC on the Report of APANPIRG/35 and RASG-APAC/14 highlighting Consolidated Report of PIRG and RASG.	Secretariat
WP/3/02	3	Where does APAC Stand with the Delhi Declaration Commitments?	Secretariat
WP/3/03	3	60 th APAC DGCA Conference Action Items on Safety	Secretariat
WP/3/04	3	Review of Decisions and Conclusions adopted at APRAST/23 and its progress	Secretariat
WP/3/05	3	Update on Work Done by APAC-AIG	Chairman APAC-AIG
WP/3/06	3	Updates on the Progress made by the Asia-Pacific Regional Aviation Safety Plan Working Group (AP-RASP-WG)	AP-RASP Co-Chairs
WP/3/07	3	Updates from the Operational Safety Issues Working Group (OPS WG)	APRAST/OPS WG Co-Chairs
WP/3/08	3	Updates on RASG-APAC Procedure Handbook Amendments – 4 th Edition	Secretariat
WP/4/01	4	Review of Progress of RASG-APAC/14 Decisions and Conclusions	Secretariat
WP/4/02	4	Update of RASG-APAC 2024/2025 Work Programme	Secretariat
WP/5/01	5	Collaboration between RASMAG and SEI/OPS WG	Secretariat
WP/5/02	5	Collaboration between CNS SG and SEI-OPS WG	Secretariat
WP/5/03	5	ICAO Pacific Small Island Developing (PSID) States Liaison Office Progress and Planned Activities 2025/2026	Secretariat
WP/5/04	5	Surveys on SSP/SMS & Safety Culture Implementation in APAC	AP-RASP WG
WP/5/05	5	An Enhanced Data Driven Approach to Identifying Operational Safety Risks in the Asia Pacific Region	Singapore

RASG-APAC/15
Attachment 2 to the Report

WP No.	Agenda	Title	Presented by
WP/5/06	5	Managing Safe and Efficient Airport and Air Traffic Operations Under Severe Weather through Collaborations	Hong Kong, China
WP/5/07	5	Towards A Harmonized Regional Approach to Crew Resource Management (CRM) in the Asia-Pacific Region	AAPA & FSF
WP/5/08	5	Transport of Dangerous Goods by Unmanned Aircraft	Hong Kong, China
WP/5/09	5	Evolving COSCAPs to Enhance Sub-Regional Cooperation in Asia Pacific	EASA
WP/5/10	5	Regional Cooperation on Accident Investigation: Exploring ENCASIA'S Experience	EASA
WP/5/11	5	Harnessing Artificial Intelligence to enhance Aviation Safety and Efficiency	United States
WP/6/01	6	RASG-APAC Yearly Work Programme 2025-2026 (Proposed) for consideration and approval	APRAST Co-Chairs
WP/7/01	7	Working Level Mechanism for APANPIRG and RASG Coordination	Secretariat/ RASG Chair

INFORMATION PAPERS

IP No.	Agenda	Title	Presented by
IP/5/01	5	Safety Collaboration – IATA Connect	IATA
IP/5/02	5	Safety Culture Survey	IATA

PRESENTATIONS

PPT No.	Agenda	Title	Presented by
PPT/3/01	3	Outcomes of the 42 nd Assembly and Fourteenth Air Navigation Conference (AN-Conf/14)	Secretariat
PPT/3/02	3	Global Development related to Aviation Safety	Secretariat
PPT/3/03 (WP/3/02)	3	Where does APAC Stand with the Delhi Declaration Commitments?	Secretariat
PPT/5/01 (WP/5/07)	5	Towards A Harmonized Regional Approach to Crew Resource Management (CRM) in the Asia-Pacific Region	AAPA & FSF

LIST OF DECISIONS OF THE RASG-APAC/15

Decision RASG-APAC 15/1 — Updates on the PIRG and RASG Coordination Mechanism – JWP/1/01	
That, APANPIRG and RASG-APAC to develop the Coordination Mechanism further as articulated in the Attachment A to WP/7/01 and table it in 15 th PIRG & RASG Coordination Meeting with applicable Terms of References (ToRs) to be incorporated in respective Procedure Handbooks.	Expected impact: <input checked="" type="checkbox"/> Ops/Technical <input checked="" type="checkbox"/> Achievement of global and regional aviation safety priorities and targets <input type="checkbox"/> Enhancement of USOAP effective implementation <input checked="" type="checkbox"/> Monitoring and administration <input checked="" type="checkbox"/> Capacity Building and Sharing of Information <input type="checkbox"/> Inter-regional <input type="checkbox"/> Political / Global <input type="checkbox"/> Economic <input type="checkbox"/> Environmental
Why: To enhance the coordination between APANPIRG and RASG-APAC	Follow-up: <input type="checkbox"/> Required from States
When: Immediate	Status: On going
Who: <input checked="" type="checkbox"/> Sub-groups <input type="checkbox"/> APAC States <input checked="" type="checkbox"/> ICAO APAC RO <input checked="" type="checkbox"/> ICAO HQ <input type="checkbox"/> Other:	

Decision RASG-APAC 15/2 — Review of Decisions and Conclusions Adopted at APRAST 23 – WP/3/05	
That, RASG-APAC/15 endorsed the status of all Decisions adopted at APRAST/23, as described in Attachment A of the WP/3/05.	Expected impact: <input checked="" type="checkbox"/> Ops/Technical <input checked="" type="checkbox"/> Achievement of global and regional aviation safety priorities and targets <input checked="" type="checkbox"/> Enhancement of USOAP effective implementation <input checked="" type="checkbox"/> Monitoring and administration <input checked="" type="checkbox"/> Capacity Building and Sharing of Information <input type="checkbox"/> Inter-regional <input type="checkbox"/> Political / Global <input type="checkbox"/> Economic <input type="checkbox"/> Environmental
Why: Achievement of global and regional aviation safety goals and targets.	Follow-up: <input type="checkbox"/> Required from States
When: N/A	Status: Closed
Who: <input checked="" type="checkbox"/> Sub-groups <input checked="" type="checkbox"/> APAC States <input checked="" type="checkbox"/> ICAO APAC RO <input type="checkbox"/> ICAO HQ <input checked="" type="checkbox"/> Other:	

RASG-APAC/15
Attachment 3 to the Report

Decision RASG-APAC 15/3 — Update on Work Done by APAC-AIG – WP/3/05	
That, RASG-APAC/15 endorsed APAC-AIG future annual meetings to be held for three days instead of two days in accordance with the Decision APAC-AIG 13/1.	Expected impact: <input checked="" type="checkbox"/> Ops/Technical <input checked="" type="checkbox"/> Achievement of global and regional aviation safety priorities and targets <input checked="" type="checkbox"/> Enhancement of USOAP effective implementation <input type="checkbox"/> Monitoring and administration <input checked="" type="checkbox"/> Capacity Building and Sharing of Information <input type="checkbox"/> Inter-regional <input type="checkbox"/> Political / Global <input type="checkbox"/> Economic <input type="checkbox"/> Environmental
Why: Achievement of global and regional aviation safety goals and targets.	Follow-up: <input checked="" type="checkbox"/> Required from States
When: By RASG/16	Status: On going
Who: <input checked="" type="checkbox"/> Sub-groups <input checked="" type="checkbox"/> APAC States <input checked="" type="checkbox"/> ICAO APAC RO <input type="checkbox"/> ICAO HQ <input checked="" type="checkbox"/> Other:	

Decision RASG-APAC 15/4 — Update on Work Done by APAC-AIG – WP/3/05	
That, RASG-APAC/15 endorsed: a) the Decisions adopted at APAC-AIG/13 and the status of all Decisions adopted at APAC/AIG-11 and APAC-AIG-12, as described in Attachment A and B of the WP/3/05; and b) the APAC-AIG Yearly Work Programme 2025-2026 as described in Attachment C of the WP/3/05.	Expected impact: <input checked="" type="checkbox"/> Ops/Technical <input checked="" type="checkbox"/> Achievement of global and regional aviation safety priorities and targets <input checked="" type="checkbox"/> Enhancement of USOAP effective implementation <input type="checkbox"/> Monitoring and administration <input checked="" type="checkbox"/> Capacity Building and Sharing of Information <input type="checkbox"/> Inter-regional <input type="checkbox"/> Political / Global <input type="checkbox"/> Economic <input type="checkbox"/> Environmental
Why: To achieve global and regional aviation safety goals and targets.	Follow-up: <input checked="" type="checkbox"/> Required from States
When: N/A	Status: Closed
Who: <input checked="" type="checkbox"/> Sub-groups <input checked="" type="checkbox"/> APAC States <input checked="" type="checkbox"/> ICAO APAC RO <input type="checkbox"/> ICAO HQ <input checked="" type="checkbox"/> Other:	

RASG-APAC/15
Attachment 3 to the Report

Decision RASG-APAC 15/5 — Updates on the Progress made by the Asia-Pacific Regional Aviation Safety Plan Working Group (APRASP WG) – WP/3/06	
That, RASG-APAC/15 endorsed in principle the AP-RASP 2026-28 to be published in Q1 of 2026 incorporating any further suggestion/edits arising from the APRAST/24 meeting.	Expected impact: <input checked="" type="checkbox"/> Ops/Technical <input checked="" type="checkbox"/> Achievement of global and regional aviation safety priorities and targets <input type="checkbox"/> Enhancement of USOAP effective implementation <input checked="" type="checkbox"/> Monitoring and administration <input checked="" type="checkbox"/> Capacity Building and Sharing of Information <input type="checkbox"/> Inter-regional <input type="checkbox"/> Political / Global <input type="checkbox"/> Economic <input type="checkbox"/> Environmental
Why: To allow timely publication of the next edition of AP-RASP	Follow-up: <input type="checkbox"/> Required from States
When: By Q1 of 2026	Status: On going
Who: <input checked="" type="checkbox"/> Sub-groups <input checked="" type="checkbox"/> APAC States <input checked="" type="checkbox"/> ICAO APAC RO <input type="checkbox"/> ICAO HQ <input checked="" type="checkbox"/> Other: Industry	

Decision RASG-APAC 15/6 — Update from Safety Enhancement Initiative (SEI) WG / OPS WG – WP/3/07	
That, APAC RO to facilitate finding a suitable repository for RASG-APAC Safety Advisories (RSA) in coordination with OPS WG (e.g. Safety Tools in ICAO APAC Website).	Expected impact: <input checked="" type="checkbox"/> Ops/Technical <input checked="" type="checkbox"/> Achievement of global and regional aviation safety priorities and targets <input type="checkbox"/> Enhancement of USOAP effective implementation <input checked="" type="checkbox"/> Monitoring and administration <input checked="" type="checkbox"/> Capacity Building and Sharing of Information <input type="checkbox"/> Inter-regional <input type="checkbox"/> Political / Global <input type="checkbox"/> Economic <input type="checkbox"/> Environmental
Why: To improve sharing of safety information within APAC Region	Follow-up: <input type="checkbox"/> Required from States
When: By RASG/16	Status: On going
Who: <input checked="" type="checkbox"/> Sub-groups <input checked="" type="checkbox"/> APAC States <input checked="" type="checkbox"/> ICAO APAC RO <input type="checkbox"/> ICAO HQ <input checked="" type="checkbox"/> Other: Industry	

RASG-APAC/15
Attachment 3 to the Report

Decision RASG-APAC 15/7 — Update on RASG-APAC Procedure Handbook - WP/3/09	
That, the next amendment of the RASG-APAC Procedural Handbook (4 th Edition) to be tabled in RASG-APAC/16 after incorporating the changes taking place with regards to the restructuring of APRAST subsidiary bodies and incorporating necessary ToRs by March 2027.	Expected impact: <input checked="" type="checkbox"/> Ops/Technical <input checked="" type="checkbox"/> Achievement of global and regional aviation safety priorities and targets <input type="checkbox"/> Enhancement of USOAP effective implementation <input checked="" type="checkbox"/> Monitoring and administration <input checked="" type="checkbox"/> Capacity Building and Sharing of Information <input type="checkbox"/> Inter-regional <input type="checkbox"/> Political / Global <input type="checkbox"/> Economic <input type="checkbox"/> Environmental
Why: To enhance RASG-APAC effectiveness	Follow-up: <input checked="" type="checkbox"/> Required from States
When: By RASG-APAC/16	Status: On going
Who: <input checked="" type="checkbox"/> Sub-groups <input checked="" type="checkbox"/> APAC States <input checked="" type="checkbox"/> ICAO APAC RO <input type="checkbox"/> ICAO HQ <input checked="" type="checkbox"/> Other: Industry	

Decision RASG-APAC 15/8 — Review of progress of RASG-APAC/14 Decisions and Conclusions - WP/4/01	
That, RASG/15 endorsed the Status of the Updated RASG-APAC/14 Decisions and Conclusions presented in Attachment A to WP/4/01.	Expected impact: <input checked="" type="checkbox"/> Ops/Technical <input checked="" type="checkbox"/> Achievement of global and regional aviation safety priorities and targets <input checked="" type="checkbox"/> Enhancement of USOAP effective implementation <input checked="" type="checkbox"/> Monitoring and administration <input checked="" type="checkbox"/> Capacity Building and Sharing of Information <input type="checkbox"/> Inter-regional <input type="checkbox"/> Political / Global <input type="checkbox"/> Economic <input type="checkbox"/> Environmental
Why: Achievement of global and regional aviation safety priorities and targets.	Follow-up: <input type="checkbox"/> Required from States
When: N/A	Status: Closed
Who: <input checked="" type="checkbox"/> Sub-groups <input checked="" type="checkbox"/> APAC States <input checked="" type="checkbox"/> ICAO APAC RO <input checked="" type="checkbox"/> ICAO HQ <input checked="" type="checkbox"/> Other:	

RASG-APAC/15
Attachment 3 to the Report

Decision RASG-APAC 15/9 — Update of RASG-APAC Annual and Standing Work Programme 2024/2025 - WP/4/02

<p>That, RASG/15 endorsed the status of the Yearly Work Programme 2024/2025, as presented in Attachment A of WP/4/02.</p>	<p>Expected impact:</p> <p><input checked="" type="checkbox"/> Ops/Technical</p> <p><input checked="" type="checkbox"/> Achievement of global and regional aviation safety priorities and targets</p> <p><input checked="" type="checkbox"/> Enhancement of USOAP effective implementation</p> <p><input checked="" type="checkbox"/> Monitoring and administration</p> <p><input checked="" type="checkbox"/> Capacity Building and Sharing of Information</p> <p><input type="checkbox"/> Inter-regional <input type="checkbox"/> Political / Global</p> <p><input type="checkbox"/> Economic <input type="checkbox"/> Environmental</p>
<p>Why: To achieve global and regional aviation safety priorities and targets.</p>	<p>Follow-up: <input type="checkbox"/> Required from States</p>
<p>When: N/A</p>	<p>Status: Closed</p>
<p>Who: <input checked="" type="checkbox"/> Sub-groups <input checked="" type="checkbox"/> APAC States <input checked="" type="checkbox"/> ICAO APAC RO <input type="checkbox"/> ICAO HQ <input checked="" type="checkbox"/> Other:</p>	

Decision RASG-APAC 15/10 – ICAO Pacific Small Island Developing (PSID) States Liaison Office Progress and Planned Activities 2025/2026 – WP/5/03

<p>That,</p> <p>a) Pacific Small Island Development (PSIDS) to introduce a Website/Portal where inputs for the supports related to training and OJTs can be requested against the needs of PSIDS; and</p> <p>b) States/Administrations are urged to provide experts for the requested support once informed through a State Letter on the readiness of the Website/Portal.</p>	<p>Expected impact:</p> <p><input checked="" type="checkbox"/> Ops/Technical</p> <p><input type="checkbox"/> Achievement of global and regional aviation safety priorities and targets</p> <p><input type="checkbox"/> Enhancement of USOAP effective implementation</p> <p><input checked="" type="checkbox"/> Monitoring and administration</p> <p><input type="checkbox"/> Capacity Building and Sharing of Information</p> <p><input type="checkbox"/> Inter-regional <input type="checkbox"/> Political / Global</p> <p><input type="checkbox"/> Economic <input type="checkbox"/> Environmental</p>
<p>Why: To enhance safety oversight capability of PSIDS</p>	<p>Follow-up: <input checked="" type="checkbox"/> Required from States</p>
<p>When: By RASG-APAC/16</p>	<p>Status: Open</p>
<p>Who: <input checked="" type="checkbox"/> Sub-groups <input checked="" type="checkbox"/> APAC States <input checked="" type="checkbox"/> ICAO APAC RO <input type="checkbox"/> ICAO HQ <input type="checkbox"/> Other: Industry</p>	

RASG-APAC/15
Attachment 3 to the Report

Decision RASG-APAC 15/11 - Enhanced Data Driven Approach to Identifying Operational Safety Risks – WP/5/05	
<p>That,</p> <p>a) APRAST and its relevant Working Groups to trial this voluntary ‘Precursor Event Monitoring Mechanism’ for a fixed period of one to two years by identifying and collecting an initial selection of feasible indicators from volunteer States; and</p> <p>b) ICAO APAC RO to support the trial by consolidating and aggregating the States’ voluntary submissions and submitting to APRAST for further analysis; and</p> <p>c) Upon completion of the trial, APRAST to:</p> <ul style="list-style-type: none"> - report back to RASG-APAC on the outcomes of the trial; and - develop associated guidance material and suitable reporting format / mechanism for regional update. 	<p>Expected impact:</p> <p><input checked="" type="checkbox"/> Ops/Technical</p> <p><input checked="" type="checkbox"/> Achievement of global and regional aviation safety priorities and targets</p> <p><input type="checkbox"/> Enhancement of USOAP Effective Implementation</p> <p><input type="checkbox"/> Monitoring and Administration</p> <p><input checked="" type="checkbox"/> Capacity Building and Sharing of Information</p> <p><input type="checkbox"/> Inter-Regional <input type="checkbox"/> Political / Global</p> <p><input type="checkbox"/> Economic <input type="checkbox"/> Environmental</p>
Why: To strengthen the risk identification and mitigation capabilities in the APAC region	Follow-up: <input checked="" type="checkbox"/> Required from States
When: By RASG-APAC/16	Status: Open
Who: <input checked="" type="checkbox"/> Sub-groups <input checked="" type="checkbox"/> APAC States <input checked="" type="checkbox"/> ICAO APAC RO <input type="checkbox"/> ICAO HQ <input checked="" type="checkbox"/> Other: Industry	

RASG-APAC/15
Attachment 3 to the Report

Decision RASG-APAC 15/12 — Transport of Dangerous Goods by Unmanned Aircraft - WP/5/08	
That, APAC RO to refer the WP/5/08 on the carriage of dangerous goods by unmanned aircraft to the appropriate expert groups of the ICAO HQ for their consideration.	Expected impact: <input checked="" type="checkbox"/> Ops/Technical <input checked="" type="checkbox"/> Achievement of global and regional aviation safety priorities and targets <input checked="" type="checkbox"/> Enhancement of USOAP effective implementation <input type="checkbox"/> Monitoring and administration <input type="checkbox"/> Capacity Building and Sharing of Information <input checked="" type="checkbox"/> Inter-regional <input checked="" type="checkbox"/> Political / Global <input type="checkbox"/> Economic <input type="checkbox"/> Environmental
Why: To achieve global interoperability and harmonization to facilitate and ensure safe transport of dangerous goods by unmanned aircraft	Follow-up: <input type="checkbox"/> Required from States
When: By APRAST/25	Status: Open
Who: <input checked="" type="checkbox"/> Sub-groups <input checked="" type="checkbox"/> APAC States <input checked="" type="checkbox"/> ICAO APAC RO <input checked="" type="checkbox"/> ICAO HQ <input checked="" type="checkbox"/> Other: Industry/ANSPs	

Decision RASG-APAC 15/13 — Regional Cooperation on Accident Investigation: Exploring ENCASIA’S Experience - WP/5/10	
That, RASG-APAC invited EASA to present the Paper in APAC Annual Accident Investigation (APAC-AIG) Meeting for their further considerations.	Expected impact: <input checked="" type="checkbox"/> Ops/Technical <input checked="" type="checkbox"/> Achievement of global and regional aviation safety priorities and targets <input checked="" type="checkbox"/> Enhancement of USOAP effective implementation <input checked="" type="checkbox"/> Monitoring and administration <input checked="" type="checkbox"/> Capacity Building and Sharing of Information <input checked="" type="checkbox"/> Inter-regional <input type="checkbox"/> Political / Global <input type="checkbox"/> Economic <input type="checkbox"/> Environmental
Why: To enhance Accident Investigation capability in APAC Region	Follow-up: <input checked="" type="checkbox"/> Required from States
When: By APAC-AIG/14	Status: On going
Who: <input checked="" type="checkbox"/> Sub-groups <input type="checkbox"/> APAC States <input checked="" type="checkbox"/> ICAO APAC RO <input type="checkbox"/> ICAO HQ <input checked="" type="checkbox"/> Other: EASA <input type="checkbox"/> Industry/ANSPs	

— END —