



International Civil Aviation Organization

**FOURTH MEETING OF THE ASIA PACIFIC REGIONAL AVIATION
SAFETY TEAM (APRAST/4)**

(Manila, Philippines, 22 – 25 April 2014)

Agenda Item 4: Review of the Work of APRAST and its Subsidiary Bodies

**TRANSITION FROM APRAST ACCIDENT INVESTIGATION
AD HOC WORKING GROUP TO ASIA PACIFIC
ACCIDENT INVESTIGATION GROUP**

(Presented by the Chairman of the APAC-AIG)

SUMMARY

This paper summarises the work accomplished by the APRAST Accident Investigation Ad Hoc Working Group as well as the activities which APAC-AIG will continue to undertake.

1. INTRODUCTION

1.1 The APRAST Accident Investigation Ad hoc Working Group (APRAST-AIG AWG) was created as a sub-group of the APRAST specialising in accident investigation matters with the objective of identifying intervention measures in the area of accident investigation systems.

1.2 Three APRAST-AIG AWG meetings were held: APRAST-AIG AWG/1 on 6-8 June 2012, APRAST-AIG AWG/2 on 6-7 September 2012, and APRAST-AIG AWG/3 on 11-12 March 2013.

1.3 As recommended by the APRAST-AIG AWG and endorsed by the APRAST and RASG-APAC, the APRAST-AIG AWG was restructured into an Asia Pacific Accident Investigation Group (APAC-AIG). The APAC-AIG, as a group of accident/incident investigation officials with representation from the investigation authorities, industry partners and professional bodies, serves as a permanent framework in the APAC region for cooperation in the area of aircraft accident/incident investigation. Such cooperation will, through the exchange of views, practices and experiences, improve the effectiveness and efficiency of the accident investigation systems of the APAC States/Administrations, thereby enhancing aviation safety.

2. DISCUSSION

2.1 APRAST-AIG AWG/1, APRAST-AIG AWG/2 and APRAST-AIG AWG/3 produced 17, 8 and 11 conclusions respectively, a total of 36. These conclusions, as well as the status of the follow-up actions, are summarised in **Attachments A, B and C** respectively.

2.2 All the 36 conclusions are considered closed. Further follow-up actions in respect of two of the conclusions will be undertaken by the APAC-AIG.

3. ACTION BY THE MEETING

3.1 The meeting is invited to note the following:

- a) All the conclusions of the previously held APRAST-AIG AWG meetings are considered closed; and
- b) The APAC-AIG will continue to undertake activities which require further follow-up actions.

Summary on the Conclusions Produced at APRAST-AIG AWG/1

Ref to APRAST-AIG AWG/1 Conclusion	Conclusion	Status of Follow-up Action
1/1	that, the RASG-APAC/APRAST focus on interventions and actions that have the potential to address deficiencies efficiently and economically.	Closed To be borne in mind in future deliberations.
1/2	that, the APRAST-AIG AWG should in the initial phase focus on the intervention recommendations that will help States/Administrations address at the strategic level the deficiencies in their accident investigation systems.	
1/3	that, the APRAST-AIG AWG play a role in facilitating the implementation of their actions for States/Administrations which are determined to enhance their accident investigation capabilities.	
1/4	that, AIG AWG recommend to APRAST that RASG-APAC emphasise to States/Administrations the desirability of the following: <ul style="list-style-type: none"> • An independent system of accident investigation • The appointment of an accountable person for accident investigation matters • The formation of a core group of personnel to be trained as investigators 	Closed This was conveyed by ICAO APAC Office to States/Administrations via State Letter dated 4 March 2013 [Ref: T 10/8.3 – AP031/13(FS)].
1/5	that, ICAO gather information on the following: <ul style="list-style-type: none"> • Whether States/Administrations have an independent investigation system/agency? • If a State/Administration does not have an independent investigation system/ agency, do they plan to establish one? If so, what is the proposed organisational structure and the planned implementation date? • If the State/Administration does plan to establish an independent investigation system/agency, what assistance do they wish to receive from the APRAST-AIG AWG/ICAO? 	Closed ICAO APAC Office conducted a survey via State Letter dated 18 June 2012 [Ref: T 6/13.11.2 – AP086/12(FS)].

1/6	that, AIG AWG recommend to APRAST that RASG-APAC encourage those States/Administrations which do not yet have an independent investigation system to consider establishing some form of independent investigation organisation.	<p>Closed</p> <p>This was conveyed by ICAO APAC Office to States/Administrations via State Letter dated 4 March 2013 [Ref: T 10/8.3 – AP031/13(FS)].</p>
1/7	that, AIG AWG recommend to APRAST that RASG-APAC encourage States/Administrations to have a dedicated core of one or more trained accident investigators, lest the effort in training goes to waste through frequent changes of investigation personnel.	<p>Closed – APAC-AIG to continue to undertake</p> <p>ICAO APAC Office will convey to States/Administrations in a State Letter. APAC-AIG will monitor.</p>
1/8	that, ICAO gather information from States/Administrations on the types of accident investigator training that they critically need.	<p>Closed</p> <p>ICAO APAC Office conducted a survey via State Letter dated 18 June 2012 [Ref: T 6/13.11.2 – AP086/12(FS)].</p> <p>ICAO APAC Office also conducted an additional survey via State Letter, dated 4 March 2013 [Ref: T 10/8.3 – AP031/13(FS)].</p> <p>The survey inputs have been considered in APAC-AIG's formulation of work programme.</p>
1/9	that, the AIG AWG explore how the critically needed investigator training can best be provided.	<p>Closed</p> <p>APAC-AIG will include training opportunities in its work plan and inform States/Administrations accordingly.</p>
1/10	that, AIG AWG recommend to APRAST that RASG-APAC develop and implement a written framework, such as a Code of Conduct, that will promote mutual cooperation in accident/incident investigation.	<p>Closed</p> <p>A Code of Conduct on Cooperation Relating to Civil Aviation Accident/ Incident Investigation (CoC) was finalised.</p> <p>ICAO APAC Office encouraged States/Administrations to pledge support to the CoC via State Letter dated 25 January 2013 [Ref: T 6/13.9 – AP012/13(FS)].</p> <p>The CoC was revised to reduce the use of words in the CoC that may be perceived as having a legally binding meaning.</p>

		<p>ICAO APAC Office is encouraging States/Administrations to pledge support to the revised CoC via State Letter dated 2 August 2013 [Ref: T 6/13.9 - AP 109/13 (FS)].</p> <p>So far, 16 States/Administrations have pledged support to the CoC¹.</p>
1/11	that, AIG AWG recommend to APRAST that RASG-APAC form a Group of Experts on Accident/Incident Investigation (APAC-ACC) with representation from the investigation authorities, industry partners and professional bodies to institutionalise a network for the exchange of views, practices and experiences.	<p>Closed</p> <p>The group of experts is formed and is known as the Asia Pacific Accident Investigation Group (APAC-AIG).</p>
1/12	that, AIG AWG recommend to APRAST that RASG-APAC encourage States/Administrations to implement a CAIR system.	<p>Closed</p> <p>This was conveyed by ICAO APAC Office to States/Administrations via State Letter dated 12 April 2013 [Ref: T 10/2.3 – AP043/13(FS)].</p>
1/13	that, ICAO gather information from States/Administrations on whether they have an immediate plan to establish a CAIR system, and whether they are interested in seeing the development of a regional CAIR system.	<p>Closed</p> <p>ICAO APAC Office conducted a survey via State Letter dated 18 June 2012 [Ref: T 6/13.11.2 – AP086/12(FS)].</p>
1/14	that, AIG AWG recommend to APRAST that RASG-APAC encourage States/Administrations interested in setting up a CAIR programme to contact ICASS for assistance in designing and implementing new systems.	<p>Closed</p> <p>This was conveyed by ICAO APAC Office to States/Administrations via State Letter dated 12 April 2013 [Ref: T 10/2.3 – AP043/13(FS)].</p>
1/15	that, AIG AWG recommend to APRAST that RASG-APAC encourage States/Administrations to use ECCAIRS database software for their accident and incident database.	<p>Closed</p> <p>This was conveyed by ICAO APAC Office to States/Administrations via State Letter dated 21 October 2013 [Ref: T 10/1.5 – AP 152/13(FS)].</p>
1/16	that, AIG AWG recommend to the ICAO APAC Regional Office to explore possibilities of conducting ECCAIRS technical and end-user training.	<p>Closed – APAC-AIG to continue to undertake</p> <p>ICAO APAC Office is arranging for ECCAIRS Technical and End User Courses. APAC-AIG will monitor.</p>

¹ Australia, Bangladesh, China, Hong Kong China, Macao China, France, Indonesia, Japan, Laos, Maldives, Mongolia, Myanmar, Philippines, Republic of Korea, Singapore and Sri Lanka.

1/17	that, AIG AWG recommend to APRAST that RASG-APAC encourage States/Administrations to consider the use of ADREP-compatible systems.	Closed This was conveyed by ICAO APAC Office to States/Administrations via State Letter dated 21 October 2013 [Ref: T 10/1.5 – AP 152/13(FS)].

Summary on the Conclusions Produced at APRAST-AIG AWG/2

Ref to APRAST-AIG AWG/2 Conclusion	Ref to APRAST-AIG AWG/1 Conclusion	Conclusion	Status of Follow-up Action
2/1	1/10	that, the draft Code of Conduct on Cooperation Relating to Civil Aviation Accident/incident Investigation be presented to the RASG-APAC.	Closed See Conclusion APRAST-AIG AWG 1/10 in Attachment A.
2/2	1/11	that, the draft terms of reference for the proposed Group of Experts on Accident/incident Investigation be presented to RASG-APAC.	Closed See Conclusion APRAST-AIG AWG 1/11 in Attachment A.
2/3	1/6	that, the following explanatory footnote be added to Conclusion 1/6 in the Record of Discussions and Conclusions of the APRAST-AIG AWG/1: <i>“The establishment of an independent investigation system by a State/Administration does not exclude States/Administrations from making use of external investigation experts or of the resource of a regional investigation organisation.”</i>	Closed The footnote was added.
2/4	-	that, the ICAO APAC Office remind those States which have not completed the survey of 18 June 2013 to do so.	Closed ICAO APAC Office reminded States/Administrations via State Letter dated 4 January 2013 [Ref: T 6/13.11.2: AP-FS0002/13].
2/5	1/4	that, the ICAO APAC Office request States/Administrations to indicate if they need any of the following types of assistance: (a) Advice on setting up of a new independent investigation agency/system (b) Audit to assess compliance with Annex 13 (c) Review of investigation policies and procedures (d) Accident/incident investigation training (e) Attachment to other investigation agencies	Closed ICAO APAC Office conducted a survey via State Letter dated 4 March 2013 [Ref: T 10/8.3 – AP031/13 (FS)].

2/6	1/9	<p>that, the ICAO APAC Office request States/Administrations to indicate if they need any of the following types of training:</p> <ul style="list-style-type: none"> (a) ICAO Annex 13 Requirements (b) Accident Investigation Fundamentals (c) Accident Site Safety (d) Human Factors (e) Flight Recorder Basics (f) Crisis Management/Handling the Media (g) ECCAIRS User Training (h) Workshop and Exercises 	
2/7	-	<p>that, the RASG-APAC recommend that ICAO develop guidance material for the establishment of Regional Confidential Aviation Incident Reporting (CAIR) systems.</p>	<p>Closed</p> <p>ICAO does not consider there is a need to develop guidance material for a Regional Confidential Aviation Reporting System.</p>
2/8	-	<p>that, the RASG-APAC note the action plan of the APRAST-AIG AWG.</p>	<p>Closed</p> <p>Noted by RASG-APAC.</p>

Summary on the Conclusions Produced at APRAST-AIG AWG/3

Ref to APRAST-AIG AWG/3 Conclusion	Ref to APRAST-AIG AWG/2 Conclusion	Ref to APRAST-AIG AWG/1 Conclusion	Conclusion	Status of Follow-up Action
3/1	-	1/4	that, ICAO APAC Office encourage those States/ Administrations that do not yet have an independent system to consider the options outlined in APRAST-AIG AWG/1 WP/5.	Closed This was conveyed by ICAO APAC Office to States/Administrations via State Letter dated 4 March 2013 [Ref: T10/8.3 – AP031/13(FS)].
3/2	2/6	1/9	that, AIG AWG await further input on States/ Administrations on the types of investigation training needed before formulating training plans.	Closed The survey inputs have been considered in APAC-AIG's formulation of work programme.
3/3	2/6	1/9	that, Singapore explore the possibility of conducting ECCAIRS training.	Closed Singapore is able to conduct end-user ECCAIRS training.
3/4	2/2	1/11	that, the name APAC Group of Experts on Accident/ Incident investigations be changed to APAC Accident Investigation Group (APAC-AIG).	Closed See Conclusion APRAST-AIG AWG 1/11 in Attachment A.
3/5	2/2	1/11	that, APAC-AIG take over the structure, functions and terms of reference of the AIG AWG.	
3/6	2/2	1/11	that, the current Chairman and Vice Chairman of the AIG AWG continue to serve as Chairman and Vice Chairman of the APAC-AIG.	

3/7	2/1	1/10	that, AIG AWG draft a revision to the Code of Conduct and circulate among APAC States/ Administrations for any further comments.	Closed See Conclusion APRAST-AIG AWG 1/10 in Attachment A.
3/8	2/1	1/10	that, AIG AWG review any comments received and revise the Code of Conduct.	
3/9	2/1	1/10	that, AIG AWG circulate the revised Code of Conduct for acceptance.	
3/10	-	-	that, RASG-APAC note the action plan of the APRAST-AIG.	Closed Noted by RASG-APAC.
3/11	-	-	that, APRAST evaluate the operational safety effectiveness of the fire surveillance camera system in cargo compartment and deliberate on the need for development of guidance in this area.	Closed Noted by APRAST.