



*International Civil Aviation Organization*

**FOURTH MEETING OF THE ASIA PACIFIC ACCIDENT INVESTIGATION GROUP  
(APAC-AIG/4)**

*(Tokyo, Japan, 1 – 2 September 2016)*

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**Agenda Item 1:      Review of the decision by APRAST in respect of the conclusion of  
APAC-AIG/3**

**REVIEW OF DECISION BY APRAST/8**

*(Presented by Chairman APAC-AIG)*

**SUMMARY**

This working paper updates the meeting on the decisions made by APRAST/8 relating to accident investigation.

**1.      INTRODUCTION**

1.1            At the Eighth Meeting of the Asia Pacific Regional Aviation Safety Team (APRAST/8) which was held on 21 March to 1 April 2016, Chairman APAC-AIG presented the follow-up to the decisions made by the APRAST/7 and RASG-APAC/5 relating to accident investigation and updated on other activities pursued by the APAC-AIG.

1.2            This working paper reports on the decisions made by the APRAST/8 relating to accident investigation.

**2.      DISCUSSION**

*Guidance on establishment of functionally independent accident investigation bodies*

2.1            Following up on Decisions APRAST 7/4 and 7/5, the ICAO APAC Office sent out a State Letter on 21 September 2015 [Ref.: T 10/8.4-AP136/15 (FS)] to disseminate the clarification provided by ICAO HQ on the independence of an accident investigation authority and the classification of occurrences.

2.2            Chairman APAC-AIG highlighted ICAO HQ's clarification that an accident investigation unit that is within the State civil aviation authority would not be regarded as an independent accident investigation authority. On the classification of occurrences, Chairman shared that thus far, the responses from States to the State Letter mentioned earlier did not indicate any difficulties in classifying occurrences. The Meeting agreed to close Decisions APRAST 7/4 and 7/5. The meeting also agreed to the following Conclusion::

**Conclusion APRAST 8/4:**

That, ICAO APAC Office reminds States/Administrations to provide their response to the following ICAO APAC State Letters if they have not done so:

- a) State Letter dated 21 September 2015 [Ref.: T 10/8.4-AP136/15 (FS)];
- b) State Letter dated 29 January 2015 [Ref.: T 10/5.3-AP021/15 (FS)]; and
- c) State Letter dated 2 August 2013 [Ref.: T 6/13.9-AP053/13 (FS)].

2.3 Chairman APAC-AIG highlighted the main changes introduced by Amendment 15 to Annex 13, which would become applicable on 10 November 2016. In summary, Amendment 15 introduced the definition for “accident investigation authority” and provisions for the independence of investigations, and for the protection of accident and incident investigation records. The meeting agreed to the following Conclusion:

**Conclusion APRAST 8/5:**

That,

- a) States/Administrations take early actions to implement the new ICAO requirements, particularly to establish an independent accident investigation authority as soon as possible;
- b) Secretariat to include the establishment of independent accident investigation authority in the monitoring mechanism on the compliance to ICAO SARPs.

2.4 In relation to the low USOAP AIG Effective Implementation (EI) rates in the APAC region, the APRAST/8 agreed on the following Decision:

**Decision APRAST 8/8:**

That, APAC-AIG identify potential initiatives to help improve accident investigation capabilities and USOAP AIG EI rates of States/Administrations.

**3. ACTION BY THE MEETING**

3.1 The Meeting is invited to:

- a) Remind States/Administrations that have not yet done so to provide their response to ICAO APAC State Letter dated 21 September 2015 [Ref.: T 10/8.4-AP136/15 (FS)] requesting for feedback in respect of independence of accident investigation authority and classification of an occurrence;
- b) Remind States/Administrations that have not yet done so to provide their input to the ICAO APAC Office concerning the database on investigation agencies, as requested by ICAO APAC State Letter dated 29 January 2015 [Ref.: T 10/5.3-AP021/15 (FS)];
- c) Encourage States/Administrations that have not yet done so to pledge their support to the Asia-Pacific Code of Conduct on Cooperation Relating to Civil Aviation Accident/Incident Investigation, as requested by ICAO APAC State Letter dated 2 August 13 [Ref.: T6/13.9-AP053/13(FS)];

- d) Highlight to States/Administrations that ICAO will not regard an accident investigation unit that is within the State civil aviation authority as an independent accident investigation authority;
- e) Encourage States/Administrations who are planning to establish an independent accident investigation authority to take early action in establishing it; and
- f) Encourage States/Administrations to actively participate in APAC-AIG's effort in identifying potential initiatives to help improve accident investigation capabilities and USOAP AIG EI rates of States/Administrations in the region.

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