



**ICAO EIGHTH MEETING OF THE ASIA PACIFIC ACCIDENT  
INVESTIGATION GROUP (APAC-AIG/8)**

*(Wednesday, 21 October 2020 on Virtual Platform)*

**Agenda Item 2: Review of the Decisions and Conclusions by RASG-APAC**

**UPDATE ON APAC-AIG ACTIVITIES**

*(Presented by Chairman APAC-AIG)*

**SUMMARY**

This paper updates the meeting on the activities of the Asia Pacific Accident Investigation Group (APAC-AIG) since APAC-AIG/7.

**1. INTRODUCTION**

1.1 This working paper updates the meeting on the activities of the Asia Pacific Accident Investigation Group (APAC-AIG) since APAC-AIG/7 which was held in Putrajaya, Malaysia on 22-23 July 2019.

**2. DISCUSSION**

2.1 Asia/Pacific Ministerial Conference on Civil Aviation

2.1.1 The First Asia/Pacific Ministerial Conference on Civil Aviation was held in Beijing, China from 31 January to 1 February 2018. The Beijing Declaration endorsed by the Conference focused on four major areas, viz. Aviation Safety, Collaboration, Accident Investigation and Human Resource Development. The Beijing Declaration is a high-level commitment from the States in the region to aviation safety and efficiency of air navigation services.

2.1.2 In the area of accident investigation, the APAC Ministers committed through the Beijing Declaration to either establish an accident investigation authority that is independent from State aviation authorities and other entities that could interfere with the conduct or objectivity of an investigation or, where appropriate, develop a bilateral, sub-regional or regional partnership to support the establishment of accident investigation capabilities to serve the Region, sub-region or State.

2.1.3 In the area of human resource development, the APAC Ministers committed through the Beijing Declaration to establish access to quality training and encourage sharing of resources bilaterally and/or multilaterally as well as with industry partners.

2.1.4 The activities of the APAC-AIG had been in line with the APAC Ministers' thrusts. The APAC-AIG will continue to pursue the following aims:

- To encourage States/Administrations to establish an independent accident investigation authority, as required by Annex 13, as well as the related investigation system and procedures; and

- To develop training opportunities to enhance:
  - the accident investigation capabilities of the States/Administrations; and
  - the professionalism of the States/Administrations' investigators

2.1.5 A Second Ministerial Conference was planned to be held in 2020 to give further impetus to the commitments made in 2018. It had been hoped that the conference could consider setting a target date for the States/Administrations to establish an independent accident investigation authority. Unfortunately, the Coronavirus situation has derailed the conference project, among many other planned activities.

## 2.2 Asia-Pacific Regional Aviation Safety Plan (AP-RASP) 2020-2022

2.2.1 The Regional Aviation Safety Group – Asia and Pacific Regions (RASG-APAC) decided at its 8<sup>th</sup> Meeting in Bangkok, Thailand on 6-7 September 2018 on the formulation of a Regional Aviation Safety Plan (RASP) for 2020-22. RASG-APAC requested the Asia Pacific Regional Aviation Safety Team (APRAST) to look into formulating the plan in collaboration with the APAC-AIG wherever required.

2.2.2 The APRAST invited the APAC-AIG for comments during its drafting of the RASP. The APAC-AIG noted that the APRAST had already considered the following target:

“States should achieve at least 75% EI in AIG of USOAP CMA, and an APAC average USOAP EI score in AIG higher than or equal to the global average [by 2022]”

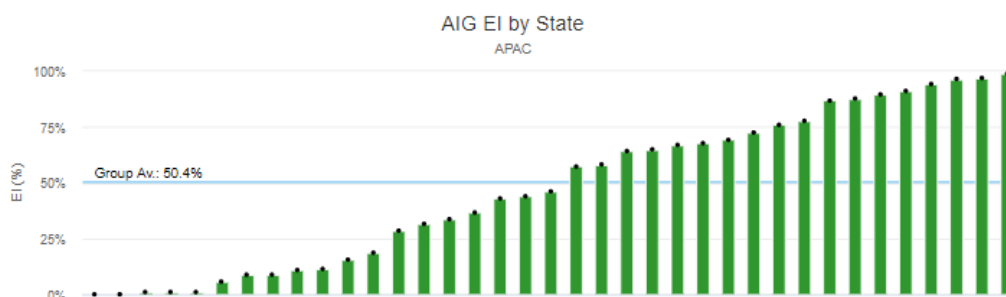
2.2.3 In line with the commitment of the APAC Ministers expressed in the Beijing Declaration as regards the establishment of independent accident investigation authority, the APAC-AIG proposed to the APRAST the following additional target for the RASP:

“States should establish an independent aircraft accident and incident investigation authority (AIIA) as required by Annex 13, as well as related investigation system and procedures [by 2022]”

2.2.4 These two targets, among others proposed by the APRAST, were accepted by the RASG-APAC at its 9<sup>th</sup> Meeting in Bangkok, Thailand on 7-8 November 2019.

## 2.3 Target for APAC States/Administrations to achieve at least 75% EI in AIG

2.3.1 There has been very gradual improvement to the average AIG EI score for the APAC region over the years. The latest statistics obtained by the ICAO APAC Office shows that the APAC States/Administrations achieved an average AIG EI score of 50.4%, up from the 46.06% shown at the APAAC-AIG/5 in 2017. During this same time, the global AIG EI has dropped from 59.26% to 56.1%.



## 2.4 Target to establish an independent aircraft accident and incident investigation authority (AAIIA)

2.4.1 APAC States/Administrations have been reminded by the RASG-APAC to provide update on their plan and progress pertaining to the establishment of an independent AAIIA through the RASG-APAC monitoring mechanism. The RASG-APAC monitoring mechanism was shut down for security improvement but has been operating again since June 2020. APAC States/Administrations can now update its progress regarding establishment of an independent AAIIA through the RASG-APAC monitoring mechanism.

## 2.5 Enhancing accident investigation capabilities

2.5.1 Since APAC-AIG/7 in Putrajaya, Malaysia on 22-23 July 2019, the following AIG-related training has taken place in the APAC region:

- (a) ICAO Regional Accident Investigation Workshop on Underwater Aircraft Accident Investigation, held in Putrajaya, Malaysia on 24-25 July 2019
- (b) Establishing and Operating an Independent Aircraft Accident and Incident Investigation Authority (AAIIA) Course at the Singapore Aviation Academy on 29 July-2 August 2019
- (c) Embraer E-Jets Familiarisation and Investigation Training at the Singapore Aviation Academy on 24-26 September 2019
- (d) Fire Investigation Training organised and conducted by Indonesia's National Transportation Safety Committee (NTSC) on 29-31 October 2019 with the support of the Australian Transport Safety Bureau (ATSB)
- (e) COSCAP-SEA<sup>1</sup> Aircraft Accident and Incident Investigation Authority (AAIIA) Workshop conducted at the ICAO APAC Office on 18-21 February 2020
- (f) Aircraft Accident Investigation Course at the Singapore Aviation Academy on 24 February-6 March 2020
- (g) ICAO AIG Webinar on Aircraft Accident Investigations during the COVID-19 Pandemic on 25 June 2020
- (h) Sharing session by two experienced operational pilots on Crew Resource Management via a virtual platform organised by Singapore's Transport Safety Investigation Bureau (TSIB) on 11-12 August 2020
- (i) ICAO Regional Accident Investigation Workshop on Risk-based Classification of Serious Incident conducted via a virtual platform on 20 October 2020 with the support of the Australian Transport Safety Bureau (ATSB), the French Bureau d'Enquêtes et d'Analyses pour la Sécurité de l'Aviation Civile (BEA) and Singapore's Transport Safety Investigation Bureau (TSIB)

## 2.6 Code of Conduct on Cooperation Relating to Civil Aviation Accident/Incident Investigation

2.6.1 The *Asia-Pacific Code of Conduct on Cooperation Relating to Civil Aviation Accident/Incident Investigation* was developed to promote mutual cooperation in accident/incident investigation in the APAC region but is not meant to be legally binding. To date, 22 States/Administrations<sup>2</sup> have pledged their support to the *Code of Conduct*.

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<sup>1</sup> COSCAP-SEA stands for the Cooperative Development of Operational Safety and Continuing Airworthiness Programme – South East Asia.

<sup>2</sup> The 22 States/Administrations are Australia, Bangladesh, Brunei Darussalam, Cambodia, China, France, Hong Kong China, Indonesia, Japan, Lao PDR, Macao China, Malaysia, Maldives, Mongolia, Myanmar, New Zealand, Papua New Guinea, Philippines, Republic of Korea, Singapore, Sri Lanka and Thailand.

2.6.2 ICAO APAC Office has issued State Letter dated 15 January 2019 [Ref. T 6/8.3 - AP002/19 (FS)] to encourage States/Administrations which have not done so to pledge support to the *Code of Conduct*.

## 2.7 Database of investigation agencies

2.7.1 A database of the investigation agencies in the APAC region has been created to allow States/Administrations to obtain contact information of their counterparts easily and facilitate expeditious communication among States/Administrations. To date, 24 States/Administrations<sup>3</sup> have provided input to the database.

2.7.2 ICAO APAC Office has issued State Letter dated 15 January 2019 [Ref. T 6/8.3 - AP002/19 (FS)] to encourage States/Administrations to provide, or to update, their input to the database.

## 3. ACTION BY THE MEETING

3.1 The meeting is invited to:

- (a) Note the activities of the APAC-AIG;
- (b) Urge States/Administrations to take early actions to achieve the following AIG-related targets in the Asia Pacific Regional Aviation Safety Plan 2020-2022:
  - States should achieve at least 75% EI in AIG of USOAP CMA, and an APAC average USOAP EI score in AIG higher than or equal to the global average
  - States should establish an independent aircraft accident and incident investigation authority (AIIA) as required by Annex 13, as well as related investigation system and procedures
- (c) Request States/Administrations to update the RASG-APAC on their plan and progress pertaining to the establishment of an independent aircraft accident and incident investigation authority;
- (d) Encourage States/Administrations which 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*; and
- (e) Encourage States/Administrations which have not yet done so to provide input to the database of the investigation agencies in the APAC region.

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<sup>3</sup> The 24 States/Administrations are Australia, Bangladesh, Bhutan, Brunei Darussalam, Cambodia, China, France, Hong Kong, India, Indonesia, Japan, Macao China, Malaysia, Maldives, Mongolia, Myanmar, Nepal, New Zealand, Papua New Guinea, Philippines, Republic of Korea, Singapore, Sri Lanka and Thailand.