



ICAO

ELEVENTH MEETING OF THE REGIONAL AVIATION SAFETY GROUP - ASIA AND PACIFIC REGIONS (RASG-APAC/11)

(Video Teleconference, 25-26 November 2021 at 10:00-13:00 hrs. Bangkok Time, UTC+7)

Agenda Item 2: Outputs for RASG-APAC consideration and approval

UPDATE ON WORK DONE BY APAC-AIG

(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/9.

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/9, which was held on a virtual platform on 27-28 October 2021. There was a Workshop on AIG matters hosted by PNG in VTC on 26th October 2021 before the AIG/9 meeting where TSIB, ATSB and PNG presented their AIG Case Studies.

1.2 APAC-AIG/9 Meeting adopted 01 Decision and 02 Conclusion, details of which can be found at; <https://www.icao.int/APAC/Meetings/Pages/2021-APAC-AIG9.aspx>.

1.3 AIG/9 Meeting provided the update on the follow up of ‘Conclusion APAC-AIG 7/3’ for the *Amendment to Standard 6.3 of Annex 13 Regarding Comments on the Draft Final Report of Investigation*, - it was discussed at the Sixth Meeting of the ICAO Accident Investigation Panel (AIGP/6) held in May 2021. The AIGP/6 Meeting agreed that the proposal would constitute a good practice and that it should be incorporated in Part IV “Organization and Planning” of ICAO Doc 9756 “Manual of Aircraft Accident and Incident Investigation” at the next update of Doc 9756. The update will probably be in the form of a new paragraph along the following line:

“As a good practice, States invited to provide comments should acknowledge receipt of the draft Final Report and provide a response even when they have no comment on the draft Final Report. This will assure the State conducting the investigation that the draft Final Report has been received and duly considered.”

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 towards 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' vision. 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 8th 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's 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 (AAIIA) 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 9th Meeting in Bangkok, Thailand on 7-8 November 2019.

2.3 Enhancing Accident Investigation Capabilities

2.3.1 Since APAC-AIG/8 on 21 October 2020, the following AIG-related training has taken place in the APAC region:

- (a) Aircraft Accident Investigation Techniques (AAIT) course at the Singapore Aviation Academy on 15-19 February 2021.
- (b) COSCAP-SEA1 /FAA AIG Webinar on 28 April 2021
- (c) COSCAP-SEA Webinar on USOAP updates: 2020 edition of PQs and roll out of Phase II of SSPIAs on 19 May 21
- (d) COSCAP-SEA Webinar on Transition to ECCAIRS 2 on 31 May 2021
- (e) ICAO APAC Office Webinar on Sharing Regional Experience and Challenges in the Establishment of Independent AIA on 10 June 2021
- (f) ICAO APAC Office Webinar on Sharing Experience and Challenges in the Implementation of SSP and SMS in the Region, 8 July 2021
- (g) Aircraft Accident Investigation Management course at the Singapore Aviation Academy on 2-6 August 2021
- (h) COSCAP-SEA/US NTSB AIG Webinar on 19 October 2021
- (i) ICAO Regional Accident Investigation Workshop on 26 October 2021

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

2.4.1 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/Administrations¹ have pledged their support to the *Code of Conduct*.

2.4.2 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*.

2.5 Database of Investigation Agencies

2.5.1 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/Administrations² have provided input to the database.

2.5.2 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.

¹ 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 The 24 States/Administrations are Australia, Bangladesh, Bhutan, Brunei Darussalam, Cambodia, China, France, Hong Kong China, India, Indonesia, Japan, Macao China, Malaysia, Maldives, Mongolia, Myanmar, Nepal, New Zealand, Papua New Guinea, Philippines, Republic of Korea, Singapore, Sri Lanka and Thailand.

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 (AAIIA) 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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