



ICAO

International Civil Aviation Organization
Asia and Pacific Office

**Tenth Meeting of the Asia Pacific Accident Investigation Group
(APAC-AIG/10)**

(Bangkok, Thailand, 9-10 November 2022 — Hybrid Format)

Agenda Item 3: Update on ICAO AIG-Related Requirements and Activities

UPDATE ON APAC-AIG ACTIVITIES

(Presented by Secretariat)

SUMMARY

This paper updates the meeting on the activities of the Asia Pacific Accident Investigation Group (APAC-AIG) since APAC-AIG/9.

Action by the meeting is in paragraph 3.0 below.

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.

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

2.3.1 ICAO APAC Office had issued State Letter dated 08 March 2022 [Ref. T 6/8.3.1 - AP048/22 (FS)] to encourage States/Administrations which have not done so to pledge support to the APAC-AIG *Code of Conduct*, in order to initiate implementation and to evaluate the feasibility of either one of the below two Options/Proposals:

Option/Proposal 1.

Member States, actively participate in the RAIO-CP virtual platform and gain useful practical experience of examples of Memorandums of Understanding (MOUs), Memorandums of Cooperation (MOC) and Identified Cooperative Mechanisms (ICMs) shared by other RAIOs on the said RAIO-CP Platform.

Key objective of such information sharing is to promote and generate interest of States/Administrations, in the establishment of RAIOs for other sub-regions, as and when the feasibility is comprehended and is justifiable.

Option/Proposal 2.

Those States who have not signed, are encouraged to pledge their support to the legally non-binding Code of Conduct (CoC), on cooperation relating to Civil Aviation Accident/Incident Investigation already established by APAC AIG.

2.3.2 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 Database of investigation agencies

2.4.1 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, 25 States/Administrations² have provided 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 (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;

¹ The 22 States/Administrations are Australia, Bangladesh, Bhutan, Cambodia, China, France, Hong Kong China, Indonesia, Japan, Lao PDR, Macao China, Malaysia, Maldives, Mongolia, Myanmar, New Zealand, Philippines, Republic of Korea, Singapore, Sri Lanka, Thailand, and Timor-Leste.

² The 25 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, Pakistan, Papua New Guinea, Philippines, Republic of Korea, Singapore, Sri Lanka and Thailand.

- (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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