



ICAO

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Asia and Pacific Office

Twelfth Meeting of the Regional Aviation Safety Group – Asia and Pacific Regions (RASG-APAC/12)

Bangkok, Thailand, 17-18 November 2022 (Hybrid Platform)

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

UPDATE ON WORK DONE BY APAC-AIG

(Presented by Chairman of APAC-AIG)

SUMMARY

This paper updates the meeting on the activities of the Asia Pacific Accident Investigation Group (APAC-AIG) since APAC-AIG/9 as well as on APAC-AIG/10 held last week.

1. INTRODUCTION

1.1 This working paper updates the meeting on the activities of the Asia Pacific Accident Investigation Group (APAC-AIG), which was held on a Hybrid format on 9-10 November 2022. There was a Workshop on the 8th one day prior to the meeting.

1.2 The APAC-AIG/10 Meeting was attended by 112 participants from 26 APAC States/Administrations, i.e. Australia, Bangladesh, Bhutan, Brunei Darussalam, Cambodia, Hong Kong China, Macao China, France, India, Indonesia, Japan, Malaysia, Myanmar, Nepal, New Zealand, Pakistan, Papua New Guinea, Philippines, Republic of Korea, Singapore, Sri Lanka, Thailand, United States, Viet Nam, 02 States from other regions, i.e. Saudi Arabia, South Africa, and 03 International Organizations, i.e. IATA, ICAO and COSCAPs.

Detailed report can be found at; <https://www.icao.int/APAC/Meetings/Pages/2021-APAC-AIG9.aspx>.

1.3 Meeting was attended by 18 in person participants and about 120 virtual participants whereas Workshop was attended by similar number of participants.

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 and Safety in the APAC region.

2.3.1 In the implementation, the Regional Safety Plan, AP-RASP has identified many Action Items, specifically Eight, in the ORG Road Map recognising APAC-AIG as an Active Stake Holder supporting the implementation of those Action Items.

2.3.2 APAC AIG 10 Meeting deliberated and Adopted Decision APAC-AIG 10/3 that:

RO to initiate a state letter to AIAs of States/Administrations to nominate AIG experts for the Action Item Groups; A.I.20, A.II.1, A.III.1, A.IV.1, A.IV.3, A.V.2, A.V. 3 and A.V.4 strengthening and supporting their work.

2.3.3 It is expected that, such Decision may enhance support and corporation between the Action Group Custodians, Leads and Champions and to further strengthen the groups through introduction of more members from AIG community in APAC Region.

2.4 Annual and Standing Work Programme for APAC-AIG

2.4.1 As an attempt of streamlining and improving visibility of the stake holders of AIG, a new concept of the Annual and Standing Work Programme for APAC AIG has been adopted by the APAC-AIG/10 encompassing all activities which includes all the essential Actions captured in all applicable safety Areas such as:

Beijing Declaration Commitments,

AP-RASP Action Items,

Improvement APAC States/Administrations Annex 13 EI Level and hence the Regional EI and

AIG TOR items

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

2.5.1 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*.

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

2.5.3 Based on the APAC-AIG Decision 9/1, ICAO APAC Office followed up with another State Letter dated 15 January 2019 [Ref. T 6/8.3 – AP002/19 (FS)] offering two options to the States/Administrations:

2.5.3.1 Either to consider subscribing to RAIO-CP or

2.5.3.2 States/Administrations which have not done so to pledge support to the Code of Conduct.

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.

2.5.4 In relation to and furthering the same subject, APAC-AIG/10 resolved a Decision: APAC-AIG 10 / 2, requesting APAC RO to communicate to all states through a State Letter with a suitably adopted MOU template and report back to next APAC-AIG on the comments and observations from the State/Administrations for further deliberations.

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)] and further updated with the same referred above, 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 (AAIIA) as required by Annex 13, as well as related investigation system and procedures
- c) Recommend States/Administrations to comment their support to the envisaged MOU for APAC States in collaborating with each other without an obligation;
- 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) Request States/Administrations to update the RASG-APAC / APAC AIG on their plan and progress pertaining to the establishment of an independent aircraft accident and incident investigation authority;

— END —

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.