INTERNATIONAL CIVIL AVIATION ORGANIZATION

ELEVENTH MEETING OF THE
ASIA PACIFIC ACCIDENT INVESTIGATION GROUP
(APAC-AIG/11)

SINGAPORE
16-17 AUGUST 2023

RECORD OF DISCUSSIONS AND CONCLUSIONS

The views expressed in this Report should be taken as those of the APAC-AIG and not of ICAO.

Adopted by APAC-AIG and
published by the ICAO Asia and Pacific Office

Eleventh Meeting of the Asia Pacific Accident Investigation Group (APAC-AIG/11)

16-17 August 2023
Singapore

RECORD OF DISCUSSIONS AND CONCLUSIONS

1. Meeting and Attendance

1.1 The APAC-AIG/11 Meeting was held in-person in Singapore on 16-17 August 2023 and made Ten (10) Decisions. The APAC-AIG/11 Meeting was attended by 58 participants from 17 APAC States/Administrations, i.e. Australia, Brunei Darussalam, China, Hong Kong China, Macao China, India, Indonesia, Lao PDR, Malaysia, Myanmar, Nepal, Papua New Guinea, Philippines, Republic of Korea, Singapore, Thailand, Viet Nam and 05 International Organizations, i.e. Airbus, AAPA, IATA, IFALPA, and ICAO.

1.2 The list of participants for Workshop and the APAC-AIG/11 Meeting is in **Attachment A**. There were 18 working papers deliberated during the Meeting.

1.3 On 15 August 2023, one day prior to the APAC-AIG/11 Meeting there was ICAO APAC Regional Accident Investigation Workshop on the theme *Human Factors Considerations in Aviation Accident and Incident Investigations* which was attended by 60 participants. The Workshop was organized by Australia and Singapore where there were three speakers namely Dr. Stuart Godley, Director Transport Safety, Australian Transport Safety Bureau (ATSB), Dr. Michael Walker, Strategic Projects, ATSB and Captain Steven Khoo, TSIB volunteer Inspector of Accidents, presented their experiences on the theme. The workshop generated deep discussions and all participants appreciated the efforts from the presenters for the sharing of experiences and urged for more similar activities in future APAC-AIG Meetings.

1.4 Summary of the Presentations are tabulated below:

Human factors models and principles of human factors relevant to accident investigation	Dr. Stuart Godley & Dr. Michael Walker, ATSB
Applying the SHELL model to accident investigations - Hide and Seek ... the game humans continue to play in aviation.	Captain Steven Khoo, TSIB
Conducting interviews using the best practice principles of Cognitive interviewing	Dr. Stuart Godley, ATSB
ATSB human factors investigation case study – ditching at Norfolk island	Dr. Michael Walker, ATSB

2. Opening Session and Introduction of Participants

2.1 Dr. Stuart Godley, APAC-AIG Chairperson, delivered opening remarks expressing his gratitude to Singapore for their wonderful hospitality and hosting the meeting and welcomed the participants to APAC-AIG/11. The Chair invited the Meeting to consider hosting the next APAC-AIG/12 in 2024 and to share ideas for the theme of next ICAO APAC Regional Accident Investigation Workshop.

2.2 Mr. S M Nazmul Anam, Regional Officer Flight Safety, ICAO Asia and Pacific Office (APAC) delivered the opening remarks and welcomed the participants on behalf of ICAO. He thanked all the participants and the Organizations for their participation in face to face meeting for the first time after the COVID Pandemic for AIG/11. He thanked the Government of Singapore through TSIB for hosting the AIG/11 excellently.

2.3 Mr. Anam urged the AIG WG to look into the USOAP EI level, which is below the global average for APAC and in particular, AIG area's EI is only 47.76% being lowest out of eight ICAO USOAP CMA Critical Areas. One of the main reason is qualified human resources for AIG Area, where CE-4 is only 53.61%. He apprised the audience that only five States completed 100 per cent of SSP implementation 15 are in progress, which will delay the audit process of SSPIA. He appreciated the progress made by the APAC States to upload their national aviation safety plan (NASP) in the ICAO Portal.

2.4 Mr. Anam apprised the audience with a high note that APRAST in coordination with all other working groups under RASG-APAC has revised the Asia-Pacific Regional Aviation Safety Plan (AP-RASP) 2023-25 version on time to align with the new version of GASP where AIG WG has number of Action Items to be addressed captured in APAC-AIG/11 Yearly Work Program 2023-24. He also apprised the audience that new permanent AP-RASP Working Group (AP-RASP WG) Co-Chairs were elected under APRAST where AIG WG needs to work with them coherently for the effective implementation of NASP and AP-RASP.

3. Introduction of Participants

3.1 Introduction of participants was provided by participants from each State/ Administration and international organization.

4. Agenda item 1: Adoption of Agenda

4.1 <u>WP/1: Adoption of Agenda – Secretariat</u>

4.1.1 The agenda that was circulated through the ICAO APAC website was proposed and adopted.

Agenda item 1: Adoption of Agenda

Agenda item 2: Review of the Decisions and Conclusions by RASG-APAC and APRAST

Agenda item 3: Update on ICAO AIG-related Requirements and Activities

Agenda Item 4: Enhancing Accident Investigation Capabilities

Agenda Item 5: Regional Cooperation

Agenda Item 6: Work Plan

Agenda Item 7: Any Other Business

5. Agenda Item 2: Review of the Decisions and Conclusion by RASG-APAC and APRAST

5.1 WP/2: Review of the Decisions and Conclusion by RASG-APAC and APRAST – Secretariat

5.1.1 The Secretariat presented updates of the progress and status of Decisions and Conclusions adopted at RASG-APAC/12 held in VTC from Bangkok, Thailand on 17-18 November 2022 and status of Decisions and Conclusions adopted at APRAST/19 held in VTC from Bangkok, Thailand on 06-10 February 2023.

5.1.2 Twelve Decisions were adopted at RASG-APAC/12 out of which 10 Decision were 'Proposed to be Closed' and 02 Decisions proposed to remain 'Open'. APRAST/19 adopted 11 Decisions and all were 'Proposed to be Closed'.

5.1.3 Further, the Secretariat presented RASG-APAC Organizational Structure and subsidiary bodies and how each body relates to each other depicted in RASG-APAC Procedure Handbook which needed to be updated to reflect the new establishment of Asia Pacific – Regional Aviation Safety Plan Working Group (AP-RASP WG). In response to Decision RASG-APAC 12/5, the Meeting was invited to visit the Terms of Reference (TOR) for APAC-AIG and consider necessary revision to the TOR for APAC-AIG for the approval at RASG-APAC/13 Meeting.

5.1.4 The Meeting noted the progress and status of Decisions and Conclusions adopted at RASG-APAC/12 and APRAST/19.

5.1.5 The Meeting adopted the below Decision:

Decision APAC-AIG 11/1: Review of the Decisions and Conclusion by RASG-APAC and APRAST – Secretariat	
That, APAC RO to circulate RASG-APAC Procedural Handbook draft TORs of APAC-AIG to the AIG Focal points of States/Administrations for review and amendments, if necessary.	***Expected impact***: ☐ Achievement of global and regional aviation safety priorities and targets ☐ Enhancement of USOAP Effective Implementation ☒ Monitoring and Administration ☐ Capacity Building and Sharing of Information ☐ Inter-Regional
Why: To enhance effectiveness of APAC-AIG	
When: By 15 October 2023	**Status**: In progress
Who: ☐ APRAST ☒ APAC-AIG ☐ SRP WG ☐ SEI WG ☒ APAC States/Administrations ☒ ICAO APAC RO ☐ ICAO HQ ☐ Other: Industry Organization	

6. Agenda Item 3: Update on ICAO AIG-related Requirements and Activities

6.1 WP/4: Update on APAC-AIG activities – Secretariat

6.1.1 The Secretariat updated the Meeting the activities of the APAC-AIG since APAC-AIG/10 Meeting which was held in-person in Bangkok and virtually on 9-10 November 2022.

6.1.2 The Secretariat demonstrated the newly published 2023-2025 version of AP-RASP including the AP-RASP 2023-25 Roadmap in Appendix A to the AP-RASP 2023-2025 document which can be downloaded from https://www.icao.int/APAC/RASG/Pages/default.aspx. The Meeting was shown with the Action Items and their respective Targets in both Ops and Org Roadmap of the AP-RASP 2023-2025 document.

6.1.3 Further, the Meeting urged States/Administrations to take early actions to:

a) Achieve the following AIG-related targets in the AP-RASP 2023-2025:

   i. 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.

   ii. 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.

b) To update the RASG-APAC on their progress of the implementation of the plan for establishment of AAIIA;

c) To pledge their support to the Asia Pacific Code of Conduct on Cooperation Relating to Civil Aviation Accident/Incident Investigation (CoC); and encouraged States/Administrations which have yet to do so to consider pledging to the CoC;

d) To provide update to the established database of the investigation agencies in the APAC Region.

6.1.4 The Meeting adopted the below Decision:

Decision APAC-AIG 11/2: Update on APAC-AIG activities – Secretariat	
That, APAC-AIG Chairs shall form an AIG Expert Group from the representations of States/Administrations to carry out the tasks of APAC-AIG following the TOR of RASG-APAC Procedural Handbook which will be tabled for approval of RASG-APAC.	***Expected impact***: ☐ Achievement of global and regional aviation safety priorities and targets ☐ Enhancement of USOAP Effective Implementation ☒ Monitoring and Administration ☐ Capacity Building and Sharing of Information ☐ Inter-Regional
Why: To enhance the effectiveness of APAC-AIG	
When: By November 2023	**Status**: In progress

Who:	☐ APRAST ☒ APAC-AIG ☐ SRP WG ☐ SEI WG ☒ APAC States/Administrations ☒ ICAO APAC RO ☐ ICAO HQ ☐ Other: Industry Organization

6.1.5 List of States/Administrations volunteered to join the AIG Expert Group are following: can be found in **Attachment B.** An email will be sent to States/Administrations for nominating their competent candidates experts to join the AIG Expert Group.

6.2 WP/5: Following up the Progress of Implementation of the Decisions APAC-AIG 10/1, 10/2 and 10/3 - Secretariat

6.2.1 The Secretariat presented updates of the progress and status of Decisions APAC-AIG 10/1, 10/2 and 10/3 adopted at APAC-AIG/10 Meeting held in Bangkok on 9-10 November 2022.

6.2.2 Decision APAC AIG 10/1 - Decision APAC-AIG 10/1, which was in response to Conclusion APAC-AIG 9/2, noted that Twenty Three (23) States/Administrations have subscribed to the CoC of APAC-AIG and eighteen (18) States/Administrations have yet to do so as captured below:

	States already subscribed to CoC	**States Not Subscribed to CoC yet**
1	Australia	Cook Island
2	Bangladesh	Democratic People's republic of Korea (DPRK)
3	Bhutan	Fiji
4	Brunei Darussalam	India
5	Cambodia	Kiribati
6	China	Marshall Islands
7	Hong Kong, China	Micronesia
8	Macao, China	Nauru
9	France	Nepal
10	Indonesia	Pakistan
11	Japan	Palau
12	Lao PDR	Papua New Guinea
13	Malaysia	Samoa
14	Maldives	Solomon Islands
15	Mongolia	Tonga
16	Myanmar	Tuvalu
17	New Zealand	Vanuatu
18	Philippines	Vietnam
19	Republic of Korea	
20	Singapore	
21	Sri Lanka	
22	Thailand	
23	Timor-Leste	
Total	**Twenty Three (23)**	**Eighteen (18)**

6.2.3 Regional Office shall communicate and recommend to those eighteen States/ Administrations to pledge their support by subscribing to APAC-AIG CoC in order to receive the intended benefits. And urged States/Administrations that already subscribed to APAC-AIG CoC to share their experiences.

6.2.4 Decision APAC AIG 10/2 - The Secretariat presented the MOU template signed by the authorities responsible for aircraft accident and incident investigation of Middle East and North Africa (MENA) Member States under the AIG Regional Cooperation Mechanism (ACRM) derived from ICAO MID RO. The Meeting discussed and considered that adopting the proposed MOU template may enhance legitimacy of the existing APAC-AIG CoC while retaining the state's authority uncompromised and will maintain nature of non-Binding status of the CoC document.

6.2.5 The Meeting further urged APAC States/Accident Investigation Authorities (AIAs) to join the Regional Accident Investigation Organization (RAIO), once established and Investigation Cooperation Mechanism (ICM).

6.2.6 The Meeting adopted the below Decision:

Decision APAC-AIG 11/3: Following up the Progress of Implementation of the Decision APAC-AIG 10/1, 10/2 and 10/3 – Secretariat		
That, the APAC-AIG Chairs to task the upcoming AIG Expert Group, when established, to review the draft template of Investigation Cooperation Mechanism (ICM) and verify the existing clauses of the APAC-AIG Code of Conduct (CoC) and identify the differences that need to be addressed.		***Expected impact***: ☒ Achievement of global and regional aviation safety priorities and targets ☐ Enhancement of USOAP Effective Implementation ☒ Monitoring and Administration ☒ Capacity Building and Sharing of Information ☐ Inter-Regional
Why:	To explore the possibilities of regional cooperation	
When:	December 2023	**Status**: In progress
Who:	☐ APRAST ☒ APAC-AIG ☐ SRP WG ☐ SEI WG ☒ APAC States/Administrations ☒ ICAO APAC RO ☐ ICAO HQ ☐ Other: Industry Organization	

6.2.7 Decision APAC AIG 10/3 - The Secretariat presented updates of the Decision APAC-AIG 10/3 to follow up on the work done for the APAC-AIG Annual Work Programme for 2022-2023 and most of the tasks were triggered from the AP-RASP 2020-22 Roadmap. In response to the State Letter sent (Ref: T 6/8.3.1 - AP109/23 (FS) dated 11 July 2023) requesting 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. APAC RO has received five (05) feedbacks with two (02) nominations. Meanwhile, AP-RASP 2023-25 has been published in July 2023 which revised the Action Items for APAC-AIG. Thereby, the previous Action Items listed in State Letter (Ref: T 6/8.3.1 - AP109/23 (FS) dated 11 July 2023) are no longer valid.

6.2.8 The Meeting urged States/Administrations to review the revised Action Items under AP-RASP 2023-2025 version related to APAC-AIG which were also captured under APAC-AIG Annual Work Programme 2023-2024.

6.3 WP/15: Update by AIG Panel – Secretariat and AIGP

6.3.1 AIG Panel Chairperson, Mr. Oliver Ferrante presented updates on the work of the eighth meeting of the Accident Investigation Panel (AIGP/8) which was held in hybrid-format in Montreal from 23 to 26 May 2023.

6.3.2 There were 17 WPs, 3 IPs and 31 presentations presented at AIGP/8. 24 items were discussed during the meeting. Number of those items were related to panel coordination and emerging topics such as Cyber Security. In addition, items such as 41st Session of the Assembly outcomes and safety information protection were deliberated by the panel. AIGP Chair apprised the meeting that the main focus of AIGP/8 was the approved work programme items that were detailed in the Panels Job Cards.

6.3.3 The Meeting was informed that the AIGP/8 draft report would be released in September 2023 and the recommendations from the meeting would be processed to the ANC in February 2024. Subsequently, a State Letter would be sent to States/Administrations for their comments on proposed amendments to Annex 13.

6.3.4 APAC-AIG Chair, as an AIGP member, also provided further information on the work of AIGP and guidance on how to send recommendations to ICAO and also updated on the upcoming 19th amendment of the Annex 13.

6.3.5 The Meeting noted the work of the AIGP in its eight meeting and information updated by APAC-AIG Chair.

7. Agenda Item 4: Enhancing Accident Investigation Capabilities

7.1 WP/7: Techniques to Determine the Relationship of a Birdstrike in and In-flight Break-up Accident - Australia

7.1.1 Australian Transport Safety Bureau (ATSB) presented WP/7 on the investigation of the accident of Bell 206 L-1 'LongRanger' on 9 July 2022 to highlight re-visiting all available evidence as working hypotheses were developed, and to share lessons learnt in the determination of the precursors of an in-flight break-up. The paper also highlighted the importance of reviewing all available evidence, and then re-reviewing them in the light of the team's working hypotheses at each stage of the investigation.

7.1.2 The Meeting appreciated the information and encourage the States/Administrations to share investigation techniques for future investigation support amongst the member States.

7.2 WP/13: ECAC Group of Experts in Aircraft Accident and Incident Investigation Workshop on the Harmonizing on Treatment of Serious Incidents – Singapore

7.2.1 Transport Safety Investigation Bureau of Singapore (TSIB) presented the paper providing information of the Group of Experts on Aircraft Accident Investigation of the European Civil Aviation Conference (ECAC ACC) Workshop on Harmonizing the Treatment of Serious Incidents on 25 April 2023 in Bratislava, Slovakia. The workshop aimed to share the approach and experience of investigation authorities and perspectives from stakeholders in the classification of serious incidents.

7.2.2 The paper addressed the importance of classifying occurrences in a consistent manner, so that events that are serious in nature will be adequately classified and resources adequately allocated, and promoted the use among States in the APAC region on the event risk-based classification guidance tool provided in Attachment C to Annex 13 to achieve consistent classification of occurrences.

7.2.3 The Meeting adopted the below Decision:

Decision APAC-AIG 11/4: ECAC Group of Experts in Aircraft Accident and Incident Investigation Workshop on the Harmonizing on Treatment of Serious Incidents – Singapore	
That, APAC RO to coordinate with APAC-AIG Chairs to organise a workshop on the 'Understanding of classification of serious incidents/incidents for the APAC Regional States/Administrations'.	***Expected impact***: ☐ Achievement of global and regional aviation safety priorities and targets ☐ Enhancement of USOAP Effective Implementation ☐ Monitoring and Administration ☒ Capacity Building and Sharing of Information ☐ Inter-Regional
Why: To enhance regional capacity in AIG area	
When: APAC-AIG/12	**Status**: In progress
Who: ☐ APRAST ☒ APAC-AIG ☐ SRP WG ☐ SEI WG ☒ APAC States/Administrations ☒ ICAO APAC RO ☐ ICAO HQ ☐ Other: Industry Organization	

7.3 <u>WP/6: Determining the effectiveness of Safety Actions Taken – Australia</u>

7.3.1 Australian Transport Safety Bureau (ATSB) presented WP/6 outlining the processes and methodology used by the ATSB to determine how effective safety actions taken were in reducing the identified risk. Without the process, it can be difficult to objectively show how investigations lead to positive safety change.

7.3.2 The Meeting appreciated the information shared by the ATSB and further requested ATSB to share their methodology and experience in future workshops.

7.3.3 The Meeting adopted the below Decision:

Decision APAC-AIG 11/5: Determining the effectiveness of Safety Actions Taken – Australia	
That, APAC RO to coordinate with ATSB to organize a workshop on 'Determining the effectiveness of Safety Actions via Risk Assessment'.	***Expected impact***: ☐ Achievement of global and regional aviation safety priorities and targets ☐ Enhancement of USOAP Effective Implementation ☐ Monitoring and Administration ☒ Capacity Building and Sharing of Information ☐ Inter-Regional
Why: To enhance regional capacity in AIG area	
When: APAC-AIG/12	**Status**: In progress

Who:	☐ APRAST ☒ APAC-AIG ☐ SRP WG ☐ SEI WG ☒ APAC States/Administrations ☒ ICAO APAC RO ☐ ICAO HQ ☐ Other: Industry Organization

7.4 WP/10: Medical Examination Requirement for Aircraft Maintenance Engineer – Indonesia

7.4.1 Komite Nasional Keselamatan Transportasi (KNKT) presented the paper regarding medical examination requirement for aircraft maintenance engineer and shared their recent investigation revealing that an aircraft maintenance engineer, who had a medical issue, had been granted for license renewal could endanger the safety of a flight. The application of the Aircraft Maintenance Engineer License in Indonesia only required a physical medical assessment which comprised physical, visual, and hearing examinations. An applicant who has a mental health issue may not be detected.

7.5 WP/11: Mental Health Issue as Part of the Medical Examination – Indonesia

7.5.1 The paper highlighted KNKT's consideration to enhance the mental health examination as part of medical examination for safety sensitive personnel.

7.5.2 The Meeting noted the information in WP/10 and WP/11 and realized that mental health can post safety risk and mental health examination may be enhanced especially on special circumstances or after stressful events to safety sensitive personnel.

7.5.3 The Meeting also considered a proper channel to convey safety recommendations or to propose amendment to medical assessment standards provided in ICAO Annex 1 subject to detailed analysis from relevant panel of experts on AME.

7.5.4 The Meeting adopted the below Decision:

Decision APAC-AIG 11/6: Medical Examination Requirement for Aircraft Maintenance Engineer & Mental Health Issue as Part of the Medical Examination – Indonesia		
That, APAC RO shall coordinate with ICAO HQ (PEL SMEs) to clarify whether any medical assessment is required covering the mental health issues for the Aircraft Maintenance Engineers (AMEs) while retaining their AME Licenses under ICAO Annex 1.		***Expected impact***: ☒ Achievement of global and regional aviation safety priorities and targets ☐ Enhancement of USOAP Effective Implementation ☐ Monitoring and Administration ☐ Capacity Building and Sharing of Information ☒ Inter-Regional
Why:	To explore the possibilities in improving safety standards	
When:	By APAC-AIG/12.	**Status**: In progress
Who:	☐ APRAST ☒ APAC-AIG ☐ SRP WG ☐ SEI WG ☒ APAC States/Administrations ☒ ICAO APAC RO ☐ ICAO HQ ☐ Other: Industry Organization	

7.6 WP/14: Unmanned Aerial System Investigation Training – Singapore

7.6.1 Transport Safety Investigation Bureau of Singapore (TSIB) presented the paper sharing TSIB's recent learnings from the Unmanned Aerial System (UAS) Investigation training course for its investigators conducted on 6 to 10 February 2023 in Singapore.

7.6.2 The training included an introduction to the world of Beyond Visual Line of Sight (BVLoS) unmanned aircraft operations and covered topics such as design and functionality of the human interface, remote piloting, situational awareness in unmanned aviation, accident investigation, etc.

7.6.3 The Meeting noted the information and invited States/Administrations to understand the different operating environment, aircraft system and regulatory framework for UAV and to equip their investigators with the skills and knowledge for the conduct of investigation involving UAV.

7.7 WP/9: ATSB Strategic Partnership with RMIT University Offering Qualifications in Transport Safety Investigation - Australia

7.7.1 Australian Transport Safety Bureau (ATSB) presented the paper providing an update on the Australian Transport Safety Bureau's (ATSB) partnership with RMIT University, Melbourne, Australia to offer graduate qualifications and micro-credential courses in Transport Safety Investigation.

7.7.2 The Meeting appreciated the information and noted the offerings being provided through the RMIT/ATSB partnership in transport safety investigation and its vision to extend these offerings across Asia-Pacific region to enhance the quality of accident investigations.

7.7.3 The Meeting adopted the below Decision:

Decision APAC-AIG 11/7: ATSB Strategic Partnership with RMIT University Offering Qualifications in Transport Safety Investigation - Australia	
That, ICAO RO shall coordinate with ATSB to update APAC States/Administrations on the RMIT's Training courses in AIG area and identify how best RMIT efforts can be utilized for building the APAC-AIG training capacity for the region.	***Expected impact***: ☒ Achievement of global and regional aviation safety priorities and targets ☒ Enhancement of USOAP Effective Implementation ☐ Monitoring and Administration ☒ Capacity Building and Sharing of Information ☐ Inter-Regional
Why: To build APAC-AIG training capacity	
When: APAC-AIG/12	**Status**: In progress
Who: ☐ APRAST ☒ APAC-AIG ☐ SRP WG ☐ SEI WG ☒ APAC States/Administrations ☒ ICAO APAC RO ☐ ICAO HQ ☐ Other: Industry Organization	

7.8 WP/3: Introduction of ICAO Occurrence Validation Study Group - Secretariat

7.8.1 The Secretariat presented paper introducing the ICAO Occurrence Validation Study Group (OVSG) and its activities to yearly produce the global accident and incident data with quality, reliability and validity through the process of validation and verification.

7.8.2 OVSG was initially established as the Safety Indicators Study Group (SISG) in 2001 then changed its name to OVSG in 2020 to better reflect the deliverables of the group. The OVSG meets twice a year to produce an agreed dataset of global accidents and serious incidents, review and validate ADREP reports for any missing or incomplete information. There are currently 35 Experts from States and international organizations as well as manufacturers and service provider joining the OVSG.

7.8.3 The Meeting encouraged States/Administrations to participate in the activities of the OVSG and support the verification of the accidents identified by the OVSG as the State of Occurrence, State of Operator or State of Registry, when requested.

7.8.4 The Meeting adopted the below Decision:

Decision APAC-AIG 11/8: Introduction of ICAO Occurrence Validation Study Group - Secretariat		
That, the AIG Expert Group, when established, in coordination with ICAO RO to subscribe and participate in the OVSG activities and meetings.		***Expected impact***: ☒ Achievement of global and regional aviation safety priorities and targets ☐ Enhancement of USOAP Effective Implementation ☒ Monitoring and Administration ☒ Capacity Building and Sharing of Information ☒ Inter-Regional
Why:	To explore the possibilities in improving safety	
When:	After forming of AIG Expert Group	**Status**: In progress
Who:	☐ APRAST ☒ APAC-AIG ☐ SRP WG ☐ SEI WG ☒ APAC States/Administrations ☒ ICAO APAC RO ☐ ICAO HQ ☐ Other: Industry Organization	

7.9 WP/16: Vietnam Accident Incident Investigation - Vietnam

7.9.1 Vietnam presented the paper sharing its legal document's structure, organization and AIG facilities of Vietnam Accident Incident Investigation.

7.9.2 The Meeting noted the information presented by Vietnam.

7.10 WP/12: Classification of Occurrences Using Artificial Intelligence (AI) – Singapore

7.10.1 Transport Safety Investigation Bureau of Singapore (TSIB) presented the paper providing information on the TSIB's pioneering effort to implement an artificial intelligence (AI) software application (App) that can assist with the classification of aviation occurrences. Overview of App and occurrence classification were demonstrated to the Meeting.

7.10.2 The Meeting appreciated initiative shared by TSIB where AI technology can complement the existing event risk-based classification process. The Meeting also further discussed on the effectiveness of machine learning, accuracy of classification, system validation and possible implementations of AI technology in other investigation related tasks.

7.11 WP/8: Dynon SkyView HDX Data Download Techniques - Australia

7.11.1 Australian Transport Safety Bureau (ATSB) presented the paper sharing lessons learnt regarding electronic data recovery techniques from an ATSB in-flight break-up investigation.

7.11.2 During the in-flight break-up and sudden loss of power to the Dynon SkyView HDX, the file system did not finalise recent writes to the disk. These operations can be reconstructed using the information stored in the journal by Linux system, allowing for the recovery of the additional 70.5 seconds of data.

7.11.3 The Meeting appreciated the information and encourage the States/Administrations to share investigation techniques for future investigation support amongst the member States.

7.12 WP/19: The Item to be Improved for the Accident Investigation Report - IATA

7.12.1 IATA presented the paper showing that a significant number of final accident investigation reports are not made available to the industry which prevent operators, equipment manufacturers, regulators, infrastructure providers, and other concerned stakeholders from critical information that could make flying even safer.

7.12.2 The Meeting noted the important of timely availability of final report. Further, the Meeting encouraged States/Administrations to publish the accident investigation report as per the associated timeline required in Annex 13.

8. Agenda Item 5: Regional Cooperation

8.1 WP/17: Updated Contact Information of Accident Investigation Authorities on ICAO's Website - Singapore

8.1.1 Singapore presented the paper to encourage States and Administrations to update their Accident Investigation Authorities' (AIAs') contact information on ICAO's website (https://www.icao.int/safety/aia/Pages/default.aspx).

8.1.2 In order for the contact information on ICAO's website to remain accurate and up to date, AIAs need to review their contact information on ICAO's website and, if the information is incorrect or outdated, send their updated contact information to ICAO AIG Section (email AIGInbox@icao.int and cstjohn@icao.int) for updating.

8.1.3 The Meeting adopted the below Decision:

Decision APAC-AIG 11/9: Updated Contact Information of Accident Investigation Authorities on ICAO's Website - Singapore	
That, APAC RO to: a) Disseminate a State Letter to AIAs of States/Administrations to review their contact information on ICAO's portal and send their updated AIA contact information to ICAO AIG section for updating on ICAO's portal; and b) Coordinate with ICAO HQ to include AIA Contact Information database format adding 24/7 contact numbers.	***Expected impact***: ☒ Achievement of global and regional aviation safety priorities and targets ☐ Enhancement of USOAP Effective Implementation ☒ Monitoring and Administration ☐ Capacity Building and Sharing of Information ☒ Inter-Regional
Why: To explore the possibilities of regional cooperation	
When: Immediately	**Status**: In progress
Who: ☐ APRAST ☒ APAC-AIG ☐ SRP WG ☐ SEI WG ☒ APAC States/Administrations ☒ ICAO APAC RO ☐ ICAO HQ ☐ Other: Industry Organization	

9. Agenda Item 6: Work Plan

9.1 <u>WP/18: APAC-AIG Annual Work Programme – Secretariat</u>

9.1.1 The Meeting noted the updated APAC-AIG work plan based on the updated version of AP-RASP 2023-25 is published in July 2023 as attached in **Attachment C**.

9.1.2 The Meeting endorsed APAC-AIG Annual Work Programme which align with Road Map of AP-RASP 2023-25 version, for the implementation by APAC-AIG and reporting back to RASG-APAC.

9.1.3 The Meeting adopted the below Decision:

Decision APAC-AIG 11/10: APAC-AIG Standing and Annual Work Programme (WP/18) - Secretariat	
That, APAC RO to initiate a State Letter to AIAs of States/Administrations to nominate their competent candidates for the Action Item Groups; **A.II.1 by 2025, AIII.1 by 2025, AIII.2 by 2025, A.V.1 by 2025, A.V.2 by 2025, A.V.3 by 2024 and A.V.7 by 2025** strengthening and supporting their work as derived from APAC-AIG Annual Work Programme 2023-2024.	***Expected impact***: ☒ Achievement of global and regional aviation safety priorities and targets ☒ Enhancement of USOAP Effective Implementation ☒ Monitoring and Administration ☒ Capacity Building and Sharing of Information ☐ Inter-Regional
Why: To ensure accident investigation expertise contributes to the other Action Item Groups	
When: Immediately	**Status**: In progress

Who:	☐ APRAST ☒ APAC-AIG ☐ SRP WG ☐ SEI WG ☒ APAC States/Administrations ☒ ICAO APAC RO ☐ ICAO HQ ☐ Other: Industry Organization

10. Agenda Item 7: Any Other Business

10.1 Monitoring Tools – Secretariat

10.1.1 Secretariat demonstrated to APAC-AIG/11 the Monitoring Tools, which was developed by Bangladesh to monitor the implementation progress of the SEIs for all APAC States/Administrations with enhanced scope to track NASP development and implementation in line with AP-RASP and GASP through a mapping mechanism.

10.1.2 The Meeting noted the information and was invited to consider maximizing the benefit of Monitoring Tools by expanding the scope to cover AIG actions.

11. Date and Venue for APAC-AIG/12

11.1 The APAC-AIG/12 is tentatively scheduled between 26-29 August 2024. States/Administrations which is interested to host APAC-AIG/12 may notify ICAO APAC by 31 December 2023. If there is no States/Administrations volunteering to host the next meeting and , the APAC-AIG/12 will be held in Bangkok, Thailand.

12. Adoption of Record of Discussions and Conclusions

12.1 The APAC-AIG/11 adopted the Record of Discussions and Conclusions.

13. Closing of the Meeting

13.1 Chairperson thanked the meeting participants for their contributions. Chairperson encouraged States/Administrations to consider volunteering the next Meeting and notify ICAO RO.

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58 Participants
17 States / Administrations
5 International Organizations and Industry Partners

	States / Administrations / International Organizations / Industry Partners	No. of participants
1.	Australia	3
2.	Brunei Darussalam	2
3.	China	4
4.	Hong Kong, China	2
5.	Macao, China	2
6.	India	2
7.	Indonesia	2
8.	Lao PDR	1
9.	Malaysia	2
10.	Myanmar	2
11.	Nepal	2
12.	Papua New Guinea	2

	States / Administrations / International Organizations / Industry Partners	No. of participants
13.	Philippines	1
14.	Republic of Korea	3
15.	Singapore	10
16.	Thailand	2
17.	Viet Nam	4
	Int'l Org / Industry Partners	
1.	AAPA	1
2.	Airbus	1
3.	IATA	5
4.	IFALPA	3
5.	ICAO APAC	2
	Total	**58**

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APAC-AIG ANNUAL WORK PROGRAMME 2023-2024

TASKS	Decision APAC-AIG	Subject Ref (if any)	Stake Holders	Brief Description
TASK-1		AP-RASP ORG RM A.II.1	APAC AIG	**A.II.1** Conduct workshops and coursesto promote effective implementation of SARPs, especially in the technical areas of ANS, AIG, AGA
STATUS TASK-1:				

TASKS	Decision APAC-AIG	Subject Ref (if any)	Stake Holders	Brief Description
TASK-2		AP-RASP ORG RM A.III.1	APAC AIG	**A.III.1*** Support the robust implementation and continuousimprovement of SMS and SSP
STATUS TASK-2:				

TASKS	Decision APAC-AIG	Subject Ref (if any)	Stake Holders	Brief Description
TASK-3		AP-RASP ORG RM A.III.2	APAC AIG	**A.III.2** Improve the sharing of best practices in safety management, safetydata and analyses among regional platforms including APANPIRG Sub-groups via RASG-APAC
STATUS TASK-3:				
TASKS	**Decision APAC-AIG**	**Subject Ref (if any)**	**Stake Holders**	**Brief Description**
TASK-4		AP-RASP ORG RM A.V.1	APAC AIG	**A.V.1** Integrate the existing basic building blocks of RASG-APAC/ APRAST towards the envisioned safety data collection and processing system (SDCPS) for the APAC region
STATUS TASK-4:				

TASKS	Decision APAC-AIG	Subject Ref (if any)	Stake Holders	Brief Description
TASK-5		AP-RASP ORG RM A.V.2	APAC AIG	**A.V.2** Enhance the terms of reference (TORs) of various regional bodies using a TOR framework
STATUS TASK-5:				

TASKS	Decision APAC-AIG	Subject Ref (if any)	Stake Holders	Brief Description
TASK-6		AP-RASP ORG RM A.V.3	APAC AIG	**A.V.3** Improve the communication of activities and coordination of schedules among regional bodies and meetings, regional workshops/ courses, e.g. via a one-stop calendar of regional events
STATUS TASK-6:				

TASKS	Decision APAC-AIG	Subject Ref (if any)	Stake Holders	Brief Description
TASK-7		AP-RASP ORG RM A.V.7	APAC AIG	**A.V.7** Establish an independent accident and incident investigationauthority (AAIIA) as required by Annex 13, as well as related investigation system and procedures
STATUS TASK-7:				

— END —