International Civil Aviation Organization
Asia and Pacific Office

Twelfth Meeting of the Asia Pacific Accident Investigation Group (APAC-AIG/12)

(Bangkok, Thailand, 28-29 August 2024)

Agenda Item 3:   **Update on ICAO AIG-related requirements and activities**

2023-24 ANNUAL WORK PROGRAMME TASK-4 IMPLEMENTATION PROGRESS OF AP-RASP ORG ROADMAP ACTION ITEM 'A.V.1'

(Presented by Task Force 4: Australia)

SUMMARY

This paper informs the meeting on the progress of TASK-4 of APAC-AIG Annual Work Programme 2023-24 and Decision APAC-AIG 11/10. Task-4 focused on the AP-RASP ORG Roadmap Action Item **A.V.1** which is; *'Integrate the existing basic building blocks of RASG-APAC/ APRAST towards the envisioned safety data collection and processing system (SDCPS) for the APAC region'*. Task Force 4 endeavours to assist APAC States/Administrations in establishing Safety Data Collection and Processing System (SDCPS).

1.   **INTRODUCTION**

1.1   Task Force 4 was asked to review the AP-RASP ORG RM action 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.*

1.2   The working group was made up of members from the ATSB and IATA and was amalgamated with Task Force 3 (members from IFALPA, Flight Safety Foundation).

2.   **DISCUSSION**

2.1   The contribution that State aviation investigation authorities (AIAs) can make towards any potential future *safety data collection and processing system (SDCPS)* for the APAC region is not obvious.

2.2   AIAs already share data with ICAO via mechanisms required in Annex 13 Chapter 7 *ADREP reporting* (paragraph 7.1 accidents for aircraft above 2,250 kg and paragraph 7.5 investigated incidents of aircraft above 5,700kg) and paragraph 6.9.1 *Safety recommendations of global concern (SRGC)* would result in two databases of the same safety data which would very likely diverge over time. This is because ADREP and SRGC data are subject to rigorous data cleaning activities by the Occurrence Validation Study Group (OVSG) and AIG Panel respectively. Further, data from both sources is already available for the APAC region via the central ICAO databases.

2.3   Most AIAs do not have access to mandatory occurrence data, as it is normally provided to the civil aviation authority. The data that most AIAs do have concern what it required for investigations, and so largely aligns with the ADREP reporting requirements mentioned above.

2.4   Published safety recommendations could be included in a regional safety database.

3.   ACTION BY THE MEETING

3.1   The Meeting is invited to:

a) Comment on the discussion.

b) Comment on whether a database of all published safety recommendations from the APAC region would be useful for safety analysis and intelligence.

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