



International Civil Aviation Organization
Asia and Pacific Office

Thirteenth Meeting of the Asia Pacific Accident Investigation Group (APAC-AIG/13)

(New Delhi, India, 30-31 October 2025)

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

REVIEW OF DECISIONS AND CONCLUSIONS ADOPTED AT APAC AIG/12

(Presented by the Secretariat)

This Paper presents:

- 1) The Decisions and Conclusions adopted at the APAC AIG/12 Meetings held in Bangkok, Thailand from 28 – 29 August 2024 respectively.
- 2) Status of APAC AIG/12 Decisions and Conclusions.
- 3) Action required as described in paragraph 3.

1. INTRODUCTION

1.1 APAC AIG/12 was held on-site at the ICAO APAC Office in Bangkok, Thailand, from 28-29 August 2024, and adopted 05 Decisions.

2. DISCUSSION

2.1 The status of the Decisions and Conclusions adopted at APAC AIG/12 can be found in **Attachment A** to this paper.

3. ACTION BY THE MEETING

3.1 The Meeting is invited to review the status of the Decisions & Conclusions adopted in **Attachments A**, for APAC AIG/12's endorsement, if suitable.

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List of Updated APAC-AIG/12 Decisions and Conclusions

Conclusion/ Decision No ---	Title of Conclusion/Decision	Text of Conclusion/Decision	Responsibility	Deliverable	Target Date	Status	Action by RO/HQ/ANC
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)
Decision APAC-AIG 12/1 –	Update on AP-RASP Org Roadmap Action Item ‘A.V.1’ and Decision AIG 11/10 – AIG EG Task Force-4 - WP/07	That, a) APAC AIG Chairs shall finalize a standard format in Excel Sheet for ‘Safety Recommendations’ of Final Reports involving aircraft accident/incident of International Air Transportation above MTOW 5700 kg and, b) APAC RO to create and administer a MS Teams Group where standard excel format shall capture the AIG Data of ‘Safety Recommendations’ from Final Reports involving aircraft accident/incident of International Air Transportation above MTOW 5700 kg.	APAC RO APAC-AIG Chairs	Action in accordance with the Decisions.	By AIG/13	a.) A standardized safety recommendation database for APAC region has been created by APAC AIG Chair. b.) MS Teams Group has been created by ICAO APAC RO, and the Excel Sheet for ‘Safety Recommendations’ is published by the APAC AIG Chairs in the MS Teams Group and enclosed with WP-03 as Attachment B. Action: Proposed to close	RO

Conclusion/ Decision No ---	Title of Conclusion/Decision	Text of Conclusion/Decision	Responsibility	Deliverable	Target Date	Status	Action by RO/HQ/ANC
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)
Decision APAC-AIG 12/2 –	Update on AP-RASP Org Roadmap Action Item ‘A.V.3’ and Decision AIG 11/10 – AIG EG Task Force-6 - WP/08	That, APAC RO shall create a MS Teams Group for AIG Events and Calendar where stakeholders’ emails will be added, and they can share any files and upload any document as they desire any time instantly related to AIG events. To that effect the AIG EG Task Force-6 will introduce an excel format for stakeholders to upload in that living document regularly	APAC RO	Action in accordance with the Decisions.	By APAC-AIG/13	MS Teams group has been created by RO to facilitate the collaboration. Action: Propose to close	RO
Decision APAC-AIG 12/3 –	APAC-AIG 12/3: Update on AP-RASP Org Roadmap Action Item ‘A.V.7’ and Decision AIG 11/10 – AIG EG Task Force-7 - WP/09	That, APAC RO shall remind the States/Administrations and activate Pacific Island State’s Liaison Officer (PLO), COSCAPs for encouraging the States/ Administrations to participate in the survey.	APAC RO	Action in accordance with the Decisions.	By APAC-AIG/13	APAC RO sent the State Letter T 6/8.3 – AP076/25 (FS) dated 19 June 2025 following up the response from States. PLO was also activated to encourage PSID States to participate in the survey. Action: Proposed to Close.	RO

Conclusion/ Decision No ---	Title of Conclusion/Decision	Text of Conclusion/Decision	Responsibility	Deliverable	Target Date	Status	Action by RO/HQ/ANC
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)
Decision APAC-AIG 12/4 –	Comparison of APAC-AIG CoC and MENA ARCM MOU – AIG EG Task Force 10 - WP/10	That, APAC-AIG considers the APAC-AIG CoC can be recognized as the Investigation Cooperation Mechanism (ICM) for APAC Region. And RO shall draft the background in ‘Forward/Executive Summary’ by changing the Title to ICM keeping the originally approved CoC Items.	APAC RO	Action in accordance with the Decisions.	By APAC-AIG/13	<p>The draft APAC-AIG Code of Conduct (CoC) was approved in RASG/14 and recognized as the Investigation Cooperation Mechanism (ICM) for APAC Region and enclosed with WP-03 as Attachment C.</p> <p>The ICM shall be formalized in RASG Procedure Handbook and approved in RASG-APAC/15.</p> <p>Action: Propose to close</p>	RO
Decision APAC-AIG 12/5 –	Improving the Timeliness of Final Accident Reports – IATA/FSF/ IFALPA - WP/12	That, APAC RO to remind through a State Letter/Email that the States/Administrations to complete the investigation reports and make their investigation reports publicly available. The matter may be reiterated during the Ministerial Conference in New Delhi and DGCA Conference in the Philippines.	APAC RO	Action in accordance with the Decisions.	By APAC-AIG/13	<p>ICAO APAC RO reminded all States through a State Letter T 6/8.3 – AP127/25 (FS) dated 24 September 2025.</p> <p>Action: Proposed to Close.</p>	RO

												Occurrence Investigation										
Originating Agency	Originating agency reference	Safety recommendation topic*	Date		SR status	Source type	Recommendation text	Addressee	Response	Reply text	Occurrence reference	Response/ b/c entity type	Refutation	Manufacturer/model	UTC Date	Class	Category	State/area	Location	Synopsis	Link to report	
			Date issued	Closed																		
Australia / ATSB	AO-2021-005-SR-16		21-03-23	30-09-24	Closed	Occurrence Investigation	The Australian Transport Safety Bureau recommend Airbus		12-09-23	Partially accept	The origin of the event encountered by A330 VH AO-2021-005	ATSB	Source	AIRBUS INDUSTRIE / A330-2	04-02-21	Serious incident	SCF-AP	SA, Australia	437 km 222 degrees from F	What happened On 4 February 2021, VH-EBK, a https://www.atbsb.gov.au/publications/investigation_reports/2021/issue/AO-2021-005		
Australia / ATSB	AO-2022-058-SR-24		26-10-23	25-01-24	Closed	Occurrence Investigation	The Australian Transport Safety Bureau recommend REGIONAL EXPR		22-01-24	Partially accept	While Rex accepts the safety recommendation AO-2022-058	ATSB	Source	S.A.A.B. AIRCRAFT CO / 340	16-11-22	Incident	OTHER	QLD, Australia	1.4 km 342 degrees from C	What happened On 16 November 2022, a Regio https://www.atbsb.gov.au/publications/investigation_reports/2025/report/ao-2022-058		
Australia / ATSB	AO-2022-058-SR-23		26-10-23	25-01-24	Closed	Occurrence Investigation	The Australian Transport Safety Bureau recommend REGIONAL EXPR		22-01-24	Partially accept	While Rex accepts the safety recommendation AO-2022-058	ATSB	Source	S.A.A.B. AIRCRAFT CO / 340	16-11-22	Incident	OTHER	QLD, Australia	1.4 km 342 degrees from C	What happened On 16 November 2022, a Regio https://www.atbsb.gov.au/publications/investigation_reports/2025/report/ao-2022-058		
Australia / ATSB	AO-2023-008-SR-33		06-11-24	31-01-25	Closed	Occurrence Investigation	The Australian Transport Safety Bureau recommend Cousson Aviation		31-01-25	Accepted	Earlier this year [2024], Cousson Aviation devel	AO-2023-008	ATSB	Source	BOEING / 737-3H4	06-02-23	Accident	CFIT	WA, Australia	17.24 NM 253 degrees from	What happened On 6 February 2023 at about 1 https://www.atbsb.gov.au/publications/investigation_reports/2025/report/ao-2023-008	

ASIA AND PACIFIC REGIONS
INVESTIGATION COOPERATION MECHANISM (ICM)
RELATING TO

CIVIL AVIATION ACCIDENT/INCIDENT INVESTIGATION

The authorities responsible for the investigation of aircraft accidents and incidents in the States/ Administrations of the Asia and Pacific Regions (APAC) (hereinafter referred to collectively as “the participating authorities” or individually as “each participating authority” or “the participating authority”),

MINDFUL of the international nature of civil aviation and of aviation safety;

HAVING noted the importance for aviation safety of conducting appropriate technical investigations into aviation accidents and incidents;

REAFFIRMING the objective enshrined in Annex 13 to the Convention on International Civil Aviation (“the Chicago Convention”) that the sole objective of the investigation of an aircraft accident or incident shall be the prevention of accidents and incidents and that it is not the purpose of the investigation activity to apportion blame or to provide a means of determining liability;

COMMITTED to enhancing the capabilities and professionalism of their respective aircraft investigators;

DESIRING to share expertise and experience relating to aircraft accident and incident investigation;

RECOGNISING their common interest in establishing a lasting framework for cooperation in the area of aircraft accident and incident investigation;

SUSCRIBE to the following:

ITEM I

Objective

The participating authorities, subject to the terms of this Code of Conduct and the laws, rules, regulations and national policies from time to time in force in each participating States/ Administration, decide to strengthen, promote and develop co-operation to enhance aviation safety.

ITEM IA

Application of Code

The application of this Code by the participating authorities is subject to available resources and the laws, rules, regulations, procedures and national policies from time to time in force governing the subject matter of the Code in the States/Administrations of the participating authorities.

ITEM II

Areas of Cooperation

1. Each participating authority acknowledges Article 37 of the Chicago Convention and the Standards and Recommended Practices in Annex 13 – *Aircraft Accident and Incident Investigation* – to the Convention (“Annex 13”), concerning cooperation between States.
2. Each participating authority should seek to cooperate in aircraft accident and incident investigation, investigation training and sharing of information and expertise as follows:
 - (a) Each participating authority should offer assistance and the use of air safety investigation manpower, facilities and equipment to the other participating authorities as it deems appropriate. Such assistance may include expertise in the fields of air traffic services, engineering, operations, flight recorders, human performance and management organisation.
 - (b) Each participating authority may invite the other participating authorities’ investigators to participate or assist in its accident investigation processes.
 - (c) The participating authorities should take steps, as they deem appropriate, to positively answer all requests for participation or assistance from another participating authority.
 - (d) Each participating authority may invite the other participating authorities’ investigators to attend general and specialist investigation courses and undergo training courses which it conducts, where applicable and if suitable.
 - (e) Each participating authority should, where it deems appropriate, facilitate the attachment of the other participating authorities’ investigators as observers to its investigation of aircraft accidents and serious incidents, with a view to enhancing the other participating authorities’ understanding of its investigation requirements and procedures. This will serve to develop effective cooperation between the participating authorities in any investigation of an aircraft accident or serious incidents it conducts pursuant to Annex 13, involving an aircraft of which the States/Administrations of the other participating authorities are the State of Registry, State of the Operator, State of Design or State of Manufacture, as defined in Chapter 1 of Annex 13.
 - (f) The participating authorities should maintain regular contact with each other. Each participating authority may organise visits to or meetings with another participating authority or other participating authorities with the aim of exchanging experiences, skills and technical knowledge, and of identifying in advance, areas of possible assistance or cooperation, in particular the availability of specialised equipment, facilities and trained personnel.
 - (g) Each participating authority should, as it deems appropriate, endeavour to share with the other participating authorities relevant information about an investigation it is conducting in which the other participating authorities have expressed an interest. This information, consistent with Annex 13, should not be released by the other participating authorities without the express consent of the participating authority conducting the investigation.

3. A participating authority may also request another participating authority for knowhow and advice in the organisation of an investigation, drafting of the report, crisis management and communication.
4. The participating authorities should, where possible and by mutual consent, develop additional areas of cooperation, especially in areas corollary to those referred to in paragraph 1 of this Item.

ITEM III

Adherence to the Code of Conduct

1. An authority responsible for the investigation of aircraft accidents and incidents in a State/Administration of the Asia and Pacific Regions (APAC) may apply to become a participating authority to the Regional Aviation Safety Group - Asia and Pacific Regions (RASG-APAC).
2. A participating authority may notify its intention to opt out from this Code of Conduct by giving three months' notice in writing to the RASG-APAC. In the event of an opting out by a participating authority, the participating authorities should provide for the continuance of any arrangement made under this Code of Conduct but not fully performed prior to the opting out of that participating authority.

ITEM IV

Confidentiality

3. Each participating authority should observe the confidentiality and secrecy of documents, information and other data received or supplied to the other participating authority or participating authorities during the period of the implementation of this Code of Conduct or any other arrangements made under this Code of Conduct, as described in Item X of this Code of Conduct.
4. The participating authorities decide that the paragraph 1 of this Item should continue to be required for the participating authorities, notwithstanding the termination of or opting out from this Code of Conduct.

ITEM V

Non-liability

Where assistance is requested under this Code of Conduct, the participating authorities concerned should decide whether they can agree that the participating authority receiving the assistance will not, under any circumstances, make any demands of, or any claim against, the other participating authority or participating authorities for any matter or matters arising or resulting from the assistance that they have requested.

ITEM VI

Financial

Unless otherwise decided, each participating authority will bear its own costs for the implementation of the matters described in this Code of Conduct.

ITEM VII

Consultations

In the spirit of solidarity and cooperation, participating authorities should consult each other from time to time to ensure the implementation of this Code of Conduct.

ITEM VIII

Suspension

Each participating authority reserves the right, to suspend temporarily, either in whole or in part, its implementation of this Code of Conduct. This participating authority should inform the other participating authorities as well as the RASG-APAC as to when this Code of Conduct will be suspended in such cases.

ITEM IX

Revision and Modification

1. Any participating authority may request in writing a revision or modification of all or any part of this Code of Conduct. Proposals for revisions or modifications will be put forward and discussed during the meetings of the RASG-APAC.
2. Any revision or modification decided by the RASG-APAC will come into operation on such date as may be determined by the RASG-APAC.
3. Unless otherwise provided for, a revision or modification so decided will not affect the arrangements made among the participating authorities arising from or based on this Code of Conduct before or up to the date of such revision or modification.

ITEM X

Other Arrangements

The participating authorities may, under this Code of Conduct and by mutual consent, make other arrangements relating to aircraft accident and incident investigation.

ITEM XI

Settlement of disputes

Any difference or dispute between the participating authorities concerning the interpretation, implementation or application of any of the Items of this Code of Conduct should be settled amicably through mutual consultation or negotiations between the participating authorities, without reference to any other entity.

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