



International Civil Aviation Organization
Asia and Pacific Office

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

(New Delhi, India, 2054)

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

UPDATE ON APAC-AIG ACTIVITIES

(Presented by the Secretariat)

SUMMARY

This paper updates the meeting on the activities of the Asia Pacific Accident Investigation Group (APAC-AIG) since APAC-AIG/12, and highlights ongoing regional initiatives to strengthen accident and incident investigation capabilities in line with ICAO Annex 13 and regional safety objectives.

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/12, which was held in Bangkok on 16-17 August 2024, and outlines developments in the Asia-Pacific region relevant to accident and incident investigation.

1.2 The paper also highlights ongoing regional initiatives in support of Ministerial commitments made under the Beijing and Delhi Declarations, the implementation of the Asia/Pacific Regional Aviation Safety Plan (AP-RASP) 2023–2025, and preparatory work for the upcoming AP-RASP 2026–2028.

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 The Second Asia/Pacific Ministerial Conference on Civil Aviation was successfully held in New Delhi, India, from 11 to 12 September 2024, hosted by the Ministry of Civil Aviation, India, in collaboration with ICAO. The Conference reaffirmed the commitments made under the 2018 Beijing Declaration and adopted the Delhi Declaration on Sustainable Aviation Development, which renewed Ministerial commitment to key regional priorities, including aviation safety, capacity building, and environmental sustainability.

2.1.6 In the area of accident and incident investigation, the Delhi Declaration encouraged continued regional cooperation and capacity enhancement, including support for the establishment of independent investigation authorities. The APAC-AIG may consider leveraging this Ministerial momentum to advance regional initiatives consistent with the Declaration.

2.2 Asia-Pacific Regional Aviation Safety Plan (AP-RASP) 2023-2025

2.2.1 The Asia-Pacific Regional Aviation Safety Plan (AP-RASP) is currently in its 2023-2025 cycle. The plan was initially formulated in 2018 (for the 2020-2022 period) by the Regional Aviation Safety Group - Asia and Pacific Regions (RASG-APAC) and its subsidiary, the Asia Pacific Regional Aviation Safety Team (APRAST). Following the publication of the Global Aviation Safety Plan (GASP) 2023-2025, APRAST reviewed the plan and aligned it with the current GASP to produce the AP-RASP 2023-2025 version. A dedicated AP-RASP Working Group (WG), co-chaired by State and Industry representatives, was subsequently created under APRAST.

2.2.2 The AP-RASP 2023–2025 adopted two primary targets for the Accident and Incident Investigation (AIG) domain, in alignment with the GASP 2023-2025 and the Ministerial commitments:

- “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 2025]”
- “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 2025 – Org Roadmap Action Item A.V.7]”

2.2.3 The APAC-AIG is tasked with the effective implementation of the AP-RASP 2023-2025 Organizational Roadmap. To ensure timely completion, the AIG has utilized the AIG Expert Group (AIG-EG) to complete the relevant targets and action items as detailed in the Annual Work Programme 2024-2025. The final results of this work will be discussed in this AIG/13 meeting and reported at the next RASG-APAC/15 meeting.

2.3 Asia-Pacific Regional Aviation Safety Plan (AP-RASP) 2026-2028

2.3.1 The AP-RASP WG under the APRAST has initiated development of the AP-RASP 2026–2028 to ensure continuous alignment with the next edition of the Global Aviation Safety Plan (GASP 2026–2028). This revised plan will introduce updated regional safety objectives, indicators, and targets based on performance data and lessons learned from the previous cycle.

2.3.2 The AIG is expected to ensure continuity and alignment between the current (2023–2025) and forthcoming (2026–2028) editions, leveraging its ongoing initiatives and priorities as a foundation for the new cycle. Within the AIG domain, the AP-RASP 2026-28 is expected to strengthen the focus on investigator competency, continued support for the establishment of independent accident investigation authorities, and enhanced regional cooperation.

2.3.3 The proposed AIG related targets and strategies are presented in WP-3-04 for review by this AIG/13 Meeting. The Meeting is invited to provide comments and suggestions, as appropriate, for submission to APRAST and RASG-APAC.

2.4 Asia and Pacific Regions Investigation Cooperation Mechanism (ICM) Relating to Civil Aviation Accident/Incident Investigation

2.4.1 The *Asia and Pacific Regions Investigation Cooperation Mechanism (ICM) Relating to Civil Aviation Accident/Incident Investigation* was established to promote cooperation and mutual assistance among States/Administrations in the conduct of aircraft accident and incident investigations in the APAC Region. The ICM replaces the earlier *Asia-Pacific Code of Conduct on Cooperation Relating to Civil Aviation Accident/Incident Investigation*, following its endorsement by the RASG-APAC/14 Meeting.

2.4.2 States/Administrations that have not yet done so are encouraged to pledge their support to the APAC-AIG ICM to strengthen regional cooperation and initiate its implementation. To date, 22 States/Administrations¹ have pledged their support to the ICM. Participation in the ICM will enable States/Administrations to explore opportunities for practical collaboration, including the exchange of expertise, training, and technical assistance.

2.4.3 In parallel, States/Administrations are also encouraged to participate in the RAIO-CP virtual platform to gain practical experience from other Regional Accident and Incident Investigation Organisations (RAIOs) and their cooperative arrangements, such as Memorandums of Understanding (MOUs), Memorandums of Cooperation (MOCs), and Identified Cooperative Mechanisms (ICMs). Such engagement will help promote interest in developing sub-regional or regional investigation cooperation frameworks where feasible.

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, 25 States/Administrations² have provided input to the database.

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.

3. ACTION BY THE MEETING

3.1 The Meeting is invited to:

- (a) Note the activities of the APAC-AIG;
- (b) Invite States/Administrations to provide update the RASG-APAC on their plans and progress concerning the establishment of an independent aircraft accident and incident investigation authority;
- (c) Urge States/Administrations to ensure completion of the AIG-related actions in the current AP-RASP 2023-2025, and note the ongoing development of the AP-RASP 2026-2028;
- (d) Encourage States/Administrations which have not yet done so to pledge their support to the *Asia and Pacific Regions Investigation Cooperation Mechanism (ICM) Relating to Civil Aviation Accident/Incident Investigation*;
- (e) Invite States/Administrations to provide update on the database of investigation agencies.

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