



International Civil Aviation Organization
Asia and Pacific Office

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

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Agenda Item 4: Enhancing accident investigation capabilities

RESEARCH INTO THE NUMBER OF FINAL REPORTS PUBLICLY AVAILABLE

(Presented by France in collaboration with the AIG Panel)

SUMMARY

This working paper provides an update on the research, undertaken by Working Group 20 (WG-20) of the ICAO Accident Investigation Panel (AIGP), on the number of Final Reports publicly available for fatal accidents involving civil-operated aircraft with MCTOM (Maximum Certificated Take-Off Mass) over 5,700 kg and their availability for the ICAO e-Library.

In 2017, while researching the average duration of accident/incident investigations, the AIG panel found that only 41% (471 accidents) of worldwide fatal accidents involving civil-operated aircraft with MCTOM over 5,700 kg between 1990 and 2016 had resulted in a Final Report publicly available.

Subsequently, the AIG panel was tasked by the ANC to focus its research on the reasons why final reports were not publicly available. Member States were asked to expedite the release of Final Reports. At the same time, the AIG Panel managed to unearth more reports, including those from the APAC region. The updated ratio is now at 72 % of the Final Reports that were publicly available in the APAC region.

It is also crucial to update the public e-library of Final Reports managed by ICAO.

Action by the APAC-AIG is in paragraph 3.

1. INTRODUCTION

1.1 The timeliness of publication of Final Reports ensures the effective dissemination of safety information and lessons learned arising from accident or incident investigations. The preferred way to make safety lessons publicly available should remain the publication of a Final Report (i.e., making an electronic copy of the Final report on a website) by the State conducting the investigation.

1.2 In the consideration to improve the timeliness of accident and incident investigations and the release rate of Final Reports, the AIG Panel had two working groups (WG-6) and then Working Group 20 (WG-20) to perform a review of 1,157 fatal accidents worldwide between 1990 and 2016 of civil-operated aircraft with MCTOM (Maximum Certificated Take-Off Mass) over 5,700 kg.

1.3 In 2017, WG-6 found that only 41% (471 accidents) of fatal accidents involving civil-operated aircraft with MCTOM over 5,700 kg between 1990 and 2016 had Final Reports publicly available. This low number came out in the context of a research on the average duration of an accident/incident investigation.

1.4 WG-20 was then assigned the task of conducting research into the reasons why a large number of Final Reports were not publicly available and, if necessary, proposing amendments to AIG documents and/or USOAP CMA AIG Protocol Questions.

1.5 WG-20 used the same database of 1,157 fatal accidents as established by WG-6 to ensure consistency and expanded the list to include 58 fatal accidents that occurred between 2017 and 2022. The total of fatal accidents in the list between 1990 and 2022 is now 1,215 which involved 137 ICAO Member States. The States, having at least one accident in the database with no Final Report publicly available as found by WG-6, were consulted by WG-20 members. WG-20 members comprise representatives from all ICAO regions ¹.

2. DISCUSSION AND RESULTS

2.1 Feedback from the States consulted in the APAC region

2.1.1 The objective of WG-20 was to contact the 30 States in the APAC region having at least one accident in the database with no Final Report publicly available. At the time of writing this working paper, 28 States had replied to the survey and provided information if the report were published or not. This accounted for about 93% of the States consulted. The Excel file in Appendix A contains 208 accidents in the APAC region with either the dates of the Final Reports or the reasons why the Final Reports were not publicly available, as provided by the States.

2.1.2 WG-20 look forward to receiving information from Afghanistan and Vietnam on the survey.

2.2 Analysis of the accidents in the database from WG-20 research

2.2.1 In the period 1990-2022, as mentioned in 2.1.1, WG-20 was able to solicit responses from 28 over 30 States in the APAC region. The results of WG-20 research indicated that 138 Final Reports are publicly available. WG-20 had confirmation that States decided not to conduct Annex 13 investigation on accidents considered to be outside the scope of Annex 13 (e.g., State flight) for 10 accidents. Removing these accidents for which no Annex 13 investigation was conducted, **70%** of the Final Reports were publicly available for the remaining accidents in the APAC region. The result of **72%** of fatal accidents for which a Final Report is publicly available is better than the result of 41% found by WG-6, given that there are still two States yet to respond to the survey. The worldwide average is 76% with Final Reports publicly available.

2.2.2 For the period 2017-2022, the ratio of Final Reports publicly available in the APAC region is **80%**. This is an encouraging improvement which indicates that more APAC States are following the requirements in Annex 13.

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2.3 ICAO e-Library of Final Reports

2.3.1 The ICAO Secretariat manages an electronic library of Final Reports (the e-Library) that was discussed during AIGP/6 in WP/6, entitled “Dissemination of Final Reports”. The AIGP proposed to amend Annex 13 to ensure that Final Reports could be accessed globally in the interest of accident prevention. This e-library is emphasized by State Letter AN 6/1.2-22/85 of 14 October 2022 that contains text on the international dissemination of Final Reports. This ICAO web platform is available on:

<https://www.icao.int/safety/airnavigation/AIG/Pages/E-library-of-Final-Reports.aspx>

2.3.2 In 2021, it was estimated that the ICAO e-Library contained 789 Preliminary and Final Reports issued after investigations on incidents, serious incidents and fatal accidents. Among these reports, 215 of them are Final Reports of fatal accidents included in WG-20 database for the period of 1990-2022.

2.3.3 In addition to the Final Reports provided by States to WG-20, the BEA retrieved 53 additional final reports that were available on Internet. Among these reports, 39 were already on the ICAO e-Library. In the upcoming months, the BEA has planned to work with ICAO to add the Final Reports to the e-Library not already available. Additional work should be performed to upload all the Final Reports identified as Publicly available by WG-20.

3. **ACTION BY THE AIGP**

3.1 The APAC-AIG is invited to note the update on the research on the number of Final Reports made publicly available in the APAC region;

3.2 States are encouraged to release the remaining Final Reports following fatal accidents in the period 1990-2022; as well as all the Final Reports of accidents involving civil-operated aircraft with a MCTOM (Maximum Certificated Take-Off Mass) of over 5,700 kg after 2022; and

3.3 ICAO is invited to make them available on the ICAO e-Library.

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Local date of the accident	Manufacturer/model	Registration	Location of occurrence	ICAO Region	Fatalities	Airline	Report found publicly available by AIGP WG-6 and WG-20 (1 = 1)	Duration of the investigation or date of the report	Uploaded on the BEA server (YES = 1 ; NO = 0)	Uploaded on the ICAO server (YES = Number ; NO = 0)
11/09/1995	Antonov 26B	YA-BAO	Afghanistan	APAC	3	Ariana Afghan Airlines	0		0	
29/10/1997	Yakovlev 40	YA-KAE	Afghanistan	APAC	1	Ariana Afghan Airlines	0		0	
19/03/1998	Boeing 727-228	YA-FAZ	Afghanistan	APAC	45	Ariana Afghan Airlines	0		0	
24/12/1999	Airbus A300B2-101	VT-EDW	Afghanistan	APAC	1	Indian Airlines	0		0	
03/02/2005	Boeing 737-242 Adv.	EX-037	Afghanistan	APAC	105	Phoenix Aviation, op.for Kam Air	1	01/02/2006	0	1
11/11/2005	Ilyushin 76TD	4L-ZIL	Afghanistan	APAC	8	Global Georgian Airways, op.for Royal Airlines Cargo	1		0	1
24/04/2006	Antonov 32B	ZS-PDV	Afghanistan	APAC	5	US Department of State, opb Air Million Cargo	0		0	
17/05/2010	Antonov 24B	YA-PIS	Afghanistan	APAC	44	Pamir Airways	0		0	
12/10/2010	Lockheed L-100-20 Hercules	5X-TUC	Afghanistan	APAC	8	National Airlines (National Air Cargo), opb Transafrik	0		0	
06/07/2011	Ilyushin 76TD	4K-AZ55	Afghanistan	APAC	9	Silk Way	0		0	
29/04/2013	Boeing 747-428BCF	N949CA	Afghanistan	APAC	7	National Airlines (National Air Cargo)	1		0	1
18/05/2016	Antonov 12B	4K-AZ25	Afghanistan	APAC	7	Silk Way	1		0	1
09/03/1994	Swearingen SA226-AT Merlin IV	VH-SWP	Australia	APAC	1	Jetcraft	1	12/10/1995	0	
27/04/1995	IAI 1124 Westwind	VH-AJS	Australia	APAC	3	Pel-Air	1	30/08/1996	0	
16/09/1995	Swearingen SA227-AC Metro III	VH-NEJ	Australia	APAC	2	Tamair	1	26/06/1997	1	
04/09/2000	Beech 200 Super King Air	VH-SKC	Australia	APAC	8	Central Air	1	07/03/2002	0	
10/12/2001	Beech B200C Super King Air	VH-FMN	Australia	APAC	1	Royal Flying Doctor Service	1	17/06/2003	0	

07/05/2005	Swearingen SA227-DC Metro 23	VH-TFU	Australia	APAC	15	Transair Australia, op.for Aero-Tropics	1	04/04/2007	0	
09/04/2008	Swearingen SA227-AC Metro III	VH-OZA	Australia	APAC	1	Airtex Aviation	1	16/05/2011	1	
22/03/2010	EMB-120ER	VH-ANB	Australia	APAC	2	Airmorth	1	23/02/2012	0	
09/03/2016	Antonov 26B	S2-AGZ	Bangladesh	APAC	3	True Aviation	1	13/12/2019	0	
24/02/2019	Boeing 737-8E9	S2-AHV	Bangladesh	APAC	1	Biman Bangladesh	0	Hijack No Annex 13 investigation initiated	0	
25/06/2007	Antonov 24B	XU-U4A	Cambodia	APAC	22	PMT Air	1	15/03/2008	0	1
02/10/1990	Boeing 737-247	B-2510	China	APAC	82	Xiamen Airlines	0		0	
02/10/1990	Boeing 757-21B	B-2812	China	APAC	46	China Southern	0		0	

31/07/1992	Yak-42	B-2755	China	APAC	107	China General Avn	1	24/09/1992	1	
08/10/1992	Ilyushin-14	B-4211	China	APAC	14	Wuhan Airlines	1	13/04/1993	0	
24/11/1992	B737-300	B-2523	China	APAC	141	China Southern	1	03/12/1993	1	
23/07/1993	BAe146-300	B-2716	China	APAC	56	China Northwest	1	25/05/1994	0	
26/10/1993	MD-82	B-2103	China	APAC	2	China Eastern	1	08/01/1994	0	
13/11/1993	MD-82	B-2141	China	APAC	12	China Northern	1	31/05/1994	0	
06/06/1994	TU-154M	B-2610	China	APAC	160	China Northwest	1	29/01/1995	1	
08/05/1997	B737-300	B-2925	China	APAC	35	China Southern	1	03/07/1997	0	
22/12/1997	Airbus A300		China	APAC	1	China Eastern	0		0	
24/02/1999	TU-154M	B-2622	China	APAC	61	China Southwest	1	09/03/2000	0	
15/04/1999	MD-11F	HL7373	China	APAC	8	Korean Air	1	06/11/2000	1	1
22/06/2000	YUN-7	B-3479	China	APAC	49	Wuhan Airlines	1	14/03/2001	0	
27/09/2000	Boeing 737		China	APAC	1	China Xinhua Airlines	0		0	
02/09/2002	Cessna 650 Citation VI	B-7023	China	APAC	3	CAAC	1	08/11/2002	0	

18/05/2004	Ilyushin-76TD	4K-AZ27	China	APAC	7	Silk Way, op. for Azal Cargo	1	15/04/2008	0	1
21/11/2004	CRJ200	B-3072	China	APAC	55	China Yunnan	1	06/03/2007	0	1
28/11/2009	MD-11F	Z-BAV	China	APAC	3	Avient Aviation	1	10/03/2012	0	
24/08/2010	Embraer ERJ 190	B-3130	China	APAC	44	Henan Airline	1	11/06/2012	1	
28/03/2011	Cessna 550 Citation II	B-7026	China	APAC	3	Zhong Fei General Aviation Co.	0		0	
29/06/2012	Embraer ERJ-190	B-3171	China	APAC	2	Tianjin Airlines	0		0	
21/03/2022	Boeing 737-89P (WL)	B-1791	China	APAC	132	China Eastern Airlines	0		0	
21/07/1994	Lockheed Hercules L100-30 382G	PK-PLV	China - Hong Kong	APAC	6	Heavylift Cargo Airlines	1	01/10/1996	1	
22/08/1999	MD11	B-150	China - Hong Kong	APAC	3	China Airlines	1	01/12/2004	1	
29/12/1991	Boeing 747-2R7F	B-198	China - Taiwan	APAC	5	China Airlines	0	01/04/1996	0	
28/02/1993	Dornier 228-201	B-12238	China - Taiwan	APAC	6	Formosa Airlines	0		0	

17/09/1994	Learjet 35A	B-98181	China - Taiwan	APAC	4	Golden Eagle Aviation	0		0	
30/01/1995	ATR72-202	B-22717	China - Taiwan	APAC	4	TransAsia Airways	1	26/06/2017	1	
05/04/1996	Dornier 228-212	B-12257	China - Taiwan	APAC	6	Formosa Airlines	0		0	
10/08/1997	Dornier 228-212	B-12256	China - Taiwan	APAC	16	Formosa Airlines	0		0	

16/02/1998	Airbus A300B4	B-1814	China - Taiwan	APAC	202	China Airlines	1	18/05/2000	0	1
18/03/1998	Saab 340B	B-12255	China - Taiwan	APAC	13	Formosa Airlines	1	17/02/2000	1	
22/03/1998	A320	RP-C3222	China - Taiwan	APAC	3	Philippine Air Lines	1	23/08/2000	1	
24/08/1999	MD-90	B-17912	China - Taiwan	APAC	1	Uni Air	1	24/08/2000	1	
31/10/2000	Boeing 747-412	9V-SPK	China - Taiwan	APAC	83	Singapore Airlines	1	30/04/2002	0	1
21/12/2002	ATR 72-202	B-22708	China - Taiwan	APAC	2	TransAsia Airways	1	21/04/2005	1	
23/07/2014	ATR72-500	B-22810	China - Taiwan	APAC	48	TransAsia Airways	1	29/01/2016	0	
04/02/2015	ATR72-212A	B-22816	China - Taiwan	APAC	43	TransAsia Airways	1	30/06/2016	0	1
25/05/2002	Boeing 747-209B	B-18255	China - Taiwan (Pacific Ocean)	APAC	225	China Airlines	1	25/02/2005	0	
31/01/2003	Ilyushin 76TD	RDPL-34141	East Timor	APAC	6	Euro Asia Aviation	1	24/06/2004	1	1
24/07/1999	Embraer EMB-110P1 Bandeirante	DQ-AFN	Fidji	APAC	17	Air Fiji	1	15/11/2000	0	
18/04/1991	Dornier 228-212	F-OHAB	French Polynesia	APAC	10	Air Tahiti	1	25/05/1992	1	
14/02/1990	Airbus A320-231	VT-EPN	India	APAC	92	Indian Airlines	1	30/11/1990	0	1
16/08/1991	Boeing 737-2A8 Advanced	VT-EFL	India	APAC	69	Indian Airlines	1	30/04/1992	1	

27/08/1992	Beech B200C Super King Air	VT-EOA	India	APAC	1	Border Security Force	1	28/02/1993	1	
02/01/1993	Dornier 228-101	CG-757	India	APAC	4	Indian Coast Guard	0		0	
24/04/1993	Boeing 737-2A8		India	APAC	1	Indian Airlines	0		0	
26/04/1993	Boeing 737-2A8	VT-ECQ	India	APAC	55	Indian Airlines	1	25/12/1993	1	
15/07/1993	Beech 300 Super King Air	VT-EQM	India	APAC	4	National Remote Sensing Agency	1	30/06/1994	1	
08/03/1994	Ilyushin 86	RA-86119	India	APAC	9	Aeroflot	1	22/03/1995	0	
08/03/1994	Boeing 737-2R4C	VT-SIA	India	APAC	9	Sahara Airlines	1	22/03/1995	1	
09/07/1994	Beech 200 Super King Air	VT-EUJ	India	APAC	11	Punjab Government (India)	1	31/07/1995	1	
11/07/1996	Let L-410UVP-E9D	VT-ETC	India	APAC	9	Archana Airways	1	31/10/1996	1	

12/11/1996	Boeing 747-168B	HZ-AIH	India	APAC	312	Saudi Arabian	1	15/07/1997	0	
12/11/1996	Ilyushin 76TD	UN-76435	India	APAC	37	Kazakhstan Airlines	1	15/07/1997	0	
03/07/1997	Fokker F-27 Friendship 200	VT-SSA	India	APAC	2	Elbee Airlines	1	25/06/1998	1	
30/07/1998	HAL/Dornier 228	VT-EJW	India	APAC	3	Alliance Air	1	15/06/1999	0	
11/01/1999	HAL-748	H-2175	India	APAC	8	Defence Research	0		0	
17/07/2000	Boeing 737-2A8 Advanced	VT-EGD	India	APAC	60	Alliance Air	1	31/03/2001	0	1
29/07/2000	Beech B200C Super King Air	VT-EIE	India	APAC	5	Aerial Services Pvt. Ltd	1	08/01/2001	1	
06/03/2009	NAL Saras	VT-XRM	India	APAC	3	National Aerospace Laboratories	1	06/12/2009	0	
22/05/2010	Boeing 737	VT-AXV	India	APAC	158	Air India Express	1	31/10/2010	0	
22/12/2015	Beech B200 Super King Air	VT-BSA	India	APAC	10	Border Security Force	1	15/08/2017	0	
07/08/2020	Boeing 737-8HG (WL)	VT-AXH	India	APAC	21	Air India Express	1	1 y and 3 m	1	1
02/01/1990	CASA/Nurtanio NC-212 Aviocar	PK-PCM	Indonesia	APAC	9	Pelita Air Service	0		0	
25/01/1990	Hawker Siddeley HS-748	PK-OBW	Indonesia	APAC	19	Airfast Indonesia	1		1	

30/01/1991	CASA/IPTN NC-212 Aviocar 200	PK-NCY	Indonesia	APAC	1	Merpati Nusantara	0		0	
09/05/1991	Fokker F-27 Friendship 600	PK-MFD	Indonesia	APAC	13	Merpati Nusantara	0		0	
25/06/1992	CASA/Nurtanio NC-212 Aviocar	PK-VSM	Indonesia	APAC	3	Dirgantara Air Services	0		0	
24/07/1992	Vickers 816 Viscount	PK-RVU	Indonesia	APAC	70	Mandala Airlines	0		0	
18/10/1992	IPTN/CASA CN-235-10	PK-MNN	Indonesia	APAC	31	Merpati Nusantara	0		0	
09/01/1993	Hawker Siddeley HS-748	PK-IHE	Indonesia	APAC	15	Bouraq Indonesia	0		0	
31/01/1993	Shorts SC.7 Skyvan 3-100	9M-PID	Indonesia	APAC	14	Pan Malaysian Air Transport	0		0	
01/07/1993	Fokker F-28 Fellowship 3000	PK-GFU	Indonesia	APAC	41	Merpati Nusantara	0		0	

18/06/1994	Fokker F-27 Friendship 500F	PK-MFI	Indonesia	APAC	12	Merpati Nusantara	0		0	
09/08/1995	Hawker Siddeley HS-748	PK-KHL	Indonesia	APAC	10	Bouraq Indonesia	0		0	
03/10/1995	CASA/Nurtanio NC-212 Aviocar	PK-ZAG	Indonesia	APAC	1	Sabang Merauke Raya Air Charter	0		0	
07/12/1996	CASA/Nurtanio NC-212 Aviocar	PK-VSO	Indonesia	APAC	18	Dirgantara Air Services	0		0	
19/04/1997	British Aerospace ATP	PK-MTX	Indonesia	APAC	15	Merpati Nusantara	0		0	
22/05/1997	IPTN/CASA CN-235-10	PK-XNT	Indonesia	APAC	6	IPTN	0		0	
09/07/1997	CASA/Nurtanio NC-212 Aviocar	PK-NCS	Indonesia	APAC	3	Merpati Nusantara	0		0	
17/07/1997	Fokker F-27 Friendship 600	PK-YPM	Indonesia	APAC	28	Trigana Air Service, op.for Sempati Air	0		0	
26/09/1997	Airbus A300B4	PK-GAI	Indonesia	APAC	234	Garuda	1	01/01/2002	0	
19/12/1997	B737	9V-TRF	Indonesia	APAC	104	Silkair	1	14/12/2000	0	1
26/03/2001	Fokker F-27 Friendship 500F	PK-MFL	Indonesia	APAC	3	Merpati Nusantara	0		0	
15/06/2001	Transall C-160NG	PK-VTP	Indonesia	APAC	1	Manunggal Air	0		0	

19/12/2001	CASA/Nurtanio NC-212 Aviocar	PK-VSB	Indonesia	APAC	1	Dirgantara Air Services	0		0	
16/01/2002	Boeing 737-3Q8	PK-GWA	Indonesia	APAC	1	Garuda	1	01/01/2006	1	1
30/11/2004	DC-9-82 (MD-82)	PK-LMN	Indonesia	APAC	25	Lion Air	1		1	
05/09/2005	Boeing 737-230	PK-RIM	Indonesia	APAC	149	Mandala Airlines	1	24/05/2009	0	1
01/01/2007	Boeing 737	PK-KKW	Indonesia	APAC	102	AdamAir	1	17/03/2008	0	1
07/03/2007	Boeing 737	PK-GZC	Indonesia	APAC	21	Garuda	1	22/10/2007	0	1
26/01/2008	CASA NC-212 Aviocar 200	PK-VSE	Indonesia	APAC	3	Dirgantara Air Services	1	27/05/2010	0	
27/08/2008	Boeing 737	PK-CJG	Indonesia	APAC	1	Sriwijaya Air	1	09/09/2015	0	
09/04/2009	Bae-146-300	PK-BRD	Indonesia	APAC	6	Aviastar Mandiri	1	14/12/2009	0	
12/02/2011	CASA 212-100	PK-ZAI	Indonesia	APAC	5	Sabang Merauke Raya Air Charter	1	21/11/2012	1	
07/05/2011	Xian MA60	PK-MZK	Indonesia	APAC	25	Merpati Nusantara	1	12/07/2012	0	1
29/09/2011	CASA 212-200	PK-TLF	Indonesia	APAC	18	Nusantara Buana Air	1	20/07/2013	0	
09/05/2012	Sukhoi Superjet 100	97004	Indonesia	APAC	45	Sukhoi Civil Aircraft	1	18/12/2012	1	1

28/12/2014	A320	PK-AXC	Indonesia	APAC	162	Indonesia AirAsia	1	17/12/2015	0	
16/08/2015	ATR 42-300	PK-YRN	Indonesia	APAC	54	Trigana Air Service	1	17/04/2017	0	
31/10/2016	DHC-4T Caribou	PK-SWW	Indonesia	APAC	4	Puncak Regency Adm., opb Alfa Indonesia	1		1	
29/10/2018	Boeing 737 MAX 8	PK-LQP	Indonesia	APAC	189	Lion Air	1	1 y	1	1
09/01/2021	Boeing 737-524 (WL)	PK-CLC	Indonesia	APAC	62	Sriwijaya Air	1	1 yr 10 mths	1	1
26/04/1994	Airbus A300B4-622R	B-1816	Japan	APAC	264	China Airlines	1	19/07/1996	0	
11/12/1994	Boeing 747-283B	EI-BWF	Japan	APAC	1	Philippine Air Lines	0		0	
13/06/1996	DC-10-30	PK-GIE	Japan	APAC	3	Garuda	1	20/11/1997	0	1
23/07/1999	Boeing 747-481D	JA8966	Japan	APAC	1	All Nippon	0		0	
23/03/2009	MD-11F	N526FE	Japan	APAC	2	FedEx	1	26/04/2013	1	1

06/04/2016	Raytheon U-125 (Hawker 800)	49-3043	Japan	APAC	6	JASDF	0		0	
22/04/1990	Antonov 24RV	RDPL-34008	Laos	APAC	1	Lao Aviation	0		0	
25/05/1998	Yakovlev 40	RDPL-34001	Laos	APAC	26	Lao Aviation	0		0	
16/10/2013	ATR72-212A	RDPL-34233	Laos	APAC	49	Lao Airlines	0		0	
17/05/2014	Antonov 74TK-300	RDPL-34020	Laos	APAC	16	Laos Government	0		0	
04/09/1991	Grumman American G-1159 Gulfstream	N204C	Malaysia	APAC	12	Du Pont de Numours and Co., op.for Conoco	1		1	
04/09/1991	Shorts SC.7 Skyvan 3-100	9M-AZB	Malaysia	APAC	14	Airtech Rajawaldi Udara	1		1	
30/07/1993	Shorts SC.7 Skyvan 3-100	9M-AXM	Malaysia	APAC	1	Hornbill Skyways	0		0	
15/09/1995	Fokker 50	9M-MGH	Malaysia	APAC	34	Malaysia Airlines	1		1	
06/09/1997	Dornier 228-212	9M-MIA	Malaysia	APAC	10	Merpati Intan, op.for Royal Brunei	1		1	
08/03/2014	Boeing 777-2H6ER	9M-MRO	Malaysia (Indian Ocean)	APAC	239	Malaysia Airlines	1	02/07/2018	1	
28/09/2018	Boeing 737-8BK (WL)	P2-PXE	Micronesia	APAC	1	Air Niugini	1	290 d	1	

26/01/1990	Antonov 24RV	BNMAU-10208	Mongolia	APAC	30	MIAT	0		0	
23/04/1993	Antonov 26	BNMAU-14102	Mongolia	APAC	32	MIAT	0		0	
21/09/1995	Antonov 24RV	BNMAU-10103	Mongolia	APAC	42	MIAT	1	03/10/1996	0	
24/07/1996	Fokker F-27 Friendship 600	XY-AET	Myanmar	APAC	8	Myanma Airways	0		0	
27/01/1998	Fokker F-27 Friendship 600	XY-AES	Myanmar	APAC	16	Myanma Airways	0		0	
24/08/1998	Fokker F-27 Friendship 600	XY-AEN	Myanmar	APAC	36	Myanma Airways	1		0	

02/07/1999	Fokker F-27 Friendship 600	XY-AEO	Myanmar	APAC	8	Myanma Airways	0		0	
25/12/2012	Fokker 100	XY-AGC	Myanmar	APAC	2	Air Bagan	1	11/02/2014	0	1
31/07/1992	Airbus A310-304	HS-TID	Nepal	APAC	113	Thai Airways International	1		1	

28/09/1992	Airbus A300B4-203	AP-BCP	Nepal	APAC	167	PIA	1		1	
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31/07/1993	Dornier 228-101	9N-ACL	Nepal	APAC	19	Everest Air	0		0	
07/07/1999	Boeing 727-243F	VT-LCI	Nepal	APAC	5	Hinduja	1		0	1

05/09/1999	BAe-748	9N-AEG	Nepal	APAC	15	Necon Air	0		0	
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24/08/2010	Dornier 228-101	9N-AHE	Nepal	APAC	14	Agni Air	0		0	
25/09/2011	Beech 1900D	9N-AEK	Nepal	APAC	19	Buddha Air	0		0	
14/05/2012	Dornier 228-212	9N-AIG	Nepal	APAC	15	Agni Air	1		0	1
28/09/2012	Dornier 228	9N-AHA	Nepal	APAC	19	Sita Air	1	15/08/2013	0	1
27/05/2017	Let L-410UVP-E20	9N-AKY	Nepal	APAC	2	Summit Air	1	11 m	1	1
12/03/2018	DHC-8-402Q Dash 8	S2-AGU	Nepal	APAC	51	US-Bangla Airlines	1	11 m	0	
09/06/1995	de Havilland Canada DHC-8-102	ZK-NEY	New Zealand	APAC	4	Ansett New Zeland	1	17/03/1997	0	

03/10/2003	Convair CV-580F	ZK-KFU	New Zealand	APAC	2	Air Freight NZ	1	19/08/2004	1	
02/05/2005	Swearingen SA227-AC Metro III	ZK-POA	New Zealand	APAC	2	Airwork NZ	1	20/07/2006	0	
10/07/2006	Fokker F-27 Friendship 200	AP-BAL	Pakistan	APAC	45	PIA	1	11/05/2012	1	
28/07/2010	A321	AP-BJB	Pakistan	APAC	152	Airblue	1	28/12/2011	0	
05/11/2010	Beechcraft 1900C-1	AP-BJD	Pakistan	APAC	21	JS Air	1	01/12/2015	1	
28/11/2010	Ilyushin 76TD	4L-GNI	Pakistan	APAC	11	Sun Way	1	03/03/2017	0	
20/04/2012	Boeing 737-236A	AP-BKC	Pakistan	APAC	127	Bhoja Airlines	1	21/01/2015	0	1
24/06/2014	Airbus A310-324ET	AP-BGN	Pakistan	APAC	1	PIA	0		0	
07/12/2016	ATR 42-500	AP-BHO	Pakistan	APAC	47	PIA	1		1	
22/05/2020	Airbus A320-214	AP-BLD	Pakistan	APAC	98	PIA	1	Not published yet	1	
13/10/2011	DHC-8-102	P2-MCJ	Papua New guinea	APAC	28	Airlines PNG	1	15/06/2014	0	

14/04/1992	Embraer EMB-110P1 Bandeirante	P2-RDS	Papua New Guinea	APAC	11	Talair	1	03/03/1993	0	
01/07/1995	C-7A Caribou	P2-VTC	Papua New Guinea	APAC	2	Vanimo Trading	0	30/12/1996	0	
17/06/1999	Embraer EMB-110P2 Bandeirante	P2-ALX	Papua New Guinea	APAC	17	Airlink	1	15/06/2017	0	
30/03/2007	Embraer EMB-110P1 Bandeirante	P2-ALU	Papua New Guinea	APAC	2	Airlink	1	10/11/2014	0	
31/08/2010	Cessna 550 Citation II	P2-TAA	Papua New Guinea	APAC	4	Trans Air	1	22/11/2012	0	
26/04/1990	Douglas C-47A (DC-3)	RP-C81	Philippines	APAC	7	MATS	1	31/05/1990	0	
11/05/1990	Boeing 737-3Y0	EI-BZG	Philippines	APAC	8	Philippine Air Lines	1	14/11/1990	0	
18/05/1990	Beech 1900C-1	RP-C314	Philippines	APAC	25	Aerolift Philippines	1	10/09/1990	0	
02/02/1998	DC-9-32	RP-C1507	Philippines	APAC	104	Cebu Pacific Air	1	12/01/1999	0	
07/12/1999	Let L-410UVP-E	RP-C3883	Philippines	APAC	17	Asian Spirit	1	15/05/2000	0	
19/04/2000	Boeing 737-2H4	RP-C3010	Philippines	APAC	131	Air Philippines	1	16/10/2000	0	
11/11/2002	Fokker F-27 Friendship 600	RP-C6888	Philippines	APAC	19	Laoag	1	05/05/2017	0	
17/10/2009	DC-3C	RP-C550	Philippines	APAC	4	Victoria Air	1	15/02/2011	1	
21/04/2010	Antonov 12BP	UP-AN216	Philippines	APAC	3	Almaty Aviation, op.for Interisland Airlines	0		0	
25/03/1991	Airbus A310	9V-STP	Singapore	APAC	4	Singapore Airlines	0		0	

26/07/1993	Boeing 737-5L9	HL7229	South Korea	APAC	68	Asiana Airlines	1		0	1
15/04/2002	Boeing 767-2J6ER	B-2552	South Korea	APAC	129	Air China	1	04/03/2005	0	1
15/04/2002	B767-200	B-2552	South Korea	APAC	129	Air China	1	04/03/2005	0	
28/07/2011	Boeing 747	HL7604	South Korea	APAC	2	Asiana Airlines	1	24/07/2015	0	
29/09/1998	Antonov 24RV	EW-46465	Sri Lanka	APAC	55	Gomelavia, op.for LionAir	1	30/12/2013	0	
24/03/2000	Antonov 12BK	RA-11302	Sri Lanka	APAC	9	Antey, op.for Sky Cabs	1	25/01/2002	0	1

21/11/1990	DHC-8-103	HS-SKI	Thailand	APAC	38	Bangkok Airways	0		0	
26/05/1991	Boeing 767-3Z9ER	OE-LAV	Thailand	APAC	223	Lauda Air	1		0	1

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			caused by unlawful interference, by hijacking. The CAAC did not conduct an Annex13 investigation but a criminal investigation by police.		
			caused by unlawful interference, by hijacking. The CAAC did not conduct an Annex13 investigation but a criminal investigation by police.		

			caused by unlawful interference, by hijacking. The CAAC did not conduct an Annex13 investigation but a criminal investigation by police.		
			caused by unlawful interference, by hijacking. The CAAC did not conduct an Annex13 investigation but a criminal investigation by police.		

		Investigation completed, aircraft still not found, without an Annex 13 final report			
			caused by unlawful interference, by hijacking. The CAAC did not conduct an Annex13 investigation but a criminal investigation by police.		
		Domestic law or regulation not require for making final report publicly available			
		Domestic law or regulation not require for making final report publicly available			

			The flight task was delegated to the Military so the investigation was not conducted by the CAA.		
		Domestic law or regulation not require for making final report publicly available			
		Domestic law or regulation not require for making final report publicly available			
		Domestic law or regulation not require for making final report publicly available			

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Does not pertain to civil aircraft					
Investigation authority had not been established					
Investigation authority had not been established					

[illegible]

Investigation authority had not been established					
Investigation authority had not been established					
Investigation authority had not been established					
Investigation authority had not been established					
	Unable to be continued due to lost af all available data				
	Unable to be continued due to lost af all available data				
	Unable to be continued due to lost af all available data				
	Unable to be continued due to lost af all available data				
	Unable to be continued due to lost af all available data				
	Unable to be continued due to lost af all available data				

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	Process on writing the report				
			AAIC (Japan) and AAIB (Philippines) found that the accident was occurred		
			The captain was stabbed by the hijacker and sustained a fatal injury in the cockpit during the flight, and the aircraft did not sustain any damage. No Annex 13 investigation.		

			JASDF aircraft - Investigated by JASDF (Japan Air Self Defence Force) not make their reports publicly available		
			State aircraft		
			State aircraft		
		Investigation completed. Final report presented to A/R and family of victims			
			State aircraft		
Not required by state legislation at that time					
Not required by state legislation at that time					
Not required by state legislation at that time					
Not required by state legislation at that time					
Not required by state legislation at that time					

		Regulatory investigation instituted. Report in Myanmar and not made publicly available. The Aircraft Accident Investigation Bureau was only established in 2020. Prior to this, all the investigations were conducted by the regulator and not carried out as per Annex 13.			
		Regulatory investigation instituted. Report in Myanmar and not made publicly available. The Aircraft Accident Investigation Bureau was only established in 2020. Prior to this, all the investigations were conducted by the regulator and not carried out as per Annex 13.			
Regulatory investigation. Not Annex 13	N/A	Regulatory investigation instituted. Report in Myanmar and			

		Regulatory investigation instituted. Report in Myanmar and not made publicly available. The Aircraft Accident			
				As far we Understand in All the accidents Investigation ICAO Annex 13 was followed. Because at that time there was no Procedure Manual; The regulation at that time does not require to public the Report. Because of Long time gap and generation gap as well as institutional and personnel changes frequently it is difficult to trace the past history in actual. But at present everything in line and as per ICAO	

				<p>As far we Understand in All the accidents Investigation ICAO Annex 13 was followed. Because at that time there was no Procedure Manual; The regulation at that time does not require to public the Report. Because of Long time gap and generation gap as well as institutional and personnel changes frequently it is difficult to trace the past history in actual. But at present everything in line and as per ICAO</p>	
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				<p>As far we Understand in All the accidents Investigation ICAO Annex 13 was followed. Because at that time there was no Procedure Manual; The regulation at that time does not require to public the Report. Because of Long time gap and generation gap as well as institutional and personnel changes frequently it is difficult to trace the past history in actual. But at present everything in line and as per ICAO</p>	
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				AS far we Understand in All the accidents Investigation ICAO Annex 13	
				AS far we Understand in All the accidents Investigation ICAO Annex 13	

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		The investigation was closed and the final report issued at the time. Nevertheless, ICAO was not found as a recipient of the report. Final report and ECCAIRS file were sent to ICAO on 29.12.2019			
	The investigation process was concluded and the draft final				
	The IIC resigned, report yet to be completed.				
			it was a hijack case which		

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		<p>The old version of the Final Reports contain names of pilots and attach with CVR transcript.</p> <p>Considerations are being made to remove them before making them publicly available However; some report may needs to contain parts or summary of the transcript as necessary. Hence, it may take a period of time to remove these contents out of the report.</p>			
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