

**60th CONFERENCE OF
DIRECTORS GENERAL OF CIVIL AVIATION
ASIA AND PACIFIC REGIONS**

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AGENDA ITEM 3: AVIATION SAFETY

**REGIONAL COOPERATION ON ACCIDENT
INVESTIGATION: EXPLORING ENCASIA'S EXPERIENCE**

(Presented by EASA)

SUMMARY

This paper presents the experience of the European Network of Civil Aviation Safety Investigation Authorities (ENCASIA) as a point of reference that may support Asia-Pacific States in considering options for enhanced regional cooperation on civil aviation accident and incident investigation. ENCASIA offers, as an Investigation Cooperative Mechanism, a decentralised yet coordinated approach that supports national Safety Investigation Authorities (SIAs) while preserving their independence. While recognising the existing work of the APAC-AIG under the Regional Aviation Safety Group – Asia and Pacific Regions (RASG-APAC), the paper suggests that ENCASIA's experience may provide useful insight to inform the further development of regional cooperative arrangements within the Asia-Pacific context.

REGIONAL COOPERATION ON ACCIDENT INVESTIGATION: EXPLORING THE ENCASIA EXPERIENCE

1. INTRODUCTION

1.1 ICAO Annex 13 encourages cooperation among Contracting States on aircraft accident and incident investigation. However, differences in resources, capacity and infrastructure can limit the ability of individual States to carry out independent and effective investigations.

1.2 Regional Investigation cooperative mechanisms can help bridge these gaps. In this context, the European Union has developed a network-based approach – the European Network of Civil Aviation Safety Investigation Authorities (ENCASIA) – that enables States to support each other while maintaining their national independence.

1.3 The activities of ENCASIA include development of training activities, promoting safety investigation best practices, developing a mechanism for sharing investigative resources, and advising EU institutions on air accident investigation and prevention matters.

1.4 Through its working groups, ENCASIA aims to identify standards and best practices among EU Safety Investigation Authorities, promote common training, and harmonise the identification and management of safety recommendations.

1.5 In the Asia-Pacific region, the Asia Pacific Accident Investigation Group (APAC-AIG) plays an important role in supporting collaboration among investigation authorities. Reporting to RASG-APAC, APAC-AIG promotes mutual assistance, capacity building, and regional coordination in line with ICAO provisions. The ENCASIA experience is a potential reference to support the continued evolution of regional cooperation frameworks already in place.

2. DISCUSSION

2.1 ENCASIA was established under EU Regulation No 996/2010 and is composed of the heads of the national civil aviation safety investigation authorities of all EU Member States and observers, including EASA. It is not a centralised agency, but a structured network of independent national bodies.

2.2 ENCASIA operates through an Executive Board, the Heads of Working Groups, and Plenary Meetings, in which all member states are represented. The working groups have dedicated focus on areas such as communication, cooperation and family assistance, mutual support, training and planning, peer reviews, safety recommendations, and ICAO coordination. This structure enables consistent collaboration and the sharing of knowledge across the Network.

2.3 Examples of ENCASIA's collaborative work include:

- A Mutual Support System (EMSS) for providing rapid technical assistance during major investigations.
- A peer review programme to support continuous improvement.
- Development of shared tools and guidance aligned with ICAO Annex 13.
- Exchange of practices in family assistance and crisis communication.
- Common practices for the management of safety recommendations (including the use of a Safety Recommendation Information System (SRIS2)).

2.4 These activities have contributed to building investigation capacity across the EU, especially among smaller or newer authorities, and have supported the presentation of coordinated positions in ICAO forums.

2.5 The Asia-Pacific region, characterised by rapid traffic growth, geographic and institutional diversity, and varied levels of investigative capacity, may find useful reference points for further strengthening the work of its cooperative networks. For example, the scope and responsibilities of APAC-AIG could be expanded to include a Mutual Support System (MSS) for providing rapid technical assistance during major investigations.

2.6 Such an initiative would also be consistent with guidance provided in the ICAO Manual on Regional Accident and Incident Investigation Organization (Doc 9946), which outlines the principles and practical considerations for establishing cooperative arrangements among States for accident and incident investigation.

3. ACTION BY THE CONFERENCE

3.1 The Conference is invited to note the information contained in this Paper.

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