INTERNATIONAL CIVIL AVIATION ORGANIZATION

FOURTEENTH MEETING OF THE
ASIA PACIFIC ACCIDENT INVESTIGATION GROUP
(APAC-AIG/14)

BANGKOK, THAILAND
07-09 OCTOBER 2026

RECORD OF DISCUSSIONS AND CONCLUSIONS

The views expressed in this Report should be taken as those of the APAC-AIG and not of ICAO.

Adopted by APAC-AIG and
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Fourteenth Meeting of the Asia Pacific Accident Investigation Group (APAC-AIG/14)

07-09 October 2026
Bangkok, Thailand

RECORD OF DISCUSSIONS AND CONCLUSIONS

1. Meeting and Attendance

1.1 The APAC-AIG/14 Meeting was held in-person in Bangkok, Thailand from 07 to 09 October 2026 and adopted ten (**10**) Decisions. The APAC-AIG/14 Meeting was attended by **48 participants** from 17 APAC States/Administrations, i.e. Australia, Brunei Darussalam, China, Hong Kong China, Macao China, France, India, Indonesia, Japan, Lao PDR, Malaysia, Mongolia, Papua New Guinea, Singapore, Thailand, Tonga, Viet Nam and 5 International Organizations, i.e. Airbus, EASA, FSF, IFALPA and ICAO. The List of Participants can be found in **Appendix A**. There were 23 **Working Papers (WP) and 3 Break Out Sessions** deliberated during the Meeting.

1.2 On 05-06 October 2026, prior to the APAC-AIG/14 Meeting there was ICAO APAC Regional Accident Investigation Workshop on Recorder Readout (Annex 13 Attachment D) and Field Investigation overview which was attended by 48 participants physically. The Workshop contents were delivered by TSIB Singapore, AAIB Malaysia, ATSB Australia and AIC PNG.

1.3 Insightful discussions took place during the Workshop on the following topics presented by the speakers as given below. All participants appreciated the efforts from the presenters for the sharing of experiences and urged for more similar activities in future APAC-AIG Meetings. The Workshop materials can be found in this link.

1.4 Summary of the Presentations are tabulated below:

Day–1:

Serial	Topic	Presenter
1	Inhouse capability	TSIB/ AAIB
2	Decision of which readout facility to send to?	TSIB/ AAIB
3	Suitability of the readout facility	TSIB/ AAIB
4	Confliction of interest	TSIB/ AAIB
5	Language barrier	TSIB/ AAIB
6	Arrangement to witness readout or Acc Rep assistance?	TSIB/ AAIB
7	Travelling arrangement, visa, manpower availability	TSIB/ AAIB
8	Who to send?	TSIB/ AAIB
9	Management of the readout process	TSIB/ AAIB

Day–2:

Serial	Topic	Presenter
1	Initial Notification and prep	AIC
2	Site access and safety	AIC
3	Site survey and site security	AIC
4	Division of sectors to cover	AIC
5	Locate recorders	ATSB/TSIB
6	Handling of human remains	ATSB/AIC
7	Toxicology test of aviation personnel	ATSB
8	Site photography/ site scanning/ aerial photo	AIC
9	Evidence collection / documentation /records	AIC
10	Interviewing witnesses and survivals	ATSB
11	Team debrief	ATSB
12	Media briefing	ATSB

2. Opening Session and Introduction of Participants

2.1 Mr. Subash S, Deputy Regional Director, ICAO Asia and Pacific Office (APAC) delivered the opening remarks and welcomed the participants on behalf of ICAO. He thanked all the participants and the Organizations for their participation in this face-to-face meeting. He thanked TSIB Singapore, AAIB Malaysia, ATSB Australia and AIC PNG for presenting at the Workshop on 05-06 October 2026. He reiterated the importance of having greater collaboration, special focus on the capacity development of PSIDS AIG establishments following the clear direction of Asia-Pacific Regional Aviation Safety Plan 2026–2028 of improving the AIG Effective Implementation and strengthening the qualified investigation capabilities. He opened the APAC-AIG/14 Meeting with a view to progress towards establishing independent accident investigation authorities throughout the APAC Region.

2.2 Dr. Stuart Godley, APAC-AIG Chairperson, delivered his opening remarks expressing his gratitude to ICAO APAC Office for their wonderful hospitality and hosting the Meeting and welcomed the participants to APAC-AIG/14. The Chairperson invited the Meeting to consider hosting the next APAC-AIG/15 in 2027 and to share ideas for the theme of next ICAO APAC Regional Accident Investigation Workshop.

2.3 Mr. Anam (ICAO RO/FS) and Mr. Atipong (ICAO RO/SI) urged the APAC-AIG to look into the USOAP EI level, which is below the global average for APAC and in particular, AIG area's EI is the lowest out of eight ICAO USOAP CMA Critical Areas. One of the main reasons for the low EI is qualified human resources for AIG Area, i.e. CE-4, which only scored **32.3%**. Mr. Anam oriented the audience with a high note on how RASG-APAC and APRAST are interconnected with APAC-AIG WG and how to interpret the Asia-Pacific Regional Aviation Safety Plan (AP-RASP) 2026 – 28 to find out the action items under the AP-RASP Roadmap.

3. Introduction of Participants

3.1 Introduction of participants was provided by participants from each State/Administration and International Organization.

4. Agenda Item 1: Adoption of Agenda

4.1 WP/01: Adoption of Agenda – Secretariat

4.1.1 The list of agendas below that was circulated through the ICAO APAC website was proposed and adopted.

Agenda item 1: Adoption of Agenda

Agenda item 2: Review of the Decisions and Conclusions by RASG-APAC and APRAST

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

Agenda Item 4: Enhancing accident investigation capabilities

Agenda Item 5: Regional cooperation

Agenda Item 6: Updates from the Task Forces

Agenda Item 7: Breakout Session

Agenda Item 8: Work plan

Agenda Item 9: Any Other Business

5. Agenda Item 2: Review of the Decisions and Conclusions by RASG-APAC and APRAST

5.1 WP/2/01: Review of the Decisions and Conclusions by RASG-APAC/15 and APRAST/25 – Secretariat

5.1.1 The Secretariat presented updates of the progress and status of Decisions and Conclusions adopted at RASG-APAC/15 held in Bangkok, Thailand from 27-28 November 2025 and status of Decisions and Conclusions adopted at APRAST/25 held in Bangkok, Thailand from 22 to 26 June 2026.

5.1.2 RASG-APAC/15 adopted fourteen Decisions out of which nine (09) Decisions are 'Proposed to be Closed' and five (05) Decisions are 'In Progress' (RASG-APAC 15/1, 15/7, 15/10, 15/11 and 15/14) which are likely to be closed by the end of 2026. The RASG-APAC Yearly Work Programme had three tasks, and all are 'Open'. Updates of RASG-APAC/15 and Yearly Work Programme.

5.1.3 APRAST/25 adopted 05 Decisions, and they are 'In Progress' status which are likely to be closed by APRAST 27.

5.1.4 The Meeting noted the progress and status of Decisions and Conclusions adopted at RASG-APAC/15 and APRAST/25.

6. Agenda Item 3: Update on ICAO AIG-related Requirements and Activities

6.1 WP/3/01: Review of Decisions and Conclusions Adopted at APAC-AIG/13 – Chairperson

6.1.1 The Chairperson presented the status of the nine (09) Decisions adopted at APAC-AIG/13, held in New Delhi, India on 30-31 October 2025, all of which are 'Proposed to be Closed'. The Meeting noted that:

- RASG-APAC/15 approved extending the AIG Workshop and Meeting to five days, starting from APAC-AIG/14 (Decision 13/01);
- the transition from the Code of Conduct to the Investigation Cooperation Mechanism (ICM) is complete (Decision 13/03);
- Task Forces 8 and 9 have been established, and the Safety Recommendation database and the Regional Training and Events Calendar are in place (Decisions 13/04, 13/06, 13/07 and 13/09); and
- ICAO HQ has not yet responded to the APAC RO memorandum of 30 January 2026 on the draft ICM guidance material of the AIG Panel (Decision 13/05).

6.1.2 The Meeting endorsed the status of the Decisions and Conclusions adopted at APAC-AIG/13.

6.2 **WP/3/02: Update on APAC-AIG Annual Work Programme 2025-26 – Chairperson**

6.2.1 The Chairperson presented the Annual Work Programme 2025-26, which supports AP-RASP 2026-28 (published in April 2026) through two AIG-related Safety Enhancement Initiatives (SEIs) assigned to APAC-AIG: SEI 2.2.1 (regional workshops and training) and SEI 2.5.1 (constraints on establishing an independent Accident Investigation Authority (AIA)).

6.2.2 The Meeting was informed that Task Forces 2 to 5 were closed at APAC-AIG/13, leaving five tasks: TASK-1 (training), TASK-6 (calendar), TASK-7 (independent AIAs), TASK-8 (Final Report monitoring) and TASK-9 (Safety Recommendation monitoring), which were reported under Agenda Item 6.

6.2.3 The Meeting endorsed the status of the Work Programme, updated the list of APAC-AIG Experts and encouraged States/Administrations to participate in the tasks.

6.3 **WP/3/03: Update on APAC-AIG Activities – Chairperson**

6.3.1 The Chairperson updated the Meeting on APAC-AIG activities since APAC-AIG/13. It was presented that the Beijing Declaration (2018), reaffirmed in the Delhi Declaration (2024), commits States to establish an independent accident investigation authority or, where appropriate, a bilateral, sub-regional or regional partnership, and to provide access to quality training.

6.3.2 The Meeting was informed that AP-RASP 2026-28 set two AIG-related targets (presented in WP/3/06), and that 25 States/Administrations have now subscribed to the ICM, which replaced the Code of Conduct. States/Administrations were also encouraged to join the RAIO-CP virtual platform to learn from other regional investigation organizations. States/Administrations were encouraged to continue efforts to establish an independent accident investigation authority and subscribe to the ICM, if they have not yet done so.

6.4 **WP/3/04: Annex 13 Amendments – Vice-Chairperson**

6.4.1 Singapore, on behalf of Vice-Chairperson, presented Amendment 20 to Annex 13, adopted by the ICAO Council on 27 March 2026, effective on 03 August 2026 and applicable on 23 November 2028. The Meeting noted the following key changes:

- Unlawful interference and conflict of interest: the State of Occurrence must still investigate and issue a Final Report, and the safety investigation should not be transferred in whole to judicial or security authorities. A new Attachment G of

Annex 13 sets out measures to limit actual or perceived conflicts of interest, such as delegating the investigation to another State or RAIO and inviting observers;

- Evidential material: investigations shall have unrestricted access to all evidential material without delay;
- ADREP and Final Report reporting requirements: the Preliminary ADREP Report requirement is removed, the Accident/Incident Data Report applies to aircraft over 2,250 kg, and the threshold for sending Final Reports to ICAO is lowered from 5,700 kg to 2,250 kg; and
- State Safety Programme: the definition is aligned with Annex 19.

6.4.2 The Meeting was invited to consider national implementation ahead of 23 November 2028 and to file any differences through EFOD before 23 October 2028.

6.4.3 The Meeting was informed by some States/Administrations that they had not received the ICAO State Letter on Amendment 20 to Annex 13. The Secretariat advised that State Letters are normally circulated through the Civil Aviation Authority (CAA) and that it would identify ways to improve communication with Accident Investigation Authorities. The Meeting adopted the following Decision:

<table>
<tr><td colspan="2">Decision APAC-AIG 14/01: Annex 13 Amendments - WP/3/04</td></tr>
<tr><td>That, ICAO APAC RO to coordinate with ICAO HQ to improve the communication of ICAO State Letters on AIG matters to ensure the State Letter is received by the Accident Investigation Authorities of APAC States/Administrations.</td><td>Expected impact:
☒ Achievement of global and regional aviation safety priorities and targets
☒ Enhancement of USOAP Effective Implementation
☒ Monitoring and Administration
☒ Capacity Building and Sharing of Information
☐ Inter-Regional</td></tr>
<tr><td colspan="2">Why: To enhance the effectiveness of APAC-AIG</td></tr>
<tr><td>When: By AIG/15</td><td>Status: In progress</td></tr>
<tr><td colspan="2">Who: ☐ APRAST ☒ APAC-AIG ☐ SRP WG ☐ SEI WG ☒ APAC States/Administrations
☒ ICAO APAC RO ☒ ICAO HQ ☐ Other: Industry Organization</td></tr>
</table>

6.4.4 The Meeting discussed the definition of unlawful interference in the context of Annex 13 investigations. It was noted that while the amendment to Annex 13 required a safety investigation to be conducted even though unlawful interference was apparent, the definition of an accident excluded fatal or serious injuries that are self-inflicted or inflicted by other persons. The damage part of the accident definition would still be applicable (if damage occurred). However, for States whose legislation prevented investigations except for accidents, confusion of the definition of an accident could prevent an Annex 13 from being conducted. As clarified by Chair of AIGP (France), only one of the conditions shall need to be satisfied for an occurrence to meet the definition of accident and therefore an investigation should be instituted in cases of unlawful interference.

6.5 **WP/3/05: Status of the Work of the ICAO Accident Investigation Panel (AIGP) – France on behalf of AIGP**

6.5.1 France, as the Acting AIGP Chairperson, presented the outcomes of AIGP/10 and the statuses of the seven active AIGP job cards: ADREP follow-up, publication of Final Reports, regional cooperation, protecting recordings from other devices, information to victims and families, mental health issues, and monitoring of safety recommendations.

6.5.2 The Meeting was informed of the following outcomes of AIGP/10:

- endorsed two Annex 13 amendments, on protecting recordings from other devices and the definition of Serious Injury;
- is drafting a new Manual on Regional Cooperation and supports uploading a further 543 Final Reports to the ICAO e-Library (76 per cent of Final Reports for 1990-2023 are public);
- supported in principle Annex 13 amendments on the monitoring of safety recommendations, and endorsed medical and mental health actions; and
- recommended two new job cards, on documenting search, rescue and recovery efforts and on the use of artificial intelligence by AIAs.

6.5.3 The Meeting was also informed on the status of the AIGP Work Programme.

6.6 **WP/3/06: AP-RASP 2026-2028 – Update on AIG-related Safety Enhancement Initiatives – Secretariat**

6.6.1 The Secretariat presented the AIG-related SEIs under the AP-RASP 2026-2028 ORG Roadmap. SEI 2.2.1 (regional workshops and training) and SEI 2.5.1 (constraints on establishing independent AIAs) are assigned to APAC-AIG as custodian, with a 2028 timeline, in support of two targets: Target 2.2 (all States to exceed the global average CE-4 Effective Implementation (EI)) and Target 2.5 (at least 70 per cent of States with an independent AIA by 2028).

6.6.2 The Meeting was informed of the regional position as of September 2026, based on USOAP data and on survey information submitted to the ICAO APAC Regional Office. Fifteen (15) of 41 States/Administrations (37 per cent) are at or above the global average CE-4 EI of 38.9 per cent, leaving 26 still to reach it. Twenty (20) of 41 States/Administrations (49 per cent) have established an independent AIA, against a target of 29 (70 per cent), leaving a gap of nine (09).

6.6.3 The Meeting was apprised that both targets are challenging, as they depend on legislative and institutional change and sustained capacity building, especially across small island states in the Pacific, and are likely to require effort beyond 2028, with progress reviewed at each APAC-AIG Meeting.

6.6.4 The Secretariat further reiterated the importance of CE-4 as an integral part of a State's investigation system, as qualified technical personnel would not only conduct investigations but also contribute to the drafting of legislation, requirements and technical procedures. The Meeting was further informed that the LEG and ORG areas are important, as they enable the establishment of an effective AIA, and was also informed of a LEG and ORG Workshop to be held at the ICAO APAC Office next year. The Meeting adopted the following Decision:

Decision APAC-AIG 14/02: AP-RASP 2026-2028 – Update on AIG-related Safety Enhancement Initiatives - WP/3/06	
That, ICAO APAC RO to include the planned LEG and ORG Workshop in the APAC-AIG Regional Training and Events Calendar, and to invite all APAC Accident Investigation Authorities to attend the Workshop.	***Expected impact***: ☒ Achievement of global and regional aviation safety priorities and targets ☒ Enhancement of USOAP Effective Implementation ☒ Monitoring and Administration ☒ Capacity Building and Sharing of Information ☐ Inter-Regional
Why: To enhance the effectiveness of APAC-AIG	
When: By AIG/15	**Status**: In progress
Who: ☐ APRAST ☒ APAC-AIG ☐ SRP WG ☐ SEI WG ☒ APAC States/Administrations ☒ ICAO APAC RO ☐ ICAO HQ ☐ Other: Industry Organization	

7. Agenda Item 4: Enhancing Accident Investigation Capabilities

7.1 WP/4/01: Strengthening Investigation Capability through Investigation Cooperation Mechanism Resource Sharing – Lao PDR and Indonesia

7.1.1 Lao PDR, with Indonesia, presented the On-the-Job (OJT) programme undertaken by two Lao PDR AAIO investigators with KNKT Indonesia from 27 April to 08 May 2026 under the ICM. The programme followed the competency-based approach of ICAO Doc 10206, with a dedicated mentor for each participant, and covered notification, data collection and evidence control, analysis and report writing. On-site activities could not be exercised as no new investigation started during the period.

7.1.2 It was reported that the OJT was provided at no cost, with travel and accommodation borne by Lao PDR, and that KNKT offered continued support through future investigations and virtual report-writing assistance, showing that ICM cooperation can be an ongoing relationship rather than a one-time activity.

7.1.3 The Meeting recognized that the ICM can also be a proactive mechanism for capability building through resource sharing, OJT and mentoring, and encouraged States/Administrations that have not yet done so to pledge their support to the ICM.

7.2 WP/4/02: Capability Building – Conducting an Annex 13 Investigation as a Regulator – Tonga

7.2.1 Tonga presented the assistance provided by the ATSB to the Tonga Civil Aviation Office (TCAO) after the 8 December 2023 Lulutai Airlines SAAB 340B taxiway excursion. Although ICAO had limited Annex 13 investigation capability, the Tongan Civil Aviation Act provides for appointing a Chief Investigator, who was appointed on the day of the accident. ATSB appointed an Accredited Representative and two advisors on 15 December 2023 in a capability-building role, which led to Tonga publishing its first Annex 13 investigation. ATSB has since offered training to other Pacific States.

7.2.2 The Meeting noted that, although Tonga has no independent AIA, well-established provisions in a CAA's regulations allowed the investigation to be completed independently and without interference from the Regulator or Government.

7.2.3 The Secretariat commended Tonga for its efforts and contribution to the region, and recognized that, due to geographical constraints, many Pacific Small Island Developing States (PSIDS) may not be able to attend the Meeting/Workshop. The Chairperson advised that Tonga's experience is a good example for other PSIDS and suggested exploring the possibility of Workshops/Trainings similar to the APAC-AIG Workshops/Trainings, to be held for the PSIDS, with the details to be further developed by APAC-AIG. The Meeting adopted the following Decision:

<table>
<tr><td colspan="3">Decision APAC-AIG 14/03: Capability Building – Conducting an Annex 13 Investigation as a Regulator - WP/4/02</td></tr>
<tr><td colspan="2">That, ICAO APAC RO to coordinate with the ICAO Pacific Liaison Officer (PLO) to explore the possibility of conducting APAC-AIG Workshops/Trainings for Pacific Small Island Developing States (PSIDS).</td><td>Expected impact:
☒ Achievement of global and regional aviation safety priorities and targets
☒ Enhancement of USOAP Effective Implementation
☒ Monitoring and Administration
☒ Capacity Building and Sharing of Information
☐ Inter-Regional</td></tr>
<tr><td>Why:</td><td colspan="2">To enhance the effectiveness of APAC-AIG</td></tr>
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☒ ICAO APAC RO ☐ ICAO HQ ☐ Other: Industry Organization</td></tr>
</table>

7.3 **PPT/4/01: ECCAIRS 2 Programme International Deployment – EASA**

7.3.1 EASA presented ECCAIRS 2, the EASA-operated occurrence reporting and safety data platform that supports the ICAO ADREP taxonomy. The Meeting was informed that ICAO State Letter AN 2/30-25/42 offers States three options for Annex 13 reporting: (1) ICAO's free reporting environment, (2) a dedicated ECCAIRS 2 instance, and (3) connection of an existing national system.

7.3.2 It was presented that a dedicated instance is obtained through a Service Agreement with EASA, on a cost-recovery basis across four subscription tiers and can also support Annex 19 national safety reporting. ICAO supports implementation through the Annex 13 ADREP iPack, and EASA onboarding capacity is limited and prioritized by demand and readiness. States/Administrations were encouraged to contact ICAO (ADREP@icao.int) for Options 1 and 3, or EASA (eccairs2@easa.europa.eu) for Option 2. The cost structure was provided to all participants by EASA.

8. Agenda Item 5: Regional Cooperation

8.1 WP/5/01: Strengthening Regional Cooperation in Accident and Incident Investigation: Experience from ENCASIA – EASA

8.1.1 EASA presented the experience of the European Network of Civil Aviation Safety Investigation Authorities (ENCASIA), a decentralized network of independent national investigation authorities in which investigation responsibility remains with each authority. The Meeting was informed that ENCASIA's work includes:

- a Mutual Support System to request expertise and equipment from partner authorities;
- peer reviews, shared guidance and good practices, and joint training; and
- common approaches to family assistance and to the follow-up of safety recommendations.

8.1.2 It was reported that such mechanisms support cooperation without affecting the independence of the investigating authority and could help States/Administrations in the diverse Asia-Pacific region identify expertise and request support more easily. The Meeting recognized the role of APAC-AIG in regional cooperation, encouraged States/Administrations to identify practical areas for strengthening mutual support, and supported continued exchange of experience with other regional mechanisms, including ENCASIA.

8.2 WP/5/02: Enhancing the Investigation Cooperation Mechanism through an Updated APAC AIA Capability Database – Indonesia

8.2.1 Indonesia presented a proposal to enhance the APAC AIA database to improve use of the ICM, which complements national capability and has about 66 per cent participation (August 2026). The Meeting was informed that the existing database holds only basic AIA information, so detailed enquiries on expertise, equipment and recorder readout capability still need to be made bilaterally, as Indonesia experienced in 2025 when it had to locate recorder readout toolkits.

8.2.2 It was presented that Indonesia proposed using the ENCASIA Resource Map as a reference, so that the APAC AIA database also records areas of expertise, investigation facilities and equipment, and training capability. The Meeting adopted the following Decision:

Decision APAC-AIG 14/04: Capability Building – Conducting an Annex 13 Investigation as a Regulator - WP/5/02	
That, APAC AIG to establish Task Force 10 to decide areas of investigation capability that can be included in the APAC AIG database of investigation agencies/authorities to assist States, through the mandates of ICM, to identify other States that have particular capability that is required for assistance in future investigations	***Expected impact***: ☒ Achievement of global and regional aviation safety priorities and targets ☒ Enhancement of USOAP Effective Implementation ☒ Monitoring and Administration ☒ Capacity Building and Sharing of Information ☐ Inter-Regional
Why: To enhance the effectiveness of APAC-AIG	

When:	By AIG/15	**Status**:	In progress
Who:	☐ APRAST ☒ APAC-AIG ☐ SRP WG ☐ SEI WG ☒ APAC States/Administrations ☒ ICAO APAC RO ☐ ICAO HQ ☐ Other: Industry Organization		

8.3 **WP/5/03: Aviation Investigation Training for Brunei Darussalam – Singapore and Brunei Darussalam**

8.3.1 Singapore and Brunei Darussalam presented the four-day investigation training delivered by TSIB Singapore to the Transport Safety Division of Brunei Darussalam from 10 to 13 August 2026. The programme covered the investigation process from notification to safety recommendations, using case studies and practical exercises on site safety (including PPE), wreckage documentation, interviewing and flight recorder readout.

8.3.2 The Meeting was informed that Brunei Darussalam valued the hands-on exercises, and that the training was delivered under the bilateral MoU of 10 October 2017 and supports the AP-RASP SEIs on improving CE-4 EI. The Meeting encouraged States/Administrations to use bilateral frameworks and MoUs for similar peer-sharing initiatives.

8.3.3 The Meeting agreed that States/Administrations conducting hands-on technical workshops should invite other States/Administrations to participate, and that ICAO APAC RO should issue a State Letter encouraging hands-on workshops and their inclusion in the APAC-AIG Regional Training and Events Calendar. The Meeting adopted the following Decision:

Decision APAC-AIG 14/05: Aviation Investigation Training for Brunei Darussalam - WP/5/03			
That, ICAO APAC RO to issue a State Letter encouraging States/Administrations to invite other States/Administrations to participate in hands-on Workshops/Trainings related to AIG.		***Expected impact***: ☒ Achievement of global and regional aviation safety priorities and targets ☒ Enhancement of USOAP Effective Implementation ☒ Monitoring and Administration ☒ Capacity Building and Sharing of Information ☐ Inter-Regional	
Why:	To enhance the effectiveness of APAC-AIG		
When:	By AIG/15	**Status**:	In progress
Who:	☐ APRAST ☒ APAC-AIG ☐ SRP WG ☐ SEI WG ☒ APAC States/Administrations ☒ ICAO APAC RO ☐ ICAO HQ ☐ Other: Industry Organization		

8.4 **WP/5/04: Flight Recorder Analysis Training for AAIC Thailand – Singapore and Thailand**

8.4.1 Singapore and Thailand presented the four-day flight data analysis training delivered by TSIB to 10 investigators of the Thailand AAIC from 7 to 10 July 2026. The programme covered flight data analysis, CVR transcription, supplementary data such as QAR, and underwater search for recorders, and included a visit to the TSIB Recorder Laboratory.

8.4.2 It was reported that establishing a flight recorder laboratory is a new challenge for AAIC Thailand, and that sharing knowledge and practices among AIAs helps accelerate laboratory development and investigator competency. The Meeting encouraged continued cooperation and capacity building among AIAs in the Region.

9. Agenda Item 6: Updates from the Task Forces

9.1 WP/6/01: Update on Work by Task Force 1 (AP-RASP SEI 2.2.1) – Australia and Singapore

9.1.1 The Meeting was informed that Task Force 1, presented by Australia , updated on the training conducted from 2024 to 2026 and planned for 2027 to build investigation capability and improve the EI of AIG SARPs. The expert group had identified key training areas, including:

a) Understanding and reviewing Protocol Questions (PQ);
b) Preparing evidence for USOAP audits;
c) Sharing on investigation processes;
d) Developing training systems;
e) Family Assistance Programme;
f) Bloodborne Pathogen (BBP) training and guidance;
g) Filing differences to ICAO; and
h) Policies and procedures to address PQ requirements and the requirement for independent accident investigation.

9.1.2 It was presented that Task Force 1 had conducted the following sessions:

a) APAC-AIG/12 workshop, Bangkok, 27 August 2024:

   i. BBP training – ATSB;
   ii. PPE donning and doffing – TSIB; and
   iii. Critical Incident Stress Management – ATSB.

b) Virtual session on Protocol Questions – TSIB, 3 March 2025.

c) APAC-AIG/13 workshop, New Delhi, 28-29 October 2025:

   i. ADREP reporting to ICAO, including ECCAIRS 2; and
   ii. Train the Trainer on Accident Site Safety – ATSB.

d) Virtual Session 1 on the Investigation Process, 17 June 2026 – AAIB Malaysia, KNKT Indonesia and PNG AIC.

e) APAC-AIG/14 workshop, Bangkok, 5-6 October 2026 (Session 2):

   i. Recorder readout – TSIB Singapore and AAIB Malaysia; and
   ii. Field investigation – ATSB Australia, PNG AIC and TSIB Singapore.

9.1.3 The Meeting was informed that Session 3 of the current Work Programme will be held in Q1 of 2027 as short virtual sessions on evidence preservation and testing, safety recommendations, report drafting and publication, and follow-up on recommendations. The Meeting encouraged States/Administrations to inform the investigators to attend Task Force 1 sessions and to participate as panelists.

9.2 **WP/6/02: Update on Work by Task Force 6 (AP-RASP SEI 2.2.1) – Regional Calendar of Events – Australia**

9.2.1 It was reported that Task Force 6, presented by Australia, has implemented the regional calendar of training and events, to which States/Administrations contribute upcoming events every six months for a 12-month rolling calendar. ICAO APAC RO published the calendar through State Letter AP089/26 (FS) on 21 July 2026.

9.2.2 The Meeting agreed to close Task Force 6, with future updates of the calendar to be undertaken by ICAO APAC RO, and that Task Force 1 uses its sessions to remind participants to update the calendar. The Meeting adopted the following Decision:

<table>
<tr><td colspan="3">Decision APAC-AIG 14/06: Update on Work by Task Force 6 (AP-RASP SEI 2.2.1) – Regional Calendar of Events - WP/6/02</td></tr>
<tr><td colspan="2">That,
a) Task Force 6 Work Programme to be closed;
b) ICAO APAC RO to maintain and update the information received from the States/Administrations in the APAC-AIG Regional Training and Events Calendar.</td><td>Expected impact:
☒ Achievement of global and regional aviation safety priorities and targets
☒ Enhancement of USOAP Effective Implementation
☒ Monitoring and Administration
☒ Capacity Building and Sharing of Information
☐ Inter-Regional</td></tr>
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</table>

9.3 **WP/6/03: Update on Work by Task Force 7 (AP-RASP SEI 2.5.1) – Establishing an Independent Accident Investigation Authority – Australia and Singapore**

9.3.1 The Meeting was informed that Task Force 7, presented by Australia, conducted a survey on establishing independent AIAs, which remained open to capture delayed responses from Pacific Small Island Developing States, and that the findings have been used by Task Force 1 to guide and plan training initiatives.

9.3.2 The Meeting was informed that the survey is now closed. The Meeting agreed that Task Force 7 continue its work, with further efforts to be discussed during the Task Force break-out session.

9.4 **WP/6/04: Update on Work by Task Force 8 – Research into the Number of Final Reports Publicly Available – France**

9.4.1 France, representing Task Force 8 members, presented the work of Task Force 8, established under Decision 13/09 to monitor publication of Final Reports for fatal accidents involving aircraft over 5,700 kg MCTOM. It was presented that about 72 per cent of Final Reports in the APAC region are now public, compared to 41 per cent in 2017, and that the BEA has validated more than 700 Final Reports and is prepared to share its database with ICAO and other AIAs.

9.4.2 The Meeting was informed that Final Report availability is 76 per cent globally for 1990-2023, and that the work highlights the need for a user-friendly platform for worldwide access. The Meeting encouraged States/Administrations to release remaining Final Reports, and invited ICAO HQ to make them available through the e-Library or another efficient platform.

9.4.3 The Meeting agreed that APAC-AIG reminds ICAO HQ of the need to make Final Reports and Safety Recommendations available on the ICAO e-Library, and request RASG-APAC to write to ICAO HQ accordingly. The Meeting adopted the following Decision:

<table>
<tr><td colspan="2">Decision APAC-AIG 14/07: Update on Work by Task Force 8 – Research into the Number of Final Reports Publicly Available - WP/6/04</td></tr>
<tr><td>That, APAC RO to coordinate with ICAO through RASG-APAC, for the attention of the Accident Investigation Section, to make e-Library of the Final Reports and Safety Recommendations available on the ICAO e-Library or another efficient and user-friendly platform that facilitates worldwide access;</td><td>Expected impact:
☒ Achievement of global and regional aviation safety priorities and targets
☒ Enhancement of USOAP Effective Implementation
☒ Monitoring and Administration
☒ Capacity Building and Sharing of Information
☐ Inter-Regional</td></tr>
<tr><td colspan="2">Why: To enhance the effectiveness of APAC-AIG</td></tr>
<tr><td>When: By AIG/15</td><td>Status: In progress</td></tr>
<tr><td colspan="2">Who: ☒ APRAST ☒ APAC-AIG ☐ SRP WG ☐ SEI WG ☐ APAC States/Administrations
☒ ICAO APAC RO ☒ ICAO HQ ☐ Other: Industry Organization</td></tr>
</table>

9.5 **WP/6/05: Update on Work by Task Force 9 – Safety Recommendation Monitoring – Task Force 9**

9.5.1 It was reported that Task Force 9, established at APAC-AIG/13, has built a central repository of safety recommendations issued by APAC AIAs to promote information sharing and trend analysis. Following State Letter AP068/26 (FS) of 19 May 2026, eight States/Administrations have submitted recommendations issued since 01 January 2023, and Japan and Macao, China reported no safety recommendation was issued since. The repository holds 268 safety recommendations for aircraft over 5,700 kg, published at https://www.icao.int/APAC/rasg/Safety-Recommendation.

9.5.2 The Meeting encouraged States/Administrations that have not yet responded to the State Letter to submit their safety recommendations since 01 January 2023, or a nil response.

9.5.3 The Meeting agreed that the work of Task Force 9 and the Regional Safety Recommendation repository be presented to APRAST to promote regional wide participation. The Meeting adopted the following Decision:

<table>
<tr><td colspan="3">Decision APAC-AIG 14/08: Update on Work by Task Force 9 – Safety Recommendation Monitoring - WP/6/05</td></tr>
<tr><td colspan="2">That,

a) APAC-AIG to present the progress of Task Force 9 and the regional Safety Recommendation repository to APRAST, to promote the sharing of Safety Recommendations across the region;

b) APAC RO to disseminate a State Letter encouraging States/Administrations to submit Safety Recommendations to ICAO APAC RO be included in the Safety Recommendation Database.</td><td>Expected impact:
☒ Achievement of global and regional aviation safety priorities and targets
☒ Enhancement of USOAP Effective Implementation
☒ Monitoring and Administration
☒ Capacity Building and Sharing of Information
☐ Inter-Regional</td></tr>
<tr><td colspan="3">Why: To enhance the effectiveness of APAC-AIG</td></tr>
<tr><td colspan="2">When: By the next APRAST Meeting</td><td>Status: In progress</td></tr>
<tr><td>Who:</td><td colspan="2">☒ APRAST ☒ APAC-AIG ☐ SRP WG ☐ SEI WG ☒ APAC States/Administrations
☒ ICAO APAC RO ☐ ICAO HQ ☐ Other: Industry Organization</td></tr>
</table>

10. Agenda Item 7: Breakout Session

10.1 Task Forces 1, 7 and 8 met in break-out sessions on 8 October 2026 and reported their outcomes to the plenary under Agenda Item 8.

11. Agenda Item 8: Work Plan

11.1 **WP/8/01: Updates from the Task Force Break-out Sessions – Task Force Leads**

11.1.1 The Task Force Leads presented the outcomes and follow-up actions from the break-out sessions. The Meeting considered them and provided guidance on matters for further consideration.

11.1.2 The summary of outcomes of each Task Force break-out session (TF1, TF7 and TF8) can be found in **Appendix B** of this report. Additional information is also available on WP/8/01.

11.1.3 The Meeting discussed that addressing factors preventing States/Administration to establish an Independent AIA required attention from Ministry at higher level and adopted the following Decision:

Decision APAC-AIG 14/09: Updates from the Task Force Break-out Sessions – Task Force Leads - WP/8/01	
That, Task Force 7 to develop materials for the APAC-AIG to organize Workshops/Dialogue with the concerned Ministry of the States/Administrations at a higher level which shall assist the establishment of Independent Accident Investigation Authorities in APAC Region.	***Expected impact***: ☒ Achievement of global and regional aviation safety priorities and targets ☒ Enhancement of USOAP Effective Implementation ☒ Monitoring and Administration ☒ Capacity Building and Sharing of Information ☐ Inter-Regional
Why: To enhance the effectiveness of APAC-AIG	
When: By APAC-AIG/15	**Status**: In progress
Who: ☐ APRAST ☒ APAC-AIG ☐ SRP WG ☒ SEI WG ☒ APAC States/Administrations ☒ ICAO APAC RO ☐ ICAO HQ ☐ Other: Industry Organization	

11.2 **WP/8/02: Annual Work Programme 2026-2027 – APAC-AIG Chairperson**

11.2.1 The Chairperson presented the proposed Annual Work Programme 2026-2027, which supports AP-RASP 2026-2028 and the AIG SEIs assigned to APAC-AIG (WP/3/06). The Meeting endorsed it for implementation by APAC-AIG and reporting to RASG-APAC, encouraged AIAs and industry partners to nominate AIG experts to support the tasks, and updated the list of experts in **Appendix C**.

11.2.2 The Meeting adopted the following Decision:

Decision APAC-AIG 14/10: Annual Work Programme 2026-2027 - WP/8/02	
That, APAC-AIG to endorse the Annual Work Programme 2026-2027 for implementation by APAC-AIG and reporting to RASG-APAC.	***Expected impact***: ☒ Achievement of global and regional aviation safety priorities and targets ☒ Enhancement of USOAP Effective Implementation ☒ Monitoring and Administration ☒ Capacity Building and Sharing of Information ☐ Inter-Regional
Why: To enhance the effectiveness of APAC-AIG	
When: By APAC-AIG/15	**Status**: In progress
Who: ☐ APRAST ☒ APAC-AIG ☐ SRP WG ☒ SEI WG ☒ APAC States/Administrations ☒ ICAO APAC RO ☐ ICAO HQ ☐ Other: Industry Organization	

12. Agenda Item 9: Any Other Business

12.1 The Meeting was informed that the Work Programme of COSCAPs does not include AIG Heads from the States/Administrations to participate in the COSCAP Steering Committee Meetings (SCMs). The Meeting urged COSCAPs to consider inviting the AIG Heads in their subsequent SCMs.

13. Date and Venue for APAC-AIG/15

13.1 The APAC-AIG/15 is tentatively scheduled from 27 to 28 September 2027 for the Workshops and 29 September to 01 October 2027 for the Meeting.

14. Adoption of Record of Discussions and Conclusions

14.1 The APAC-AIG/14 adopted the Record of Discussions and Conclusions.

15. Closing of the Meeting

15.1 The Chairperson thanked the meeting participants for their contributions. Chairperson encouraged States/Administrations to consider volunteering to host the next Meeting and notify ICAO RO.

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48 Registered Participants
17 States / Administrations
5 International Organizations and Partners

	States / Administrations / International Organizations / Industry Partners	No. of participants
1.	Australia	3
2.	Brunei Darussalam	2
3.	China	4
4.	Hong Kong, China	2
5.	Macao, China	1
6.	France	1
7.	India	2
8.	Indonesia	1
9.	Japan	1
10.	Lao PDR	2
11.	Malaysia	2
12.	Mongolia	2

	States / Administrations / International Organizations / Industry Partners	No. of participants
13.	Papua New Guinea	2
14.	Singapore	3
15.	Thailand	9
16.	Tonga	1
17.	Viet Nam	2
	Int'l Org / Industry Partners	
1.	Airbus	1
2.	EASA	1
3.	FSF	1
4.	IFALPA	1
5.	ICAO APAC	4
	Total	**48**

State / Name			Designation / Organization
1.	**Australia**		
	1.	Dr. Stuart Godley	Director of Transport Safety and APAC-AIG Chair Transport Safety Division Australian Transport Safety Bureau
	2.	Ms. Krystal Scott	Head of International Australian Transport Safety Bureau
	3.	Mr. Robert Chopin	Manager Transport Safety Transport Safety Division Australian Transport Safety Bureau
2.	**Brunei Darussalam**		
	4.	Mr. Osmera Othman	Head of Transport Safety & Compliance Ministry of Transport and Infocommunication
	5.	Mr. Pg Mohamatus Sabirin Pg Hj Adanan	Senior Technical Officer Ministry of Transport and Infocommunications
3.	**China**		
	6.	Ms. Qian Xu	Level I Principal Staff Member CAAC Xinjiang Regional Administration
	7.	Mr. Meng Hao	Civil Aviation Administration of China (CAAC)
	8.	Mr. Mu Hong Jun	Civil Aviation Administration of China (CAAC)
	9.	Mr. Wang Tao	Accident Investigator Civil Aviation Administration of China (CAAC)

State / Name			Designation / Organization
4.	**Hong Kong, China**		
	10.	Mr. HUNG Yee Fei, Clifford	Deputy Chief Accident and Safety Investigator Air Accident Investigation Authority
	11.	Ms. YEUNG Oi Hing Aniki	Senior Accident and Safety Investigator (Technical Administration) Air Accident Investigation Authority
5.	**Macao, China**		
	12.	Mr. Edwin Sin	Safety Officer Accident Prevention & Investigation Civil Aviation Authority of Macao
6.	**France**		
	13.	Mr. Philippe Plantin de Hugues	Head of International Affairs BEA
7.	**India**		
	14.	Mr. Yugandhar Venkata Gouri Godaba	Director General Aircraft Accident Investigation Bureau
	15.	Mr. Dinesh Kumar	Assistant Director Aircraft Accident Investigation Bureau
8.	**Indonesia**		
	16.	Mr. Henry Poerborianto	Aviation Accident Investigation Sub Committee Komite Nasional Keselamatan Transportasi (KNKT)
9.	**Japan**		
	17.	Mr. Takuya Saito	Aircraft Accident Investigator Japan Transport Safety Board
10.	**Lao PDR**		
	18.	Mr. Bandith Soulayakham	Deputy Director Aircraft Accident Incident and Investigation Office Permanent Secretary's Office
	19.	Mr. Bounlieng Phommathi	Investigator Aircraft Accident and Incident Investigation Office
11.	**Malaysia**		
	20.	Brig Gen Tan Chee Kee	Chief Inspector of Air Accident Air Accident Investigation Bureau Ministry of Transport
	21.	Mr. Juma'in Bin Saadon	Inspector of Air Accident Air Accident Investigation Bureau Ministry of Transport
12.	**Mongolia**		
	22.	Mr. Jigjid Tsolmon	Director of AAIIB Aircraft Accident and Incident Investigation Bureau
	23.	Mr. Gantumur Gankhuyag	Investigator of AAIIB Aircraft Accident and Incident Investigation Bureau

State / Name			Designation / Organization
13.	**Papua New Guinea**		
	24.	Alfred Idau Nana	Acting Manager – Investigation Operations PNG Accident Investigation Commission
	25.	Linda Vaso	Senior Investigator – Operations PNG Accident Investigation Commission
14.	**Singapore**		
	26.	Mr. Michael Toft	Director, TSIB Transport Safety Investigation Bureau
	27.	Mr. Steven Teo	Deputy Director, Air Safety Investigation/Head Operations Transport Safety Investigation Bureau (TSIB)
	28.	Mr. Joseph Chuah	Investigator, Air Safety Investigation Transport Safety Investigation Bureau
15.	**Thailand**		
	CAAT		
	29.	Mr. Suthep Chantrapunth	Senior Aviation Safety Officer 8 Aviation Safety Standards Group The Civil Aviation Authority of Thailand
	30.	Mr. Akaradech Wuthisuwan	Senior Aviation Safety Officer 8 The Civil Aviation Authority of Thailand
	31.	Mr. Phaloj Phupat	Aviation Safety Standard Officer 6 The Civil Aviation Authority of Thailand
	32.	Mr. Chakkaphan Meenakron	Aviation Safety Standard Officer 5 The Civil Aviation Authority of Thailand
	AIC		
	33.	Mr. Sittisak Choomura	Director of the Office of Aircraft Accident and Incident Investigation Commission
	34.	Ms. Kanokphan Krittayanawach	Chief of Commercial Aircraft Accident Investigation Subdivision Office of the Aircraft Accident and Incident Investigation Commission
	35.	Mr. Poompun Trakulmaipol	Aviation Safety Inspector Acting Chief of General Aviation and Helicopter Investigation Subdivision Office of the Aircraft Accident and Incident Investigation Commission
	36.	Mr. Satid Chutimaworaphan	Expert on Aircraft Maintenance (Aircraft engineering) Office of the Aircraft Accident and Incident Investigation Commission
	37.	Mr. Chatree Pongsak	Expert on Aircraft Operation Office of the Aircraft Accident and Incident Investigation Commission

State / Name			Designation / Organization
16.	**Tonga**		
	38.	Mr. James Panuve	Senior Civil Aviation Officer Ministry of Infrastructure/Civil Aviation Division
17.	**Viet Nam**		
	39.	Le Phuong Nam	Flight Operation Inspector Civil Aviation Authority of Viet Nam
	40.	Phung Anh Tuan	Safety Inspector Civil Aviation Authority of Viet Nam
INTERNATIONAL ORGANIZATION / INDUSTRY PARTNERS			
1.	**Airbus**		
	41.	Mr. Xavier Barriola	Accident investigator Airbus Commercial Aircraft
2.	**EASA**		
	42.	Mr. Mario Colavita	Asia Pacific Section Manager Department of International Cooperation Safety Management, Sustainability and Global Outreach Directorate
3.	**Flight Safety Foundation (FSF)**		
	43.	Mr. Jose Fernandez	Director Asia Pacific Centre for Aviation Safety (AP-CAS)
4.	**IFALPA**		
	44.	Capt. Amornvaj Mansumitchai	Thai Pilots' Association
	ICAO APAC		
	45.	Mr. S M Nazmul Anam	Regional Officer, Flight Safety
	46.	Mr. Atipong Dharmasaroja	Regional Officer, Safety Implementation
	47.	Mr. Farid Imam Wahyudin	Technical Assistance/ Air Transport Officer
	48.	Mr. Arif Fajari	Environment and Climate Change Officer

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Task-1

TASKS	AP-RASP 2023-25 Action Items / Brief Description
TASK-1	**A.II.1** Conduct workshops and courses to promote effective implementation of SARPs, especially in the technical areas of ANS, AIG, AGA

Meeting participation

- List your top 5 training requests
  - Identify preference for:
    - in-person workshop
    - Virtual
    - In-person field / technical facility
- List your top 5 refresher topics

Topic	Initial	Refresher	In-person workshop	Virtual	Field/Technical facility
Roles and responsibilitiesof investigation team members	x			x	
Managing Acc Reps	x			x	
How to manage the Coronial process	x		x		
Sharing of investigator training roadmaps / training plans		x		x	
Family assistance plan	x		x	x	
CVR/FDR Downloading	xx				xx
CVR/FDR readout and analysis	xxxxx	xxx	x		xxxxxx
CVR/FDR recovery from ocean	x		x		x
CVR/FDR sea search techniques	x	x			xx
Non-volatile memory data recovery	x		x		
Final report writing	xxxx	xxx	xxxx		
Report drafting - quality and proportionality	x			x	
Safety Recommendation drafting	xxx	x	x	x	
How to promote and report safety action in the course of an investigation	x			x	
How to escelate systemic issues	x			x	
SRGC managing followup and closure process		x		x	

Field investigation overview	x	x	x		
Accident site management (OJT)	x	xx	x		xx
Wreckage mapping	x	x	x		x
Accident site mapping (inc using drones)	xx				xx
Investigating in mountainous terrain	x		x		
Evidence management /securing evidence	x	xxx		x	xxx
Human Factors		x		x	
Human factors (inc. HPL, decompression, visual illusions, spatial disorientation)	xx	x	xx	xx	
ADREP reporting and data management		xx	x	x	
Aircraft emerging technologies		x	x		x
Interview techniques	x	x	x	x	
Search pattern techniques		x			x
Analysis methodology training	x	xx	x		x
Air traffic control investigations	x		x	x	
SMS investigation	x		x	x	

Organisational factors investigation	x			x	
Unmanned aerial vehicle accident investigation	x	x	x		
Investigation techniques and methodology basic and advanced	xxx	x	xxx	xx	xx
Peer review techniques		x	x		
AI techniques and methodology	x		x		
Media management	x		x		
Critical Incident Stress management	x		x	x	
Bloodborne pathogen awareness		x	x		
Personal protective equipment useage		x	x		
Managing composite material hazards on-site	x			x	
Investigator protection in extreme environments (hot, cold, high altitude, etc)	x		x		
Accident site safety	xxxxx	xxxx	xxxx		xx
Annex 13 compliance	x			x	
Implementation af Annex 13 Amdt 20	x			x	
ICAO website - how to navigae to Annexes, circulars, documents		x		x	
Annex 13 introduction and foundation		x		x	
Answering protocol questions		x		x	

TF 1 - Future action

- These topics of interest will be taken back to the working group for future training planning and prioritisation
- Task Force 1 would appreciate more members in the group
- Task Force 1 would also like to include more States actively presenting in these training sessions
- Task Force 1 to promote the APAC-AIG training calendar at each training session

Action by meeting

- Note the completed training and sharing sessions
- Note the future training sessions identified during the APAC-AIG/14 meeting
- APAC States/Administrations to encourage their investigators to attend the training sessions organised by Task Force 1
- APAC Regional States/Administrations with investigation experience to participate as panelists in the panel sessions and instructors for the training sessions

Task Force 7 - update

Fourteenth Meeting of the Asia Pacific Accident Investigation Group

Presented by
Rob Chopin
Investigation Specialist - Pacific

Action item – Task-7

TASKS	AP-RASP 2023-25 Action Items / Brief Description	AIG EG Volunteers
TASK-7	**A.V.7.** Establish an independent accident and incident investigation authority (AAIIA) as required by Annex 13, as well as related investigation system and procedures	1. David Lim (TSIB) (Lead) 2. Krystal Scott (ATSB) 3. K Ramachandran (AAIB India) 4. Jasbir Singh (AAIB India) 5. Rob Chopin (ATSB) 6. Felix Chen (IFALPA)

Next steps – some questions

- Q1: If your State has an independent AIA, what were some challenges you've faced in establishing it?

- Q2: If a State does not have an independent AIA, what are some factors that might cause the State to remain status quo?

- Q3: If a State wishes to establish an independent AIA, what are some challenges the State may face if:
- A): there is currently an AIA but it's not considered independent
- B): there is currently no AIA at all

- Q4: What support from ICAO, regional organisations or other States would make it easier for a State to strengthen the independence of its investigation function?

- Q1: If your State has an independent AIA, what were some challenges you've faced in establishing it?
- Legislation
- Clear functional legal independent such as operator
- Funding
- Facilities
- Political will of decision makers
- Legal framework
- Resources
- Manpower (Subject Matter Experts)

- Q2: If a State does not have an independent AIA, what are some factors that might cause the State to remain status quo?
- Limited financial
- Human resource
- Government structure
- Lack of political support
- Political will of decision makers
- Legal framework
- Resources
- Manpower (Subject Matter Experts)

Q3:If a State wishes to establish an independent AIA, what are some challenges the State may face if:

- A) there is currently an AIA but it's not considered independent
  - Conflict of interest
  - Independent budget
  - Strong government support
  - Clear legislation
  - Political will of decision makers
  - Legal framework
  - Resources
  - Manpower (Subject Matter Experts)

Q3: If a State wishes to establish an independent AIA, what are some challenges the State may face if:

- B) there is currently no AIA at all:
  - Cannot identify the root cause due to biased investigation
  - Apportion blame or liability
  - Political will of decision makers
  - Legal framework
  - Resources
  - Manpower (Subject Matter Experts)

- Q4: What support from ICAO, regional organisations or other States would make it easier for a State to strengthen the independence of its investigation function?
  - Support training
  - Provide strong recommendation through USOAP audit
  - Submit the ICAO State Letter to the higher level, not just NCMC
  - Sponsorship for training
  - Information sharing about independent issue and challenges
  - Unclear what levers ICAO has or how it can influence such an outcome

- Q4: What support from ICAO, regional organisations or other States would make it easier for a State to strengthen the independence of its investigation function?
  - If a State does badly for AIG in USOAP there is no effect on the State as it is not considered an SSC and there is no incentive for political decision makers to establish an independent AIA
  - further guidance or frameworks from ICAO on how to second people from other organisations to your AIA (where the seconded personnel have technical expertise you don't).

Action by the meeting

- The Meeting is invited to review the latest responses to the APAC-AIG/14 Independent AIA workshop questions.
- The task force recommends that Task Force 7 survey be finalised as response rates have now declined post PSIDS follow-up, and areas of training assistance requested by the responders have been identified.
- TF7 recommends further review on APAC-AIG/14 workshop questionnaire responses to determine a way forward towards independent AIA status

Task Force 8 – Break out session record

APAC-AIG is pleased to report significant improvements to the Excel file developed by AIGP WG-20 regarding the publication of final reports following fatal accidents involving aircraft over 5,700 kg operating in CAT in the APAC region. These improvements have been achieved either through the sharing of final reports that have been made publicly available or by providing the reasons why final reports have not been made publicly available, such as military aircraft or hijacking. This will definitely improve the proportion of final reports made publicly available in the APAC region. Some States also reported that, upon returning to their offices, they would continue to check whether final reports had been published for the accidents listed in the AIGP WG-20 database.

During the discussions, participants advised that, in cases of acts of unlawful interference, and based on Amendment 20 to Annex 13, they would initiate an Annex 13 investigation for events that had not been investigated in previous years. They considered that the judicial investigation would not prevent them from launching an investigation into an accident caused by an act of unlawful interference.

One State reported that a letter highlighting the importance of releasing final reports for the overall improvement of aviation safety would be crucial. The letter would be share with the minister to release a specific final report.

Participants did not provide specific suggestions on how APAC-AIG could assist them in publishing final reports. However, they will appreciate a State letter issued by the ICAO APAC Regional Office reminding that each Annex 13 safety investigation shall be concluded by a final report made publicly available.

APAC-AIG/EG
Membership

International Civil Aviation Organization
Asia and Pacific Office

Asia Pacific Accident Investigation Group - Expert Group (APAC-AIG/EG)

Task Force	Task Description	Membership
1	Workshop and Capacity Building	1. David Lim (TSIB, Singapore) **(Lead)** 2. Rob Chopin (ATSB, Australia) 3. Tan Chee Kee (AAIB, Malaysia) 4. K. Ramachandran (AAIB, India) 5. Amit Kumar (AAIB, India) 6. Osmera Othman (Brunei Darussalam) 7. Henry Poerborianto (Indonesia) 8. Jigjid Tsolmon (Mongolia) 9. Raymond Vai (PNG) 10. All senior investigators
7	Establishment of an Independent Accident Investigation Authority (AIA)	1. David Lim (TSIB, Singapore) **(Lead)** 2. Rob Chopin (ATSB, Australia) 3. Krystal Scott (ATSB, Australia) 4. K. Ramachandran (AAIB, India) 5. Jasbir Singh (AAIB, India) 6. Felix Chen (IFALPA) 7. Philippe Plantin de Hugues (BEA, France) 8. Dinesh Kumar (AAIB, India) 9. Osmera Othman (Brunei Darussalam) 10. James Panuve (Tonga)
8	Final Report Monitoring	1. Philippe Plantin de Hugues (BEA, France) **(Lead)** 2. Chong Chow Wah (TSIB, Singapore) 3. Rob Chopin (ATSB, Australia) 4. Prashant Sanglikar (IATA) 5. Kanimozhivendhan (AAIB, India) 6. Kanokphan Krittayanawach (Thailand)
9	Safety Recommendation Monitoring	1. Steven Teo (TSIB) **(Lead)** 2. Kristal Scott (ATSB, Australia) 3. Rob Chopin (ATSB, Australia), 4. Ramesh Babu Kusumanchi (AAIB, India) 5. Vipin Venu Varakoth (AAIB, India) 6. Veeraragavan Kunjithapatham (AAIB, India) 7. Jumain Saadon (AAIB Malaysia) 8. Mario Colavita (EASA)

Task Force	Task Description	Membership
10	Expansion of Investigation Capability Areas in the APAC AIA Database (ICM)	1. Henry Poerborianto (KNKT, Indonesia) **(Lead)** 2. Rob Chopin (ATSB, Australia) 3. Philippe Plantin de Hugues (BEA, France) 4. Capt. Amornvaj Mansumitchai (IFALPA) 5. Bounlieng Phommathi (Lao PDR) 6. Osmera Othman (Brunei Darussalam) 7. Steven Teo (Singapore) 8. Mr. James Panuve (Tonga) 9. Satid Chutimaworaphan (Thailand)

Chair **Vice-Chair**	Stuart Godley (ATSB, Australia) Chong Chow Wah (TSIB, Singapore)
Secretariat	S M Nazmul Anam (ICAO APAC Regional Office) Atipong Dharmasaroja (ICAO APAC Regional Office)

— END —