



International Civil Aviation Organization
Asia and Pacific Office

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

(Bangkok, Thailand, 7-9 October 2026)

Agenda Item 4: Accident Investigation Capabilities

STRENGTHENING INVESTIGATION CAPABILITY THROUGH INVESTIGATION COOPERATION MECHANISM RESOURCE SHARING

(Presented by Lao People's Democratic Republic in collaboration with Indonesia)

SUMMARY

The Aircraft Accident and Incident Investigation Office (AAIO), Lao PDR participated in the On-the-Job (OJT) program of *Komite Nasional Keselamatan Transportasi* (KNKT), Indonesia, from 27 April – 8 May 2026, under the framework of Asia and Pacific Regions Investigation Cooperation Mechanism (ICM) Relating to Civil Aviation Accident/Incident.

This working paper highlights the use of the Asia and Pacific Regions Investigation Cooperation Mechanism (ICM) Relating to Civil Aviation Accident/Incident Investigation as proactive mechanism for strengthening AIA investigation capability through resource sharing, OJT, mentoring, technical exchanges, and knowledge transfer.

1. INTRODUCTION

1.1 From 27 April to 8 May 2026, two investigators from the AAIO, Lao PDR, participated in an OJT program of KNKT Indonesia. Prior to participating in the OJT program, both investigators had completed the KNKT in-house Basic Accident Investigation Training. The OJT program provided the investigators with an opportunity to apply their investigation knowledge and skills in a practical environment under the guidance of experienced investigators.

1.2 The training was conducted under the framework of the Asia and Pacific Regions Investigation Cooperation Mechanism (ICM) Relating to Civil Aviation Accident/Incident Investigation. This working paper discusses the benefits of resource sharing between Accident Investigation Authority (AIA) to enhance and complement State's investigation capabilities.

2. DISCUSSION

2.1 The KNKT OJT program is based on the competency-based training approach for aircraft accident investigators specified in the ICAO Manual on Aircraft Accident and Incident Investigation Training (Doc. 10206). However, considering the limited duration of the OJT for the AAIO investigators, not all competencies could be assessed during program.

2.2 Prior to the OJT, the participants signed confidentiality agreements to ensure that they would not disclose any investigation data and/or information to any other party without the express consent of KNKT Indonesia. There was no cost for the OJT program, however, accommodation and travel expenses were fully borne by the AAIO, Lao PDR.

2.3 During the OJT, the participants practiced tasks covered by the KNKT in-house Basic Accident Investigation Training and gained familiarity with investigation methodologies and techniques. Each participant was assigned with a dedicated mentor from KNKT investigator for the duration of the OJT. The competencies assessed during the OJT included:

2.3.1 Forwarding Notification

2.3.1.1 The participants were provided with actual occurrence notifications received by KNKT Indonesia and practiced determining the occurrence classification using an event risk-based analysis method. Where an occurrence was determined to be a Serious Incident or Accident, the participants were asked to identify the States involved and the relevant ICAO notification requirements.

2.3.2 Collecting Data and Controlling Evidence

2.3.2.1 As part of the data collection and evidence control training, the participants were planned to be involved in on-site investigation activities, including pre-deployment preparation, site hazard identification and mitigation, and on-site data collection. However, as KNKT Indonesia did not commence any new investigation during the OJT period, the on-site investigation activities could not be exercised.

2.3.2.2 The participants were subsequently involved in ongoing KNKT post on-site investigation activities. The training activities related to data collection and evidence control included:

- a) preparing a transcript of recorded audio communications;
- b) interpreting flight recorder data;
- c) reviewing collected data and taking notes of information relevant to the investigation;
- d) developing an interview preparation plan, including preparing a list of questions for interviews with operational personnel; and
- e) participating in pre- and post-interview briefings and observing the interviews.

2.3.3 Analysing and Critical Thinking

2.3.3.1 Using the provided data, the participants practiced applying investigation analysis method to draw conclusions. The activities included:

- a) evaluating the validity and credibility of the collected data and evidence;
- b) developing a sequence of events based on the collected data;
- c) applying the ATSB Analysis Model, which was adopted from the Reason Model, and the Accident Map (AcciMap) developed by Rasmussen; and
- d) identifying safety issues and contributing factors

2.3.4 Report Writing

2.3.4.1 The participants developed investigation report to present the investigation outcomes in a manner that enables reader to understand the safety lessons arising from the investigation. The report-writing exercise included preparing the factual information, analysis, conclusions and safety recommendations.

2.4 The two-week OJT program would not, by itself, qualify an investigator as a fully competent accident investigator. Rather, it provided an opportunity to complement existing training and accelerate the development of practical investigation competencies through direct exposure to an experienced investigator.

2.5 Following the two-week OJT in Indonesia, KNKT offered continued development of participant competencies in Collecting Data and Controlling Evidence by inviting the AAIO investigators to participate in future representative investigation activity in Indonesia. KNKT also offered continued development of report writing competency through virtual means of communication. This demonstrates that ICM-based cooperation can be established as a continuing capability-development relationship, rather than a one-time training activity.

3. ACTION BY THE MEETING

3.1 The Meeting is invited to:

- a) Encourage States/Administrations that have not yet done so to pledge their support to the Asia and Pacific Regions Investigation Cooperation Mechanism (ICM) Relating to Civil Aviation Accident/Incident Investigation;
- b) Recognize that the ICM can be used not only to provide assistance during accident and incident investigations, but also as a proactive mechanism for strengthening AIA investigation capability through resource sharing, OJT, mentoring, technical exchanges, and knowledge transfer.
- c) Endorse resources sharing through OJT as a positive contribution to strengthening investigation capabilities among AIAs and enhancing regional aviation safety.

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