



International Civil Aviation Organization

**Third Meeting of the Asia Pacific Accident Investigation Group
(APAC – AIG/3)**

(Colombo, Sri Lanka, 23 - 24 June 2015)

Agenda Item 1: Review of the decisions by APRAST in respect of the conclusions of APAC-AIG/2

**APAC-AIG CHAIRMAN REPORT ON THE WORKS OF APAC-AIG TO THE
ASIA PACIFIC REGIONAL AVIATION SAFETY TEAM**

(Presented by Chairman of APAC-AIG)

SUMMARY

This paper summarises APAC-AIG Chairman's report to the Sixth Meeting of the Asia Pacific Regional Aviation Safety Team (APRAST/6) on the progress made on the conclusions and decisions developed by APRAST/4, APRAST/5 and RASG-APAC/4 relating to accident investigation.

1. INTRODUCTION

1.1 The Sixth Meeting of the Asia Pacific Regional Aviation Safety Team (APRAST/6) was held on 6 – 10 April 2015 at the ICAO APAC Regional Office in Bangkok, Thailand. The APAC-AIG Chairman reported on the progress made on the conclusions and decisions developed by APRAST/4, APRAST/5 and RASG-APAC/4 relating to accident investigation.

2. DISCUSSION

2.1 Conclusions relating to accident investigation developed by APRAST/4 and APRAST/5 are listed in **Attachment A**.

2.2 As regards APRAST Conclusions 4/1, 4/2 and 4/3, RASG-APAC/4 recognised the desirability for States/Administrations to have an independent aircraft accident investigation authority. This is subsequently stressed in an ICAO APAC Office State Letter of 28 January 2015 [Ref. T 10/5.4- AP 016/15 (FS)].

2.3 The State Letter drew States/Administrations' attention to the ICAO State Letter 2013/55 of 19 July 2013 [Ref. AN 6/12-13/55] which proposed a new standard specifying that "States shall establish an accident investigation authority that is independent from State aviation authorities and other entities that could interfere with the conduct or objectivity of an investigation". States/Administrations that have not yet established an independent accident investigation authority are encouraged to do so as soon as possible and consult RASG-APAC's APAC-AIG if necessary.

2.4 As regards APRAST Conclusions APRAST 4/4, 4/5 and 5/3, RASG-APAC/4 recognized that an independent accident investigation authority will need a core group of trained accident investigators. This is subsequently highlighted in an ICAO APAC Office State Letter of 28 January 2015 [Ref.: T 10/5.5-AP 017/15 (FS)].

2.5 The State Letter encouraged States/Administrations to consider having a dedicated core of one or more trained accident investigators. States/Administrations are also encouraged to invite investigators from other States/Administrations to join the training that they organize, in order to help raise the knowledge, skill and experience level of investigators in the APAC region. Furthermore, States/Administrations are encouraged to consider joining the Asian Society of Air Safety Investigators (AsiaSASI), whose membership can help accident investigators and accident investigation agencies build a strong network for the sharing of investigation knowledge and techniques as well as investigation experience, with the common goal of achieving safety improvement.

2.6 APRAST/5 also decided in Decisions APRAST 5/3:

That, the expansion of the APAC accident/incident investigation bodies' database to include information on underwater search resources and the convening of the ICAO Asia Pacific Regional Accident Investigation Workshop hosted by the Civil Aviation Authority of Sri Lanka, be included in the RASG-APAC 2014/2015 Yearly Work Programme.

2.7 Subsequently, RASG-APAC/4 discussed this decision and included the following in the RASG-APAC 2014/2015 Yearly Work Programme:

- Expansion of the APAC accident/incident investigation bodies' database to include information on underwater search resources
- Hosting of the ICAO Asia Pacific Regional Accident Investigation Workshop in 2015 by Sri Lanka

3. ACTION BY THE MEETING

3.1 The Meeting is invited to note:

- a) RASG-APAC's support for the APAC-AIG initiatives; and
- b) ICAO APAC Office State Letters dated 28 January 2015 to address APAC-AIG conclusions 4/1, 4/2, 4/3, 4/4, 4/5 and 5/3.

Conclusions of APRAST/4 and APRAST/5 relating to accident investigation

Ref to APRAST Conclusion	Conclusion	Status of Follow-up
APRAST 4/1	that, APRAST recommend RASG-APAC to draw the States/Administrations' attention to the ICAO State Letter 2013/55 dated 19 July 2013 [Ref. AN 6/12-13/55] which proposes a new standard specifying that "States shall establish an accident investigation authority that is independent from State aviation authorities and other entities that could interfere with the conduct or objectivity of an investigation."	ICAO APAC Office State Letter [Ref. T 10/5.4- AP 016/15 (FS)] dated 28 January 2015
APRAST 4/2	that, APRAST recommend RASG-APAC to encourage States/Administrations that have not yet established an independent accident investigation authority to do so as soon as possible.	ICAO APAC Office State Letter [Ref. T 10/5.4- AP 016/15 (FS)] dated 28 January 2015
APRAST 4/3	that, APRAST recommend RASG-APAC to inform States/Administrations that the APAC-AIG can be consulted on matters relating to their plan to set up an independent accident investigation authority.	ICAO APAC Office State Letter [Ref. T 10/5.4- AP 016/15 (FS)] dated 28 January 2015
APRAST 4/4	that, APRAST recommend RASG-APAC to encourage States/Administrations to accept requests for observer participation when they are conducting investigations.	ICAO APAC Office State Letter [Ref.: T 10/5.5-AP 017/15 (FS)] dated 28 January 2015
APRAST 4/5	that, APRAST recommend RASG-APAC to encourage States/Administrations to invite investigators from other States/Administrations to join the training that they organise, in order to help raise the knowledge, skill and experience of investigators in the APAC region.	ICAO APAC Office State Letter [Ref.: T 10/5.5-AP 017/15 (FS)] dated 28 January 2015
APRAST 5/3	that, APRAST recommend RASG-APAC to encourage States/Administrations to consider joining the Asian Society of Air Safety Investigators (AsiaSASI).	ICAO APAC Office State Letter [Ref.: T 10/5.5-AP 017/15 (FS)] dated 28 January 2015