



International Civil Aviation Organization

**First Meeting of the APRAST – Accident Investigation Ad hoc Working Group
(APRAST-AIG AWG/1)**

(Bangkok, Thailand, 6-8 June 2012)

Agenda Item 6: Investigation Cooperation

**RASG-APAC GROUP OF EXPERTS ON ACCIDENT/INCIDENT
INVESTIGATION**

(Presented by Singapore)

SUMMARY

This paper highlights the European's experience in forging cooperative spirit among their investigators through formal networks and suggests the formation of a similar network for APAC investigators.

1. INTRODUCTION

1.1 The international nature of civil aviation and of aviation safety means that an accident/incident investigation will often involve the working together of government investigation officials from the State of Registry, the State of the Operator, the State of Design, the State of Manufacture, etc. These investigation officials need to work in a cooperative manner.

1.2 However, the cooperative spirit does not come automatically but needs to be encouraged and forged. An investigation is not the best time for the forging of the cooperative spirit. Such spirit needs to be cultivated during "peacetime" (i.e. outside the context of a specific investigation), through learning together, discussions, sharing and exchanging of experiences of and by the investigators and through understanding each other's investigative requirements and procedures.

1.3 To promote the cultivating of the cooperative spirit in peacetime, it is useful to have a structured and comprehensive framework for the accident/incident investigators to network.

2. DISCUSSION

2.1 The European are by far the most advanced, compared with the other regions, in terms of having a formal network of investigators. The 44-member European Civil Aviation Conference (ECAC) has a Group of Experts on Accident Investigation (ECAC-ACC) which aims to increase European synergies in the field of investigation with objectives to harmonise ECAC Member States' approach to

accident/incident investigation issues as well as to share European experience and know-how with the wider international aviation community. ECAC-ACC members meet twice a year and organise workshops regularly¹ to share investigation experiences, procedures and techniques. The more advanced ECAC-ACC members would render investigation assistance, both in terms of manpower as well as facilities, to members with limited investigation resources.

2.2 The 27-member European Union (EU) has also instituted under a EU law a formal European Network of Civil Aviation Safety Investigation Authorities (ENCASIA) to seek to strengthen the independence of the safety investigation authorities, to further improve the quality of investigations conducted by safety investigation authorities, and to encourage high standards in investigation methods and investigator training².

2.3 Singapore has been attending ECAC-ACC meetings as observers since 2008 and has also participated in some of the workshops that the ECAC-ACC organised. Singapore believes it is useful to have a similar and formal network structure for accident/incident investigators in the APAC region to enhance cooperation effectiveness and increase APAC synergies in the field of aircraft accident/incident investigation and thereby improve aviation safety.

3. ACTION BY THE MEETING

3.1 The meeting is invited to consider suggesting to the APRAST that:

- a) RASG-APAC form a Group of Experts on Accident/Incident Investigation (APAC-ACC) with representation from the air safety investigation authorities of all States/Administrations; and
- b) RASG-APAC encourage States/Administrations to actively take part in the activities organised by the APAC-ACC.

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— END —

¹ For example, ECAC-ACC organised two workshops on sea search of flight recorders in 2009 and 2010. It supported Singapore's hosting of a similar workshop in 2011 which was open to a number of States/Administrations in the APAC region.

² As there is a substantial overlap of the ECAC and EU memberships, ECAC-ACC and ENCASIA coordinate with each other to avoid duplication of efforts.