



*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)*

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**Agenda Item 6: Investigation Cooperation**

**RASG-APAC CODE OF CONDUCT ON COOPERATION  
RELATING TO CIVIL AVIATION ACCIDENT/INCIDENT  
INVESTIGATION**

(Presented by Singapore)

**SUMMARY**

This paper highlights how regional or international cooperation relating to civil aviation accident/incident investigation may contribute to the enhancement of aviation safety. The paper also encourages States/Administrations to pledge to a RASG-APAC Code of Conduct on investigation cooperation.

**1. INTRODUCTION**

1.1 At the 43<sup>rd</sup> Conference of Directors General of Civil Aviation, Asia and Pacific Regions, held in Bali in December 2006, there was fairly extensive discussion on the subject of investigation cooperation. France shared at the DGCA Conference a framework agreement of the European Civil Aviation Conference (ECAC) on investigation cooperation (*Code of Conduct on Cooperation in the Field of Civil Aviation Accident/Incident Investigation*).

1.2 The main aim of the ECAC Code of Conduct is to increase European synergy 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.

1.3 Encouraged by the discussion at the DGCA Conference, the 10 member States of the Association of Southeast Asian Nations (ASEAN) started a project in 2007 on investigation cooperation that led to the conclusion in May 2008 of an ASEAN Memorandum of Understanding on Cooperation relating to Aircraft Accident and Incident Investigation.

## 2. DISCUSSION

2.1 Structured and comprehensive accident investigations are essential for aviation safety. States/Administrations with limited means can still achieve effective and successful investigations with the participation and assistance of other States/Administrations. It is noted that while cooperation during an investigation is provided for in Annex 13 to the Convention on International Civil Aviation, such cooperation may be reinforced by a written commitment

2.2 ICAO has also been stressing the importance of regional investigation cooperation, particularly for States/Administrations with limited investigation resources. ICAO urges States/Administrations to obtain regional support if the required capabilities or resources for conducting safety investigations are not available. Such regional support pertains to the provision of mutual support in terms of complementary investigation facilities, equipment, manpower, skills and expertise, and covers also the areas of investigator training, observer attachment, and exchange of information

2.3 Given the continuous growth of the air transport industry, all States/Administrations have a common interest in expeditiously improving the level of aviation safety through investigation to find the root causes of accidents and incidents. Having a structured and comprehensive framework for air accident investigators to network and cooperate is one way to contribute to greater aviation safety enhancement.

2.4 Attached to this working paper is a draft *Code of Conduct on Cooperation Relating to Civil Aviation Accident/Incident Investigation* that may be referenced by the RASG-APAC. This draft can be further refined if the RASG-APAC decides to pursue such a written framework for accident/incident investigation cooperation.

2.5 A State/Administration which supports regional cooperation in this form of Code of Conduct will simply pledge its support by formally notifying the RASG-APAC of its acceptance of the text of the Code of Conduct. It will show its adherence to the Code of Conduct by voluntarily applying the terms of the Code of Conduct to other States/Administrations. However, such a framework document is not meant to be legally binding.

## 3. ACTION BY THE MEETING

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

- a) RASG-APAC consider the potential benefits of a written framework for regional investigation cooperation which will enhance aviation safety in the region;
- b) RASG-APAC encourage States/Administrations to pledge to the written framework for regional investigation cooperation, when finalised.