



**AFI PLANNING AND IMPLEMENTATION REGIONAL GROUP  
SIXTEENTH MEETING (APIRG/16)  
(Kigali, Rwanda 19-23 November 2007)**

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**Agenda Item 3: Global and Inter-Regional Activities**

**3.2: Global Aviation Safety:**

**Safety Data Monitoring and Analysis: Accident/Incident Data Reporting (ADREP System) -  
ECCAIRS**

(Presented by the Secretariat)

**SUMMARY**

This paper presents information on the reporting of accidents and incidents to the ICAO ADREP system and the use of the European Co-ordination Centre for Aviation Incident Reporting Systems (ECCAIRS), which is the software used by the ICAO ADREP system and was developed to facilitate the exchange of data between States and between States and ICAO. It also presents the ongoing efforts by ICAO to provide States with ECCAIRS, in order to increase the safety data available to ICAO and its Contracting States and facilitate data analysis.

Action by APIRG is in paragraph 4.

**1. INTRODUCTION**

1.1 In 1976, ICAO established the Accident/Incident Data Reporting (ADREP) system to collect information on accidents and incidents. From that time, the system has evolved to meet changes in information technology and the aviation industry. More recently, in 2004, ICAO adopted the ECCAIRS software developed by the Joint Research Centre of the European Union in Ispra, Italy, as its platform to operate the ADREP system. The ECCAIRS system was developed in close cooperation with ICAO with the aim of implementing taxonomies developed in ICAO to facilitate the exchange of occurrence data between States and between States and ICAO. Eventually, other organisations may also benefit from the use of ECCAIRS.

1.2 The ADREP system using the ECCAIRS common framework has the ability to collect accident and incident data in a uniform set of taxonomies so that such information can be timely analysed and shared between States and between States and ICAO. States may request data relating to past accidents and incidents for analysis purposes or for information purposes, which, inter alia, would help the State's investigating body identify potential similarities of the investigation being performed. As the

ADREP system develops and incorporate more incident data, it will become more comprehensive and enable States to better refine the performance of their Safety Programmes and benchmark it with global data.

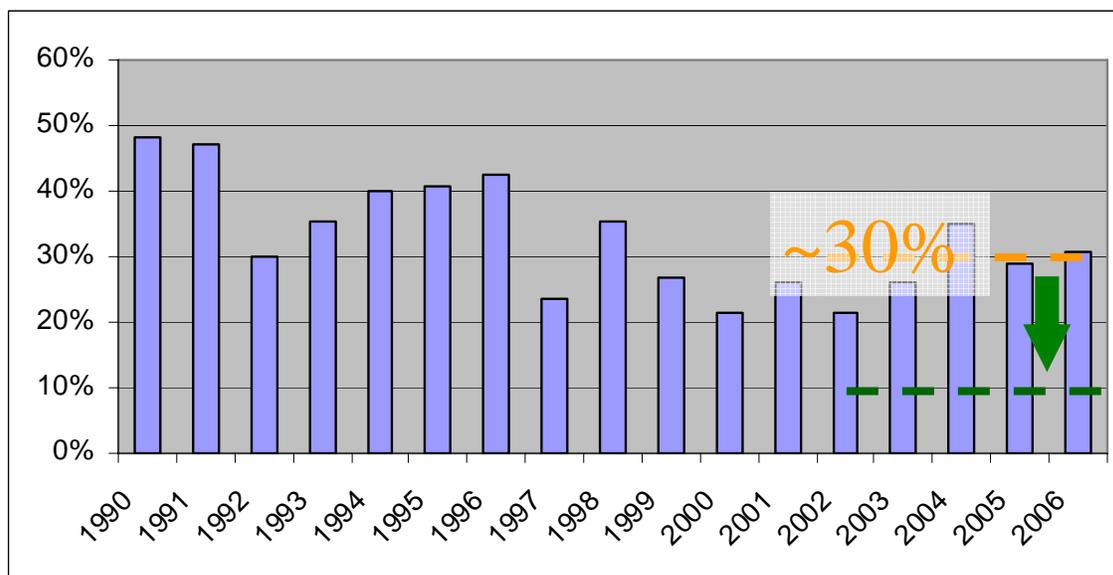
1.3 As of October 2007, some 40 States and 6 other organisations have installed the ECCAIRS software, providing them the capability to report occurrences into the ICAO ADREP system by means of the ECCAIRS software. This has permitted ICAO to have a more complete and up-to-date data set. States have also benefited, as they are no longer forced to manually complete the ICAO ADREP reporting forms. In addition, closer cooperation through electronic communications with data providers has improved the classification of occurrences. The attachment covers information regarding the current status of ECCAIRS implementation.

1.4 Having been designed to collect information on accidents and incidents, the ECCAIRS software should be used as part of a safety data collection system for the analysis of safety information, which is one of the tenets of safety management systems.

## 2. REPORTING CULTURE

2.1 A good safety culture is founded on a solid no-blame reporting culture. Currently, over 100 States worldwide notify ICAO of less than 75 per cent of reportable occurrences as per the provisions in Annex 13 — *Aircraft Accident and Incident Investigation*. Some 58 States notify ICAO of less than 25 per cent of reportable occurrences. In the Africa region the non-reporting of occurrences was calculated at 64 per cent with only 9 per cent of data reports logged on the ADREP system. The balance of the reports being either initial notification or preliminary reports.

2.2 The graph below depicts the global percentage of reportable occurrences in the ADREP system that have not been officially reported to ICAO by the State of Occurrence. An average of 30 per cent of the reportable occurrences are brought to ICAO's attention by media and other sources, and are not officially notified to ICAO by States. It is estimated that this number would have to reach below 10 per cent before ICAO can calculate reliable accident rates based on all accidents and not just those involving fatalities.



### 3. ICAO ACTION

3.1 In an attempt to ease of the process of reporting occurrences to the ICAO ADREP system, approximately 100 copies of the ECCAIRS software were distributed from Headquarters to the Regional Offices for distribution to States in the respective regions. Approximately 50 copies were further distributed to different parties during the 36th Session of the Assembly, in September 2007.

3.2 The NACC Regional Office has coordinated with ICAO Headquarters the delivery of training courses in Costa Rica and Mexico City, in March 2007 and June 2007 respectively. Further ECCAIRS training courses are planned for November and December 2007 in Guatemala, Jamaica and Dakar.

3.3 ICAO continues to provide the ADREP compatible ECCAIRS application (presently available in English, French and German only) to States upon request and will endeavour to continue providing training courses upon request from States. Host States, however, will need to cover the associated costs for the instructors. In this connection, Regional Directors are encouraged to have regional office staff attend ECCAIRS courses and become certified users of the ADREP/ECCAIRS system.

### 4. Action by APIRG:

4.1 The meeting is invited to:

- a) note the efforts undertaken by the Secretariat to encourage States to report accidents and incidents to the ICAO ADREP system as per Annex 13 provisions;
- b) continue to encourage States to use ECCAIRS or a compatible system as a safety data reporting tool and as part of their Safety Programmes on a no-blame principle;
- c) continue to coordinate the arrangements of ECCAIRS training courses in States with the Secretariat; and
- d) continue to encourage States to exchange safety data information.

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## APPENDIX A

## CURRENT STATUS OF ECCAIRS IMPLEMENTATION



# Status as of 11 October 2007

EU CAA's	Installed	Status	Operated by/Contact
Austria			
Belgium	Version 4.2	Operating	<a href="#">Kris Van Humbeeck</a>
Bulgaria			
Czech Republic	Version 4.2	Evaluating	<a href="#">Jiri Racek</a>
Cyprus 	Version 4.2.6 SP1 HF1	Evaluating	<a href="#">Tasoula Mappoura</a>
Denmark			
Estonia	Version 4.2	Operating	<a href="#">Vjatseslav Klusin</a>
Finland	Version 4.2	Operating	<a href="#">Mikael Haggblom</a>
France	Version 4.2	Operating	<a href="#">Jean-Marc Bittoun</a>
Germany	Version 4.2	Operating	<a href="#">Thomas Kuchenbuch</a>
Greece	Version 4.2	Evaluating	<a href="#">Nikos Pouliezos</a>
Hungary			
Ireland	Version 4.2	Operating	<a href="#">Mark Kane</a>
Italy	Version 4.2.6 SP1 HF1	Operating	<a href="#">Alfonso Izzo</a>
Latvia	Version 4.2.6 SP1 HF1	Operating	<a href="#">Uldis Gailis</a>
Lithuania	Version 4.2	Operating	Virgilijus Danilevicius
Luxembourg	Version 4.2	Operating	<a href="#">Jean Claude Medernach</a>
Malta			
Netherlands	Version 4.2.6 SP1 HF1	Operating	<a href="#">Astrid van Eeten</a>
Poland	Version 4.2.6 SP1 HF1	Operating	<a href="#">P. Kaczmarczyk</a>
Portugal	Version 4.2	Operating	<a href="#">Vasco Morao</a>
Romania			
Slovak Republic	Version 4.2	Evaluating	Maros Jancula
Slovenia			
Spain	Version 4.2	Evaluating	
Sweden 	Version 4.2 SP1 HF1	Operating	<a href="#">Asa.Lundstrom</a>

United Kingdom	Version 4.2	Evaluating	<a href="#">Lesley Skibinska</a>
EU AIB's	Installed	Status	Operated by/Contact
Austria	Version 4.2	Operating	<a href="#">Martin Veit</a>
Belgium			
Bulgaria			
Czech Republic	Version 4.2	Operating	<a href="#">Jan Zelinka</a>
Cyprus			
Denmark	Version 4.2.6 SP1	Operating	<a href="#">Martin Puggaard</a>
Estonia	Version 4.2	Operating	Tonu Ader
Finland			
France	Version 4.2.6 SP1 HF1	Operating	<a href="#">Philippe Durgeat</a>
Germany	Version 4.2.6 SP1 HF1	Operating	<a href="#">Frank Goeldner</a>
Greece			
Hungary	Version 4.2	Operating	<a href="#">Laszlo Meszaros</a>
Ireland	Version 4.2	Evaluating	<a href="#">Graham Liddy</a>
Italy			
Latvia			
Lithuania			
Luxembourg			
Malta			
Netherlands			
Poland			
Portugal			
AIB Romania	Version 4.2	Operating	<a href="#">Catalin Radu</a>
Slovak Republic			
Slovenia			
Spain	Version 4.2	Operating	<a href="#">F. Rodriguez Maillo</a>
Sweden			
United Kingdom			
EU ANSP's	Installed	Status	Operated by/Contact
Austria			
Belgium			
Bulgaria			
Czech Republic			
Cyprus			
Denmark			

Estonia			
Finland			
France			
Germany (DFS)	Version 4.2	Operating	<a href="#">Heino Kuester</a>
Greece			
Hungary			
Ireland			
Italy			
Latvia			
Lithuania			
Luxembourg			
Malta			
Netherlands			
Poland			
Portugal			
Romania			
Slovak Republic			
Slovenia			
Spain			
Sweden			
United Kingdom			
Non EU Auth./AIB/CAA/ANSP	Installed	Status	Operated by/Contact
AIB Australia	Version 4.2	Evaluating	<a href="#">Joe Motha</a>
AIB Brazile	Version 4.2	Operating	<a href="#">Fernando Camargo</a>
AIB Iceland	Version 4.2	Operating	<a href="#">Thorkell Agustsson</a>
AIB Mexico	Version 4.2.6 SP1 HF1	Operating	P.A. Jorge A. Garcia Gallegos
AIB Singapore	Version 4.2	Evaluating	Michael Toft
AIB Switzerland	Version 4.2	Operating	
CAA Cameroon	Version 4.2	Evaluating	Léopoldine N Eloundou
CAA Canada	Version 4.2	Evaluating	Sherry Sunstrum
CAA Costa Rica	Version 3.5	Evaluating	Phil Giles
CAA El Salvador	Version 4.2.	Operating	<a href="#">Marcos Paredes</a>
CAA Iceland <del>SP1</del>	Version 4.2.6 SP1 HF1	Operating	<a href="#">Yngvi Rafn Yngvason</a>
CAA Norway	Version 4.2.6 SP1 HF1	Operating	<a href="#">Cato Sætermo</a>
CAA South Africa	Version 4.2	Operating	<a href="#">Tony Reddy</a>

CAA Switzerland	Version 4.2	Operating	
CAA Tunisia	Version 4.2	Operating	<a href="#">Samir Arfaoui</a>
<b>Others</b>	<b><u>Installed</u></b>	<b><u>Status</u></b>	<b><u>Operated by/Contact</u></b>
EUROCONTROL-EEC	Version 4.2	Evaluating	<a href="#">Florin Cioran</a>
JRC	Version 4.2 SP1 HF1	Operating	<a href="#">Wietse Post</a>
NLR	Version 4.2	Operating	<a href="#">Gerard van Es</a>
EASA	Version 4.2 SP1 HF1	Operating	<a href="#">Reinhard Menzel</a>
ICAO	Version 4.2	Operating	<a href="#">Yuri Fattah</a>
WHO-WFP	Version 4.2	Operating	Flight safety Unit: Mario Sibia

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