



## DIRECTORS GENERAL OF CIVIL AVIATION-MIDDLE EAST REGION

**First Meeting (DGCA-MID/1)**  
*(Abu Dhabi, UAE, 22-24 March 2011)*

---

### Agenda Item 5: Aviation Safety Issues

#### REGIONAL STRATEGY FOR COLLECTION OF SAFETY DATA

(Presented by the ICAO Secretariat)

##### SUMMARY

This paper proposes a regional strategy for using ADREP compatible systems such as European Co-ordination Centre for Aviation Incident Reporting Systems (ECCAIRS) to capture data for Safety Management Systems (SMSs) and State Safety Programmes (SSPs).

Action by the meeting is in paragraph 3.

### 1. INTRODUCTION

1.1 The collection, sharing and analysis of accident and serious incident data is a corner stone of aviation safety today and one of the primary reasons that international civil aviation has been able to achieve and maintain its current levels of safety. The global accident rate trend is levelling off. Current safety initiatives will not yield the increased safety benefits that the travelling public has seen in the past and expects in the future. Safety will need to be managed at a different level and with a different approach than the current system which is primarily through reacting to accidents and incidents.

1.2 This was recognized by the contracting States of ICAO that adopted safety management standards in all operational aviation sectors. The specific requirements of the safety management standards enable both States and the operators within their responsibility to better manage risk through the implementation of State Safety Programme and Safety Management Systems, respectively.

### 2. DISCUSSION

#### *Safety Management in Mid Region*

2.1 The States in the Middle East Region have embraced and invested significant resources in both SSP and SMS. That is evident amongst other things by the many SSP and SMS courses provided by ICAO on request from the States in the Region.

2.2 Turning that investment into a safety and aviation benefit requires the collection and analysis of safety data beyond the requirements of Annex 13. Safety data fuels the safety management mechanism. The more data there is and the more easily it flows; the more accurate the analysis, and the more efficient the use of limited safety resources. It is therefore, of significant advantage to the SSP if all safety data within a State is collected through a common or compatible system.

### ***Safety Data Systems in the Market***

2.3 The European Commission (EC) has developed a safety data system called ECCAIRS. This system is the only one known to be compliant with the ADREP taxonomy required for sharing accident and serious incident data as laid out in ICAO Annex 13 chapter 8. This system is also provided for free by the EC to all ICAO Member States.

2.4 While ICAO strongly recommends that all Member States consider using ECCAIRS, there are instances where States choose not to implement ECCAIRS, such as in the United States where an existing legacy system exists. It's to be highlighted that, States that do not implement ECCAIRS are still obligated to provide safety data on accidents and serious incidents as defined in Annex 13 in the ADREP format.

2.5 The States of the Middle East Region have shown strong interest and commitment to the development and implementation of a regional safety strategy. It is clear that the success of such a strategy relies on safety data. While there is currently no specifically identified need for safety data beyond the scope of Annex 13 to be shared between States and ICAO, it is clear that such a requirement may be identified by the DGCAs of the Region in the future. It is therefore, recommended that all States in the Region share information about the safety data system they intend to use in their respective SSPs.

2.6 ICAO will collect such information and provide training opportunities for States that choose to implement ECCAIRS.

### ***Collection of Safety Data by Mid Region***

2.7 The collection of safety data is critical to the implementation of SSP and SMS in aviation. It is emphasized that the collection of data should be implemented by States in a manner compatible with the ADREP taxonomy as developed by ICAO. The ECCAIRS software developed by the European Commission (EC) and made available to all ICAO Member States for free is the only safety data application that currently implements the ADREP taxonomy.

## **3. ACTION BY THE MEETING**

3.1 The meeting is invited to:

- a) note the information contained in this paper;
- b) urge Middle East States to implement ECCAIRS for collecting safety data;
- c) encourage Middle East States to share the safety data, which is beyond the scope of Annex 13; and
- d) encourage Middle East States to attend ECCAIRS training course organized by ICAO at the Middle East Regional Office in Cairo 10-14 July 2011.