



International Civil Aviation Organization

**Asia Pacific Regional Aviation Safety Team - Second Meeting of the
Accident Investigation Ad hoc Working Group (APRAST-AIG AWG/2)**
(Macao, China, 6-7 September 2012)

Agenda Item 3: Development of an Action Plan to improve the accident/incident investigation capability in the APAC region

REGIONAL CONFIDENTIAL AVIATION INCIDENT REPORTING SYSTEM

(Presented by Singapore)

SUMMARY

This paper discusses some of the actions and challenges necessary in the implementation and administration of a Regional Confidential Aviation Incident Reporting (CAIR) System.

1. INTRODUCTION

1.1 Paragraph 8.2 of Annex 13 to the Convention on International Civil Aviation requires States to establish a voluntary incident reporting system to facilitate the collection of information on actual or potential safety deficiencies that may not be captured by the mandatory incident reporting system required by paragraph 8.1 of Annex 13.

1.2 Such a voluntary incident reporting system is typically implemented in the form of a Confidential Aviation Incident reporting (CAIR) system. However, many States/Administrations have yet to implement such a voluntary incident reporting system because of resource constraint. Such constraint may be overcome if there is a regional CAIR system that the States can affiliate themselves to, thus relieving them of much of the work needed for setting up a CAIR system themselves.

2. DISCUSSION

2.1 This paper presents some areas of concern and challenges in the implementation and administration of a Regional CAIR system.

2.2 Creating and hosting a Regional CAIR system

2.2.1 It would be appropriate for the ICAO APAC Office to take ownership of the Regional CAIR system.

2.2.2 The ICAO APAC Office can make arrangement for a State/Administration or a regional/international organisation or an industry partner to volunteer to host/administer the Regional CAIR system, which should be a secured electronic input system to make it easy for CAIR reports to be submitted and to ensure confidentiality.

2.2.3 The website of the ICAO APAC Office should have information on the Regional CAIR system and provide a web link to the host/administrator of the Regional CAIR system.

2.3 **Affiliation to the Regional CAIR System**

2.3.1 Any State/Administration who wishes to make use of the Regional CAIR system should enter into a formal arrangement with the ICAO APAC Office to set out the terms of the affiliation and identify a point of contact of the State/Administration.

2.3.2 The States using the Regional CAIR system will have to implement legislation, policies and procedures regarding the use of the Regional CAIR system.

2.4 **Following up with reports**

2.4.1 The State/Administration hosting/administering the Regional CAIR will:

- (a) Follow up with the parties concerned to close the safety loop in respect of each Regional CAIR report submitted;
- (b) Maintain the Regional CAIR database;
- (c) Provide regular statistics reports to the ICAO APAC Office and user States/Administrations of the Regional CAIR system.

2.5 **Legal Protection**

2.5.1 Although ICAO would like States/Administrations to have legislation for the protection of information gathered through a CAIR system and of the identity of the reporters, ICAO does not yet have specific guidelines for such legislative provisions that States/Administrations may adopt or adapt. Until such guidelines are available, States/Administrations which wish to make use of the Regional CAIR system must be aware that the protection of the Regional CAIR information and identify of the reporters will only be by means of procedural de-identification by the volunteer State/Administration hosting/administering the system.

3. **ACTION BY THE MEETING**

3.1 The meeting is invited to:

- a) Recommend ICAO APAC Office to consider taking ownership of a Regional CAIR system;
- b) Recommend ICAO APAC Office to nominate a volunteer State/Administration to host and administer the Regional CAIR system; and
- c) Encourage States/Administrations which do not have a CAIR system and do not plan to develop such a system to make use of the Regional CAIR System.