



STA/10-WP/44
25/11/09

TENTH SESSION OF THE STATISTICS DIVISION (STA/10)

Montréal, 23 to 27 November 2009

DRAFT REPORT ON AGENDA ITEM 11

The Plenary, on 26 November 2009, approved the draft report on Agenda Item 11.

Agenda Item 11: Aircraft accidents and safety analysis**Reference and Use of the Integrated Statistical Database (ISDB) for Safety Data Analyses (WP/22)****11.1 DOCUMENTATION**

11.1.1 WP/22 explained that in order to measure the progress of ICAO toward the achievement of the Strategic Objective of Safety, traffic exposure data extracted from the ICAO Integrated Statistical Database (ISDB) were linked to occurrence data from the European Coordination Centre for Accident and Incident Reporting Systems (ECCAIRS), and then associated with the Universal Safety Oversight Audit Programme (USOAP) databases in order to carry out more in-depth safety analysis. The ISDB played a significant role by housing the data collected from States through the Statistics Programme. Due to its extended reference files categories, the information contained in one table could be related to that contained in another one, enabling a wider range of analysis. The paper dealt with the links between the ISDB, ECCAIRS and the USOAP databases and established the need to harmonize references using standardized coding structures, with a view to enabling the conduct of meaningful aircraft safety analyses for the Organization.

11.2 DISCUSSION

11.2.1 The Division noted that during 2009 there had been some restructuring within the Air Navigation Bureau and that now the aircraft accident and incident database was under the responsibility of the newly created Integrated Safety Management Section (ISM).

11.2.2 The Observer from EASA suggested that ICAO may wish to set-up as a matter of urgency an ad-hoc working group to up-date the taxonomy of the ADREP system which was now seriously overdue. In this context, the Division noted that one of the priorities of the new Section was to manage and publish a new edition of the ADREP taxonomy in 2010.

11.2.3 Also, in view of the importance accorded by Council the ability of measuring the achievement of the Strategic Objectives of the Organization on safety, the Division adopted the following Recommendation:

Recommendation 11/1**The Division Recommends that:**

As a matter of urgency ICAO should complete its work on the harmonization of the standardized coding systems used in databases required for aircraft safety analyses.

Aircraft accidents and serious incidents (WP/23)**11.3 DOCUMENTATION**

11.3.1 WP/23 informed that ICAO currently endorsed the use of ECCAIRS by Contracting States to capture accident and incidents data. It was also noted that the coverage of accidents and serious incidents not officially reported to ICAO by the States of occurrence averaged around 32 per cent of total. Consequently, data pertaining to fatal accidents, other accidents and serious incidents were collected from other sources like the media, industry, insurance data etc. Serious incidents data were more difficult to gather from other sources and ICAO was dependent on incident information being reported by the Contracting States. Incidents data were critical to the safety analysis function and process of ICAO. In order to increase the coverage of notification and reporting of accidents and serious incidents, to facilitate the verification and validation of the ADREP database and improve the safety analysis function, STAP/14 recommended the introduction of a new Air Transport Reporting Form (Form GS) to collect civil aircraft accidents and serious incidents on an annual basis.

11.4 DISCUSSION

11.4.1 The Division noted that the draft reporting form appearing in Appendix C to WP/23 had been developed on the basis of a now outdated ADREP standard. Recognising the importance of the proposed data collection to supplement and validate the safety data reported by States, the Division agreed in principle to adopt the new reporting form subject to a careful review by the Secretariat to ensure it meets current aircraft accident/serious incident reporting requirements. On this basis, the Division adopted the following Recommendation:

Recommendation 11/2**The Division Recommends that:**

- a) ICAO should introduce new Air Transport Reporting Form GS — Accidents and serious incidents of civil aircraft – Commercial operators to be submitted by Contracting States on a yearly basis; and
- b) ICAO review the proposed Form GS for consistency with the ADREP current standards before it is adopted by the Council.
