

ECCAIRS 2 Programme International deployment

Annex 13 reporting and national safety data management



ECCAIRS 2

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Your safety is our mission.

Aviation safety and occurrence reporting

Aviation safety depends on the systematic collection and analysis of safety information. Structured reporting turns individual events into evidence for prevention

- Occurrence data helps authorities identify emerging risks, analyse trends and understand contributing factors.
- Reliable information supports accident and incident investigations and helps improve safety oversight.
- **ICAO Annex 13** addresses aircraft accident and incident investigation, including notification and ADREP reporting.
- **ICAO Annex 19** addresses safety management, including national systems for collecting and analysing safety data.
- Both frameworks call for clear processes and reliable national databases.

ECCAIRS 2 and the ICAO initiative

ICAO's State Letter AN 2/30-25/42 of 15 April 2025 introduced ECCAIRS 2 and three options for States to meet their Annex 13 reporting requirements.

ECCAIRS 2 is the aviation occurrence reporting and safety data management platform developed and operated by EASA.

- The platform supports the ICAO ADREP taxonomy and extends its capabilities through additional data structures and local customisation.
- Authorities can collect and manage occurrence records, query their data and exchange relevant safety information.
- A centrally managed cloud service replaces local installations and decentralised technical maintenance.
- EASA maintains the platform, manages security and updates the taxonomy.

ECCAIRS 2 under Annex 13 and Annex 19

The same platform supports different operational needs, with access and functionality adapted to the authority's reporting scope.

Annex 13: investigation authorities

- Record and manage accident and incident data using ADREP, including follow-up information.
- Submit notifications, preliminary reports and accident or incident data reports to ICAO.
- Use a dedicated database for advanced management, customisation and analysis of investigation data.

Annex 19: national safety reporting

- Collect stakeholder reports in a national environment for mandatory and voluntary occurrence reporting.
- Manage reporting organisations, validate records and analyse data to identify hazards and safety trends.
- Support the State Safety Programme through structured data management, alongside Annex 13 reporting.

Three options for reporting to ICAO

States can use ICAO's reporting environment, request their own ECCAIRS 2 instance or connect an existing national system.

Option	Access and purpose	Conditions and coordination
1. ICAO ECCAIRS 2 Basic	Submit and manage the State's Annex 13 reports in ICAO's reporting environment.	Free of charge. ICAO coordinates State access and reporting support.
2. Dedicated ECCAIRS 2 instance	Own authority database with advanced management and customisation for Annex 13 or Annex 19.	EASA Service Agreement and annual subscription on a cost recovery basis.
3. Existing national system	Keep the national system and submit Annex 13 reports to ICAO through APIs (machine-to-machine).	Free ICAO reporting access. ICAO coordination, with EASA technical support.

A dedicated instance for the authority

A Service Agreement with EASA provides a dedicated environment and an annual subscription reflecting the service scope and usage, on a cost recovery basis.

Advanced Annex 13 capabilities

- ✓ Maintain an accident and incident database, with custom data-entry views and taxonomy extensions.
- ✓ Control access and permissions, validate records and manage follow-up information.
- ✓ Query and export safety data, and report records to ICAO.

Additional Annex 19 capabilities

- ✓ Operate a dedicated reporting portal and manage the authority's reporting organisations.
- ✓ Create reporting forms for stakeholder submissions through online forms, smart PDFs or APIs.
- ✓ Configure national workflows, notifications and user roles.

ICAO implementation support

ICAO's implementation packages help States establish the procedures and organisational capabilities needed to use safety information effectively.

Available: Annex 13 ADREP iPack

- ✓ Review Annex 13 requirements, national procedures and implementation gaps.
- ✓ Define responsibilities and coordination for notification and ADREP reporting.
- ✓ Explain the ADREP taxonomy, data quality, staffing and training needs.
- ✓ Include basic ECCAIRS 2 use for reporting Annex 13 data to ICAO.

Under discussion: Annex 19 iPack

- ✓ ICAO and EASA are discussing further support for national safety data collection and management under Annex 19.
- ✓ ECCAIRS 2 could provide an optional technical solution supporting this implementation.
- ✓ The scope and delivery arrangements remain under discussion.

International deployment: current status

The programme initially prioritised deployment across EASA Member States. International participation has expanded as this rollout progressed.

- ✓ The United Kingdom joined the programme, with UK CAA production operations starting in May 2025.
- ✓ EASA is discussing dedicated ECCAIRS 2 instances with a number of authorities worldwide.
- ✓ ICAO's free Annex 13 reporting service is operational and available to States through ICAO's access process.
- ✓ ICAO coordinates the free reporting options. EASA coordinates subscriptions and onboarding for dedicated authority instances.
- ✓ ICAO supports implementation through guidance, workshops and the ADREP iPack.

Contacts and onboarding

Authorities can select the access route that matches their reporting needs and discuss the appropriate implementation approach with ICAO or EASA.

ICAO Annex 13 reporting

For access to ICAO's reporting environment, reporting guidance or connection of an existing national system, contact ICAO.

ADREP@icao.int
eccairs.icao.int

Dedicated ECCAIRS 2 instance

For a demonstration, subscription conditions and the Service Agreement, contact the EASA ECCAIRS 2 team.

eccairs2@easa.europa.eu

EASA onboarding capacity is limited. Requests are prioritised and scheduled according to demand, authority readiness and available resources.

Thank you for your attention!

Customisation and Integration

Although centrally operated, ECCAIRS 2 allows extensive customisation for each authority

- Authorities can configure:
 - custom reporting forms
 - local taxonomy extensions
 - user roles and permissions
 - customised workflows and views
 - local reference databases
- Integration capabilities include:
 - powerful APIs for integration with Safety Management Systems
 - machine-to-machine reporting
 - support for E5X reporting standards

Service Agreement

- Authorities join the programme through a **Service Agreement** with EASA
- The agreement covers:
 - ✓ *platform access*
 - ✓ *onboarding and training*
 - ✓ *operational support*
 - ✓ *infrastructure and security management*
 - ✓ *continuous development of the platform*
- The Service Agreement comes with some costs and is scalable iaw 4 different tiers, depending on scope and volume of the reporting
- Onboarding includes technical setup and training of administrators and users

How to Join the Programme

- The onboarding process typically includes the following steps:
 1. *Initial contact with EASA*
 2. *System demonstration*
 3. *Assessment of the authority's reporting needs*
 4. *Definition of onboarding approach*
 5. *Signature of the Service Agreement*
 6. *Technical implementation and training*
- Onboarding is prioritised based on available EASA capacity and the readiness of participating authorities.