International Civil Aviation Organization

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WORKING PAPER

ACCIDENT INVESTIGATION AND PREVENTION (AIG) DIVISIONAL MEETING (2008)

Montréal, 13 to 18 October 2008

Agenda Item 4: Management of safety data and representation

ANALYSIS AND REPRESENTATION OF SAFETY DATA

(Presented by the Secretariat)

SUMMARY

This paper discusses management and representation of safety data in order to avoid potential misunderstandings in the interpretation of the safety data.

Action by the meeting is in paragraph 3.

1. INTRODUCTION

1.1 There is a number of different and seemingly disparate ways in which safety data is analysed and represented. This may lead to a variety of interpretations being derived from this information.

2. DISCUSSION

2.1 The International Civil Aviation Organization (ICAO) has established a Safety Indicators Study Group (SISG) to provide the resources to support an annual review of the Accident/Incident Data Reporting (ADREP) data, in-depth analysis and the dissemination of the results to States.

2.2 There have also been efforts between the industry and ICAO to develop common taxonomies and definitions for aviation accident and incident reporting systems. The CAST/ICAO Common Taxonomy Team (CICTT) is in charge of developing common taxonomies and definitions intended to improve the aviation community's capacity to focus on common safety issues. Consequently, the necessary changes have been made in ADREP 2000 taxonomies in order to form the core of international standards for worldwide aviation safety data and information exchange.

2.3 Adoption and increased use of ICAO ADREP/European Co-ordination Centre for Aviation Incident Reporting System (ECCAIRS) or a compatible system to capture safety data aiming at facilitating the exchange of safety information between States and between States and ICAO will enhance

a common approach for safety analysis and thereby, improving the quality of information and communication.

2.4 As a result, ICAO has developed a mature and well established framework for common taxonomies with all stakeholders. This provides unique opportunity for developing standard analytical methodologies, including the selection of parameters in order to enable stakeholders to compare safety information.

2.5 At the same time, it is important for all stakeholders to provide better transparency by properly indicating the parameters used for analysis and representation of safety data.

2.6 There have been occasions where safety data are presented to the public and/or the aviation industry in which the parameters are not properly defined. The analysis of such data may cause confusion in the interpretation as there might be a disparity between the different sets of safety data. To mitigate this problem, especially during the presentation of safety data, the parameters referred to need to be defined in a clear way in order that the audience may be able to distinguish what is presented in relation to other safety data available in the industry.

3. ACTION PROPOSED

3.1 The meeting is invited to approve the recommendations in the Appendix, which include:

a) recommending States to use ADREP/ECCAIRS or a compatible system to collect, analyse and share safety data; and

b) recommending States to have publications on safety data accompanied by a clear description of the data sampled and parameters used.

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APPENDIX

RECOMMENDATIONS OF THE MEETING

With the goal to facilitate the exchange of safety data between States and between States and ICAO, the AIG/08 recommends that States implement the ADREP/ECCAIRS or a compatible system to operate their safety database.

Aiming at avoiding potential misunderstandings in the interpretation of safety data, the AIG/08 recommends that States ensure that all publications of safety data be accompanied by a clear description of the data sampled, its origin and the parameters used.

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