INTERNATIONAL CIVIL AVIATION ORGANIZATION

Eighth Meeting of the Africa-Indian Ocean Regional Aviation Safety Group
(RASG-AFI/8)

Kigali, Rwanda, 7 - 11 November 2022

Agenda Item 3:   3.3. Other Safety Initiatives

Web based non-punitive voluntary and confidential safety deficiency reporting system

(Presented by Nigeria)

SUMMARY
This paper presents the efforts made by the Nigerian Civil Aviation Authority (NCAA) in developing a web-based non-punitive voluntary and confidential safety deficiency reporting system. This provides the opportunity to capture safety deficiencies that may not be captured by mandatory incident reporting system. The objective is to improve safety in the current aviation system.

Action by the Meeting: As contained in item 3

Related Strategic Objective:	This paper is related to ICAO Strategic Objective A: Aviation Safety

1.0 INTRODUCTION

1.1 Safety Reporting Systems (SRS) are systems that receive, process and analyze voluntarily submitted incident reports from aviators and non-aviators.

1.2 SRS is important for the continuing effort by CAAs, industry, and individuals to maintain and improve aviation safety.

1.3 The objective of SRS is to identify system deficiencies, and issue alerting messages to persons in a position to correct them. Data generated from repositories of such systems can help in analysis that will ultimately provide not only reactive, but prescriptive and predictive mitigating measures. This will ultimately enhance safety in air navigation

1.4 The Nigerian Civil Aviation Authority, NCAA, has developed a web-based non-punitive, voluntary and confidential reporting and safety data collection and processing system to facilitate collection of information on actual or potential safety deficiencies in the Nigeria aviation industry.

2.0 DISCUSSIONS

2.1 Experience and studies has shown that accidents are often preceded by safety-related incidents and deficiencies thereby revealing the existence of safety hazards. Therefore, safety data is an important resource for the detection of potential safety hazards. While the ability to learn from an accident is crucial, purely reactive systems have been found to be of limited use in continuing to bring forward improvements.

2.1 Reactive systems should be complemented by proactive systems, which use other types of safety data, to make effective improvements in aviation safety.

Regulatory Framework

2.3 Nig. CARs Part 20.4.1.2, which is the domestication of the provisions of the recommendations contained in ICAO Annex 19 (5.1 to 5.4), requires NCAA to establish a non-punitive voluntary incident reporting system to facilitate collection of information on actual or potential safety deficiencies that may not be captured by the mandatory incident reporting system. Part 20.4.2.1; requires the Authority to establish and maintain a safety database to facilitate the effective analysis of information on actual or potential safety deficiencies obtained, including that from its incident reporting systems, and to determine any actions required for the enhancement of safety.

2.4 To fulfil the above regulatory requirement and to also promote the Just Culture principle, NCAA, developed the Non-Punitive, Voluntary and Confidential Reporting System Software (NCVRSS), a web-based tool. This tool will enable all persons, aviators and non-aviators alike, to report any safety deficiency noticed.

Types of voluntary reporting of the NCVRSS

2.5

I. Confidential: *This is a type of report, where the reporter provides their identity to NCAA, but do not want it to be disclosed. The reporting person will therefore be de-identified.*
II. Voluntary: *This is a type of report, where the reporter provides their identity and do not object to their identity being disclosed by NCAA.*
III. Anonymous: *This is the type of report, where the identity of the reporter is not provided to NCAA.*

2.6 The safety deficiency report received from the NCVRSS will be assigned to Subject Matter Experts who will be responsible for their assessment via the Safety Data Collection and Processing Systems (SDCPS) software. The SDCPS software is only accessible to concerned NCAA staff.

2.7 The active involvement of all stakeholders in promoting the reporting of safety deficiencies will go a long way in improving safety, efficiency and regularity in aviation.

2.8 NCAA will embark on awareness campaigns to urge all stakeholders and members of the public to be advocates and ambassadors for the promotion of the reporting of safety deficiencies noticed.

2.9 The website for the reporting of safety deficiencies is https://sdcps.ncaa.gov.ng

2.10 Non-punitive voluntary safety reporting is designed to stimulate the free and unrestricted flow of information concerning deficiencies and discrepancies in the aviation system. It is intended to ensure the safest possible system by identifying and correcting unsafe conditions before they lead to accidents.

3.0 ACTION BY MEETING

3.1 The meeting is invited to note the information in the paper and urge States to develop and implement a Non-punitive, Voluntary and Confidential reporting System for the enhancement of safety in aviation.

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