



*International Civil Aviation Organization*

**First Meeting of the APRAST – Accident Investigation Ad hoc Working Group  
(APRAST-AIG AWG/1)**

*(Bangkok, Thailand, 6-8 June 2012)*

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**Agenda Item 7: Voluntary and Non-Punitive Incident Reporting**

**CONFIDENTIAL AVATION INCIDENT REPORTING SYSTEM**

(Presented by Singapore)

**SUMMARY**

This paper encourages States/Administrations to set up a voluntary, non-punitive aviation incident reporting system.

**1. INTRODUCTION**

1.1 States are required under Standard 8.1 of Annex 13 to the Convention on International Civil Aviation to have a mandatory incident reporting system whereby safety data related to significant events and service difficulties, including accidents and serious incidents, are reported to the safety authorities. It has been recognised that safety data related to incidents should also be collected for safety analysis. The collection of such data was encouraged by ICAO through Recommendation 8.2 of Annex 13 which pertained to the establishment of a voluntary, non-punitive incident reporting system. The non-punitive feature is usually ensured by making such a system a confidential reporting system. For the purpose of this paper, a voluntary, non-punitive incident reporting system will be referred to as a confidential aviation incident reporting (CAIR) system.

1.2 Recommendation 8.2 has been upgraded by ICAO to a Standard since 18 November 2010.

**2. DISCUSSION**

2.1 The upgrading of Recommendation 8.2 to a Standard shows the importance that ICAO attaches to incident data collection. This is an illustration of the shift in modern safety management practices from a reactive to a more proactive approach.

2.2 Voluntary incident reporting systems complement mandatory reporting systems. Besides the safety lessons learnt through accidents or serious incidents investigations, the causal and contributory factors associated with incidents also merit attention by safety professionals. A CAIR programme provides a channel for the reporting of aviation incidents and safety deficiencies while protecting the

reporter's identity. People are generally more willing to share their safety observations and problems if they are assured that their identities will remain confidential. Such a system facilitates the disclosure of actual or potential hazards, especially those that have a human factors dimension.

2.3 CAIR systems implemented by States/Administrations typically ensure confidentiality by a robust report processing and data de-identification system. However, this is deemed insufficient by ICAO, which expects States to put in place legislation to ensure confidentiality. Legislative protection is an issue currently looked into by an ICAO Safety Information Protection Task Force. It is hoped that the Task Force will have outcomes that address the assurance of confidentiality for a CAIR system. .

2.4 It is not certain that CAIR systems established by States/Administrations that do not have a sizable air transport industry will receive many reports. It may be unduly burdensome or costly for such States/Administrations to maintain their own CAIR systems. An alternative that may be considered is for a regional CAIR system to cater to the needs of such States/Administrations.

### 3. ACTION BY THE MEETING

3.1 The meeting is invited to consider suggesting to APRAST that:

- a) RASG-APAC note that the requirement for the establishment to a CAIR system is now an ICAO Standard;
- b) RASG-APAC encourage States/Administrations to implement a CAIR system; and
- c) RASG-APAC request States/Administrations to indicate if they have an immediate plan to establish a CAIR system, and if they are interested in subscribing to a regional CAIR system.

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