



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)

Agenda Item 7: Voluntary and Non-Punitive Incident Reporting

**INTERNATIONAL CONFIDENTIAL AVIATION SAFETY
SYSTEMS GROUP**

(Presented by Australia / Australian Transport Safety Bureau and Singapore)

SUMMARY

The International Confidential Aviation Safety Systems (ICASS) is an informal group of States/Administrations that have implemented independent, voluntary and non-punitive confidential aviation incident reporting systems pursuant to ICAO Annex 13 Standards and Recommended Practices. This paper looks into the role of the ICASS Group.

1. INTRODUCTION

1.1 The International Confidential Aviation Safety Systems (ICASS) is an informal group, formed in 1988 by States/Administrations that have implemented independent, voluntary and non-punitive confidential aviation incident reporting (CAIR) systems pursuant to ICAO Annex 13 Standards and Recommended Practices. The Group has since been recognised by the ICAO as the source for assisting other States/Administrations globally that are interested in creating CAIR systems within their own aviation systems. States/Administrations are encouraged to initiate and operate systems similar to those used by the ICASS members. The voluntary reporting system became a Standard in Annex 13 on 18 November 2010.

1.2 Whether a State/Administration has established and implemented a CAIR system is one of the protocol questions in the ICAO Universal Safety Oversight Audit Programme (USOAP). The USOAP audit results showed that 24 out of 34 States/Administrations in the APAC region had not established or implemented such a voluntary occurrence reporting system to facilitate the collection of information that may not be captured by a mandatory incident reporting system.

2. **DISCUSSION**

2.1 The ICASS Group promotes confidential reporting systems as an effective method of enhancing flight safety in commercial air transport and general aviation operations. The principal objectives of the ICASS Group are:

- To provide advice and assistance in the start-up and operation of a confidential reporting system;
- To facilitate the exchange of safety related information between independent confidential aviation reporting systems; and
- To identify solutions to common problems in the operation of such systems.

2.2 There are currently 13 members in the ICASS Group. The programmes that they administer are listed in Attachment I.

2.3 The ICASS members meet annually to coordinate and compare information concerning worldwide aviation safety gathered by their programmes. In addition, any challenges or issues relating to voluntary confidential reporting programme can also be surfaced at the meeting for discussion with the representatives from the respective programmes.

2.4 Membership to the ICASS Group is by invitation and is available to reporting systems with the following characteristics:

- Confidential;
- Independent of air transport and regulatory interests; and
- Operating on a national or international level.

2.5 States/Administrations that are interested in setting up similar systems are welcome to contact any of the ICASS members for assistance in designing and implementing new systems. Observers are also welcome to attend by invitation during the general business, but may be excluded from sensitive discussions.

3. **ACTION BY THE MEETING**

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

- a) RASG-APAC note the role of the ICASS Group; and
- b) RASG-APAC encourage States/Administrations interested in setting up confidential aviation incident reporting systems to contact any of the ICASS members for assistance in designing and implementing new systems.

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Current Programmes under ICASS Group

1. UNITED STATES - Aviation Safety Reporting System (ASRS) [1976]
2. UNITED KINGDOM - Confidential Human Incident Reporting Program (CHIRP) [1982]
3. CANADA - Confidential Aviation Safety Reporting Program [1985-95]- SECURITAS [1995-present]
4. AUSTRALIA - REPCON Confidential Reporting Scheme [1988]
5. RUSSIA - Voluntary Aviation Safety Reporting System (VASRP) [1992]
6. BRAZIL - Flight Safety Confidential Report (RCSV) [1997]
7. JAPAN - Aviation Safety Information Network (ASI-NET) [1999]
8. FRANCE - Confidential Environment for Reporting (REC) [1999]
9. TAIWAN - Taiwan Aviation Confidential Safety Reporting System (TACARE) [2000]
10. KOREA - Korean Confidential Aviation Incident Reporting System (KAIRS) [2000]
11. CHINA - Sino Confidential Aviation Safety System (SCASS) [2004]
12. SINGAPORE - SINGapore Confidential Aviation Incident Reporting (SINCAIR) [2004]
13. SPAIN - Safety Occurrence Reporting System (SNS) [2007]