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 8:   Accident and Incident Database

ECCAIRS DATABASE SOFTWARE

(Presented by Singapore)

SUMMARY

This paper highlights the use of ECCAIRS database software and the need for training for ECCAIRS end-users.

1.   **INTRODUCTION**

1.1   States conducting investigations are required to summit Preliminary Reports and Accident/ Incident Data Reports (ADREPs) to ICAO. States are also required to establish and maintain an accident and incident 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 preventive actions required.

1.2   To facilitate the sending and receipt of reports as well as the exchange and dissemination of safety information, it makes sense that the various systems used by States/Administrations are compatible with ICAO's ADREP system and with each other.

2.   **DISCUSSION**

2.1   ICAO has not developed a safety database and information reporting/dissemination software that can be used by States/Administrations. ICAO is actually using a database software developed by the Joint Research Centre of the European Commission and known as the European Coordination Centre for Aviation Incident Reporting Systems (ECCAIRS). The software was developed arising from the European Union's strong push for a unified safety regulatory, monitoring and investigation framework.

2.2   ECCAIRS can be used for accident/incident reporting as well for collecting, storing and disseminating relevant safety information, and ECCAIRS is ADREP-compatible. ECCAIRS is also a

powerful tool for analysing/trending safety information and for presenting information in a variety of formats. ECCAIRS is being offered free to States/Administrations outside the European Union. It is now widely used by the aviation community as Figure 1 will suggest.
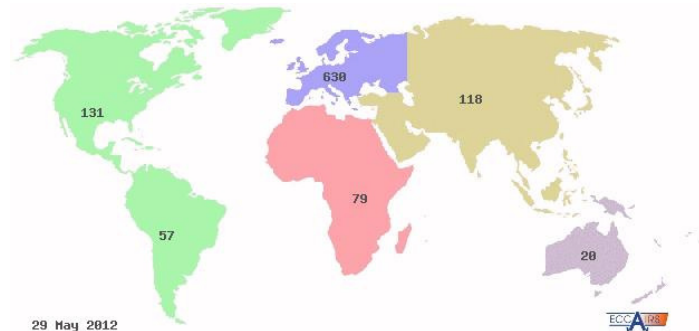

Figure 1. Distribution of State users of ECCAIRS

2.3   While the wide adoption of ECCAIRS is remarkable, it is to be noted that the powerful features of ECCAIRS means that system users and end-users will have a lot to learn in order that the potential of the database software is fully exploited. Two types of training are necessary:

- Technical training - Targeted at technical staff who are responsible for installing and administrating the ECCAIRS database software. The training will cover installation, set-up and management of the system.

- End-user training - Targeted at technical staff who have to input safety data into the database and/or interrogate the system for safety analysis purposes. The training will provide an overview of the ADREP taxonomy, as well as hands-on experience on ECCAIRS as a tool to code/enter and extract/analyse safety data.

2.4   While the Joint Research Centre offers ECCAIRS for free, it cannot easily accommodate the many requests for training owing to resource constraints. It may be necessary for RASG-APAC to arrange with ICAO for training on the users from APAC States/Administrations.

3.   **ACTION BY THE MEETING**

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

a) RASG-APAC encourage States/Administrations to use ECCAIRS database software for their accident and incident database; and

b) RASG-APAC approach ICAO for an expert to conduct ECCAIRS system user and end-user training for States/Administrations.

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