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ASSEMBLY — 40TH SESSION

TECHNICAL COMMISSION

Agenda Item 30: Other issues to be considered by the Technical Commission

ACCIDENT/INCIDENT DATA REPORTING (ADREP) REPORTING

(Presented by Indonesia)

EXECUTIVE SUMMARY	
This paper outlines the importance of Indonesia National Civil Aviation Security Program.	
Strategic Objectives:	This working paper relates to the Safety Strategic Objective.
Financial implications:	This paper has no significant financial implications.
References:	

1. INTRODUCTION

1.1 According to Annex 13 — *Aircraft Accident and Incident* Investigation, Chapter 4.1, the State of Occurrence forward a notification of an accident or serious incident to the States of Registry, Operator, Design and Manufacturer and also to ICAO when the aircraft involved is of a maximum mass of over 2 250 kg or is a turbojet-powered aeroplane.

1.2 Annex 13, Chapter 7 dealing with Accident/Incident Data Reporting (ADREP) reporting, requires the State of Occurrence to submit a preliminary ADREP report to ICAO within thirty days of the date of the accident. Also an ADREP data report at the conclusion of the accident or serious incident investigation.

1.3 The *Manual of Aircraft Accident and Incident Investigation* (Doc 9756, Part IV — *Reporting*), in 2.2.1 indicates that the reported ADREP information would be available to States in annual safety reports or when queries are sent to ICAO's ADREP@icao.int address. In several other places in the manual reference are made to a link (http://icao.int/safety/reporting) to obtain assistance for reporting and report online, however this link is not operational.

2. **DISCUSSION**

2.1   The annual ICAO safety report only provides accident information to aircraft above 5 700 kg involved in scheduled passenger operations with fatalities. The analysis is related to the three main categories of accidents, namely controlled flight into terrain (CFIT), loss of control in-flight and runway safety. All the other data that Indonesia and other States report is not been referred to in the safety report.

2.2   States are informed that the reported data are available on ICAO web portal ISTARS and there is some level of queries that may be run in this web-portal. However, when the accident records on the ISTARS accident web-portal is accessed, it appears that most of the information on the web-portal is from media sources such as Aviation Safety Network, Aviation Heralds and then ACSEND as another source. Very little of the information on the ISTARS web-portal is directly from ADREP reporting. The basis of the data used for queries are thus questionable. ADREP data reported by States is verified by the accident investigation authority by means of its investigation process.

2.3   Safety management manual, the basic measure for the health of a State's aviation industry is among other indicators, its accident and incident rates. On the other hand, low levels of reporting in an active aviation industry could also be an indicator of concern.

2.4   Indonesia requested their ADREP data as per Doc 9756, Part IV, form ICAO but this information is still outstanding. Although the accident numbers/rate is a very basic lagging safety performance indicator, benchmarking these numbers to the global rates would provide a basic indication to work towards a more mature State safety programme. Both the national and international statistics, at the level the States are required to report to ICAO, are necessary to achieve this goal. Serious incident data would assist all to move closer to leading safety performance indicators.

2.5   During USOAP audits States are being audited on their ADREP reporting and a finding will be recorded against them if they do not report correctly. However, but it appears that ICAO is not recording ADREP reporting data in an ADREP database as was done in previously years.

3   **CONCLUSSION**

3.1   Indonesia is the largest country in Southeast Asia, composed of some 17,500 islands, and aviation transport serves a critical role connecting the archipelago. The current and future threat environment demands that aviation security remains a high priority for Indonesia and the National Civil Aviation Security Program will ensure safe travel for passengers.

3.2   ICAO to take note that a working paper will be submitted at the next APANPIRG Meeting requesting:

a)   ICAO to address the lack of availability of the ADREP data as reported by States and report back; and

b)   ICAO to provide States with necessary guidance material and online tools to simplify ADREP reporting to ICAO.

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