

**61ST CONFERENCE OF
DIRECTORS GENERAL OF CIVIL AVIATION
ASIA AND PACIFIC REGION**

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AGENDA ITEM 3: AVIATION SAFETY

**ENHANCING AVIATION SAFETY THROUGH IATA GADM:
PROGRESS, CHALLENGES, AND THE WAY FORWARD FOR
APAC**

Presented by the International Aviation Transport Association (IATA)

SUMMARY

This paper introduces the IATA Global Aviation Data Management (GADM) Programs and their support to the safety management, risk mitigation and operational cost reduction. Additionally, this paper highlights the current burdens for more participants to join GADM from the ICAO APAC region.

ENHANCING AVIATION SAFETY THROUGH IATA GADM: PROGRESS, CHALLENGES, AND THE WAY FORWARD FOR APAC

1. INTRODUCTION

1.1 GADM-Global Aviation Data Management is the International Aviation Transport Association (IATA) Centre of excellence on safety and operational data and insights. GADM provides complimentary Safety, Operational Data and Analytic programs to global participants who include Airlines and Ground Handling Service Providers at no cost. Its purpose is to enhance global aviation safety performance and promote operational efficiency. Participants in the GADM programs submit requisite safety and operational data to IATA and, in return, gain access to insightful dashboards that allow them to benchmark their own performance against regional and global peers. The dashboards provide users with many data slicing and filtering options enabling them to conduct detailed analyses based on the data. GADM consists of 4 sub databases namely Accident Data Exchange(ADX), Incident Data Exchange (IDX), Flight Data Exchange (FDX) and Aircraft Maintenance Cost Data Exchange (MCX);

1.2 Currently all the data and information of Accidents is collected, analyzed and managed by IATA and is available for the industry via the [IATA Annual Safety Report](#);

1.3 IDX focuses on the analysis of safety and operational occurrences and hazards reported by airlines and ground handling service providers. The program currently covers the following Safety and Operational Key Areas: Dangerous Goods, Bird Strikes, Flight Operations, Cabin Operations, Security, Ground Operations, Engineering & Maintenance, and Occupational Health & Safety. As of the end of June2026, IDX had 343 participating organizations worldwide. In 2025, more than 740,000 occurrences and hazard reports were processed through the program, generating valuable industry insights that support data-driven safety and operational decision-making, while enabling continuous risk monitoring and the implementation of effective mitigation strategies by participants;

1.4 FDX utilizes flight data submitted by participating airlines to support proactive safety management. It currently covers 6 specific Safety Performance Areas: Runway Safety Takeoff & Climb, TCAS RA, GPWS, Unstable Approach, Go-around and Runway Safety Landing. As of end of June2026, FDX has 239 participants globally. In 2025, over 9.5 million flights were processed through the FDX program, providing extensive insights to participants to identify risks and enhance flight safety performance;

1.5 MCX focuses on maintenance cost data analysis, supporting airlines in monitoring maintenance costs while improving the management of maintenance and engineering resources at airlines. It enables participants to benchmark their maintenance cost and drive efficiencies through data-driven decision-making;

1.6 The role of programs such as IATA GADM is reinforced by ICAO Doc10159– Safety Intelligence Manual, which highlights the importance of transforming safety data into actionable safety intelligence through systematic collection, analysis, and the sharing of information. It emphasizes that effective safety data sharing relies on robust governance frameworks, including the protection of sensitive information, de-identification of data, and the application of just culture principles. It also underscores the importance of trust-based arrangements and appropriate legal protections to enable the exchange of safety information across organizational and national boundaries;

1.7 GADM aligns with above principles by providing a secure, anonymized platform at no cost to the participants through which participants contribute to and benefit from shared safety intelligence. As the trusted custodian of safety and operational data for the industry, IATA is at the forefront of enabling such effective sharing of data as well as the generation of insightful outputs for the benefit of the industry.

2. DISCUSSION

2.1 From an IATA perspective, the Asia Pacific region is characterized by rapid growth, high operational complexity, and increasing exposure to safety risks. In this context, strengthening participation in structured safety data sharing programmes such as GADM is critical to sustaining and improving safety performance;

2.2 While awareness of data sharing initiatives has increased, participation, particularly in advanced analytical programs such as IDX and FDX, participation remains uneven across the region;

2.2.1 IDX has 96 members from ICAO APAC region that accounts for 27% of the global participation;

2.2.2 FDX has 68 members from ICAO APAC region that accounts for 28% of the global participation. Lack of participation in some specific States indicates that opportunities for proactive risk identification by FDX are not being fully utilized;

2.3 Greater participation in GADM would deliver immediate safety benefits. These include stronger benchmarking capability, more effective data-driven decision-making, and enhanced implementation of Safety Management Systems (SMS) and State Safety Programmes (SSP);

2.4 More importantly, wider adoption of IDX and FDX would improve the identification of emerging and systemic risks, allowing industry to act earlier and more consistently. This is directly aligned with the objective of ICAO AP-RASP Goal 6/*Expand the use of industry evaluation programmes and safety data sharing programmes*, which seeks to expand the use of industry safety data sharing programmes in the region;

2.5 A key constraint to broader participation remains the challenge of cross-border safety and flight data sharing. Additionally, concerns related to data confidentiality, legal exposure, and regulatory limitations continue to affect the willingness of some stakeholders to participate;

2.6 The ICAO Doc10159–Safety Intelligence Manual provides a clear framework to address these issues. It promotes the use of de-identified data, the establishment of legal protections, and the application of just culture principles to ensure that safety information is used solely for improvement purposes;

2.7 IATA aligns with these principles which are essential to building trust, reducing barriers, and enabling wider participation in global data sharing programs such as GADM. IATA continues to demonstrate responsible data governance that the industry trusts and this is evident in the more than 300 current members of GADM.

3. ACTION BY THE CONFERENCE

3.1 The Conference is invited to:

- a) note the information presented in this paper;
- b) encourage States in the ICAO APAC region to promote active participation by Airlines and Ground Handling Service Providers in the IATA Global Aviation Data Management (GADM) program;
- c) encourage States in the ICAO APAC region to facilitate and promote cross-border safety and flight data sharing in accordance with ICAO Doc10159-Safety Intelligence Manual;

- d) encourage States in the ICAO APAC region to establish trusted, protected, and non-punitive environments for safety data sharing, consistent with the principles of a just culture;
- e) encourage States in the ICAO APAC region to promote the use of safety intelligence to strengthen State Safety Programme (SSP) implementation and enhance regional safety performance; and
- f) encourage States in the ICAO APAC region to support regional initiatives under ICAO AP-RASP Goal 6 aimed at expanding participation in industry safety data-sharing programs.

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