International Civil Aviation Organization

First Meeting of the RASG-MID Steering Committee (RSC/1)

(Cairo, Egypt, 18 – 20 June 2012)

Agenda Item 4:   **Regional Performance Framework for Safety**

IATA SAFETY INITIATIVES

(Presented by IATA)

SUMMARY

This paper presents an overview of IATA safety activities within 2012 and 2013.

Action by the meeting is at paragraph 3.

1. **INTRODUCTION**

1.1   Safety is the promise the aviation industry makes to the billions of people who fly annually. IATA is committed to a consistent improvement in safety, with the aim to lower the overall accidents rates. The Six-point Safety Program reflects the strategic direction adopted by IATA to ensure that safety goals are met.

2. **DISCUSSION**

2.1   IATA's global safety strategy is based on its Six-point Safety Program, developed in close collaboration with IATA's member airlines and strategic partners with a focus on areas affecting operational safety such as flight and cabin operations, Ground handling, ATM, and cargo handling. Our six-point safety program comprises of:

      a) Auditing
      b) Infrastructure safety
      c) Safety management and analysis
      d) Safety management system; and
      e) Operations
      f) Maintenance

2.2   IATA offers a number of auditing programs ensuring top level service and operational efficiency in a number of crucial areas:

      a) IATA Operational Safety Audit (IOSA)
      b) IATA Safety Audit for Ground Operations (ISAGO)
      c) IATA Fuel Quality Pool (IFQP)
      d) IATA Drinking Water Quality Pool (IDQP)
      e) IATA De-icing/Anti-icing Quality Control Pool (DAQCP)

2.3   IATA works with ANSPs, airports and regulators to address runway safety and the threat of airborne collisions. Sharing of safety information between ANSPs, regulators and operators is a key component of reducing incidents such as runway incursions, level busts, communication misunderstandings and clearance errors. This proactive approach is dependent upon the integrated analyses of safety reports and timely action to address identified safety concerns.

2.4   For MENA Region the highest frequency of received safety reports are under Infrastructure – Communications Facilities:
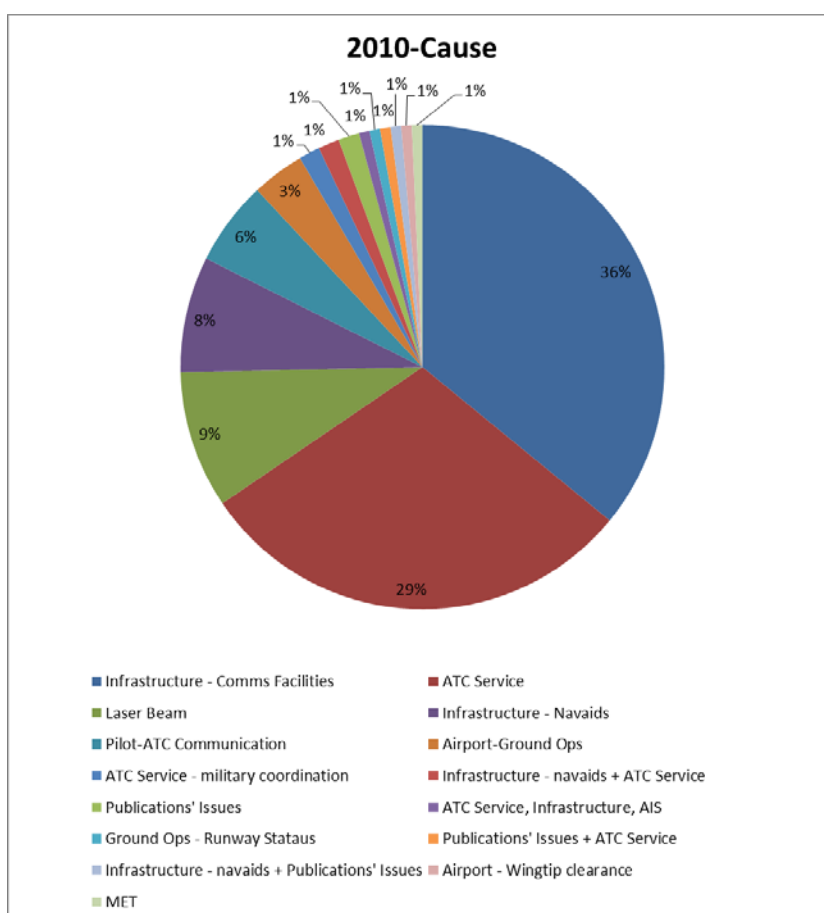
2.5   IATA Safety Data Management and Analysis is available via the Global Safety Information Center (GSIC). GSIC now includes information from over 420 different organizations such as:

   a) industry accident/ incident data and analysis as well as operational reports captured in the Safety Trend Evaluation, Analysis & Data Exchange System (STEADES) database and annually published in the IATA Safety Report;

   b) aircraft ground damage reports and analysis in a new Ground Damage Database (GDDB);

   c) collated Flight Data Analysis (FDA) information in a global Flight Data Exchange (FDX);

d)   reviews of IATA Operational Safety Audit (IOSA) and of IATA Safety Audit for Ground Operations (ISAGO) findings; and

e)   security and facilitation information.

2.6   All 12 elements of the SMS Framework included in ICAO Annex 6 Appendix 7 have been incorporated into the IATA Operational Safety Audit (IOSA). IATA has also developed the Integrated Airline Management System toolkit, which provides airlines with the fundamental guidelines to implement management systems for each operational function, as required by IOSA Standards and recommended practices.

2.7   On 21-22 May 2012, IATA held its Safety and Security Forum at the Intercontinental Hotel, in Bahrain, which was hosted by Bahrain CAA.

2.8   The Forum brought aviation experts from airlines, airports, regulators, air navigation service providers, and stakeholder organizations for two days of interactive discussions and deliberations on the region's most significant safety and security issues. These included Regional Safety Oversight Organizations, State Safety Program, Industry Security Requirements and Initiatives, IATA Auditing Programs, Unruly Passengers, and Incidents Reporting and Safety Culture.

2.9   The outcome of the forum included agreement on the following:

2.9.1   ICAO and IATA will continue to share updates on their activities to ensure harmonization and avoid duplication of efforts.

2.9.2   A regional approach to harmonization requirements that is result-based is required. The following initiatives were discussed and agreed to:

a)   Mutual recognition of licensing criteria and training certificates.

b)   Phased approach to implementation of safety standards such as SSP.

2.9.3   Security standards and requirements need to be addressed on a regional and national level. Mutual acceptance of security measures and open dialogue are imperative. The meeting supported the establishment of a regional support group under security, and the start of activities under the MID Security Action Group, and stressed on the importance of starting the momentum under the MID Cooperative Aviation Security Program (CASP).

2.9.4   States were invited to consider IOSA and ISAGO in their regulatory and oversight activities, and provide feedback to IATA.

2.9.5   Training for crew and staff on how to handle unruly passengers is required. A dedicated forum for Unruly Passengers will be planned for in 2012/2013 with focus on identifying and sharing of best practices to make them available for airline operators.

2.9.6   Sharing of safety information between ANSPs, regulators and operators is a key component of reducing incidents. States and airlines were invited to provide their incidents data to the Annual Safety Report Team (ASRT) to compliment the activities under the Regional Aviation Safety Group (RASG), and assist in identifying key risk areas in the region.

2.9.7   The IATA Safety and Security Forum will be an annual event IATA will have to regularly provide a platform for stakeholders' engagement and discussion on key safety and security areas on a regional level.

3. **ACTION BY THE MEETING**

3.1   The meeting is invited to:

     a)   encourage States, Industry, and Organizations to regularly take part in the IATA Safety and Security Forum;

     b)   encourage States to consider the IOSA and ISAGO programs as acceptable means of compliance and provide feedback to IATA;

     c)   support the result-based regional approach to harmonization requirements suggested under 2.6.2 above, and encourage States and the Industry to work together to address these requirements; and

     d)   urge States, Industry, and Organizations to support the activities of the Regional Aviation Safety Group (RASG) through the continuous coordination to consolidate activities, forums, conferences, and events, and avoid duplication of efforts.

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