



Ninth Regional Aviation Safety Group — Pan America Plenary Meeting (RASG-PA/9)
Panama City, Panama, 23 June 2016

Agenda Item 6: RASG-PA Projects Report

OPERATIONAL SAFETY DATA ANALYSIS SEMINAR

(Presented by ALTA)

EXECUTIVE SUMMARY

The Latin American and Caribbean Air Transport Association (ALTA) and the International Air Transport Association (IATA) through the ALTA IATA Trend Sharing Program (AI-TSP) that utilizes IATA’s FDx platform to analyse operational risk trends, is developing Onsite Seminars for Airlines and the government at a regional level. The objective of these seminars is to encourage dialogue and collaboration in order to mitigate risks.

Action:	Suggested actions are presented in Section 5.
<i>Strategic Objectives:</i>	<ul style="list-style-type: none"> • Safety
<i>References:</i>	<ul style="list-style-type: none"> • Summary of discussions of PA-RAST/24, Miami, United States, May 10-12, 2016

1. Introduction

1.1 In 2011, the International Air Transport Association (IATA) and the Latin American and Caribbean Air Transport Association (ALTA) signed a collaboration agreement to work together in a data analysis program obtained directly from the aircrafts of its member airlines to be identified and analysed in search of risk trends in their respective operations. Today, the program has more than two million flights, nearly ninety percent of operators in the LATAM / CAR region. The data obtained so far has identified areas of opportunity that the ALTA IATA Safety Committee are working on, and now through the Safety Seminar led by both organizations.

2. Agreement between IATA and RASG-PA

2.1 Today, the program relies on data dating back from 2012, which allows us to analyse trends. It is because of this that this tool has become so important for RASG-PA. In 2014, IATA signed an agreement to share this data, which has allowed us to meet the needs of our region regarding this matter. Given the importance of these results, we saw it as an opportunity to share this data to the countries of the region to present to the operators and local authorities for them to be knowledgeable of the important information that this system is generating and thus open workspace that would allow mitigating these risk trends.

3. Seminars

3.1 Given that this information is highly sensitive, and the respective confidentiality agreements with airlines that provide this data, it was concluded that the best way to carry out this program is through blended learning Safety Seminars. The idea is to share this data with the local authorities and operators as well as having the opportunity to invite foreign operators with the help of technology. Originally, the program was focused on presenting this data to all operators both nationally and internationally, relying on the technology the internet offers. But in the process we see the importance of presenting this information to our authorities, which led us to the in-person option with operators and local organizations in the respective countries where these seminars will be held.

3.2 This initiative started in late 2015, where we held the first seminar in Quito, Ecuador, focusing on the main airports: Quito and Guayaquil. We had the support of ARLAE (Representatives of Airlines of Ecuador Association). The second seminar took place in Mexico City, Mexico in April 2016, where once again the focus was their four main airports: Mexico City, Monterrey, Guadalajara, and Cancun Toluca with the support of Aeromexico (see Appendix A). The third one was held in Buenos Aires, Argentina in May 2016, with the support of the local IATA office where the main focus was on Ezeiza in Buenos Aires. In the three seminars we achieved a large participation of authorities and airlines, both on a local and international level.

4. Conclusion

4.1 The result of these seminars was very positive, having been able to take the data where the respective authorities who have seen the importance of being able to use it to work on mitigation programs. Both IATA and ALTA are willing to work with the authorities by presenting this data in a collaborative environment in order to develop proactive risk mitigation programs. We recommend reviewing how other countries have managed to form their respective national safety programs, models that can use this data. The experience obtained in RASG-PA as well as other operational safety programs give us the confidence to recommend these models to be implemented always with the support of the representatives of the industry.

5. Suggested Action

5.1 The following is encouraged in the RASG-PA/9 Meeting:

- a) Note the information provided in this paper;
- b) invite governments to benefit from this data analysis through presentations and for them to consider the creation of operational safety programs on a national level like the CAST program established in the United States, BCAST program in Brazil, and PASO in Costa Rica;
- c) inform operators, controllers, airports and authorities of the benefits of identifying areas of risk based on data;
- d) opportunity to use this tool for the use of different governments under non-punitive models; and
- e) support the governments with the experience obtained in the RASG-PA, CAST, and BCAST to implement national operational security programs

APPENDIX / APÉNDICE

