PA –RAST 30

November 2017

AITSP/FDX-ASIAS

2007 Hull Loss Rates (10 years ago)

Hull losses per million departures for operators based in the IATA region.

North America 0.0

Europe 0.0

CIS 1.32

North Asia 0.0

Mid-East/North Africa 29.41

Asia-Pacific 0.0

Latin America/Caribbean 9.77

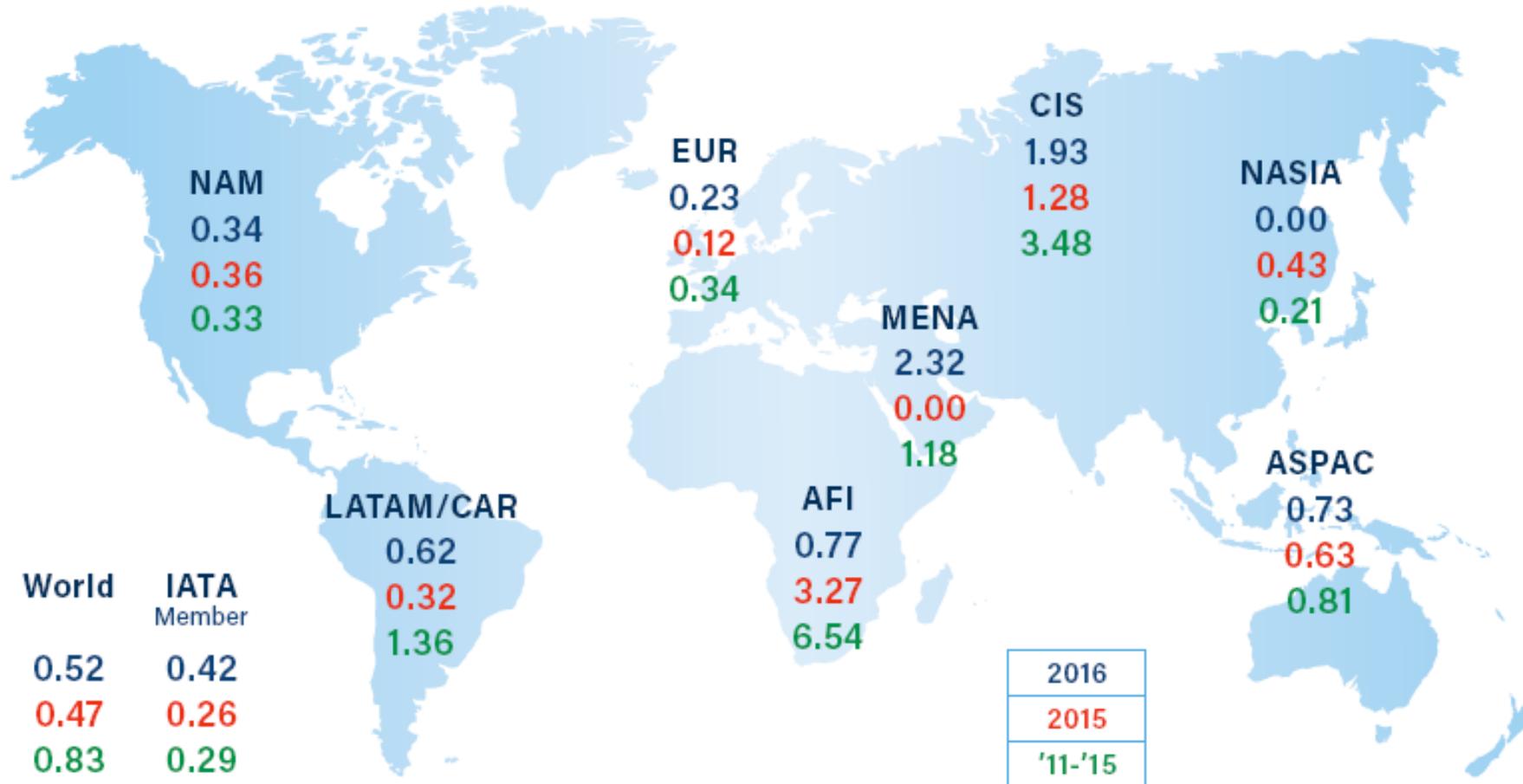Africa 54.35

World 5.61
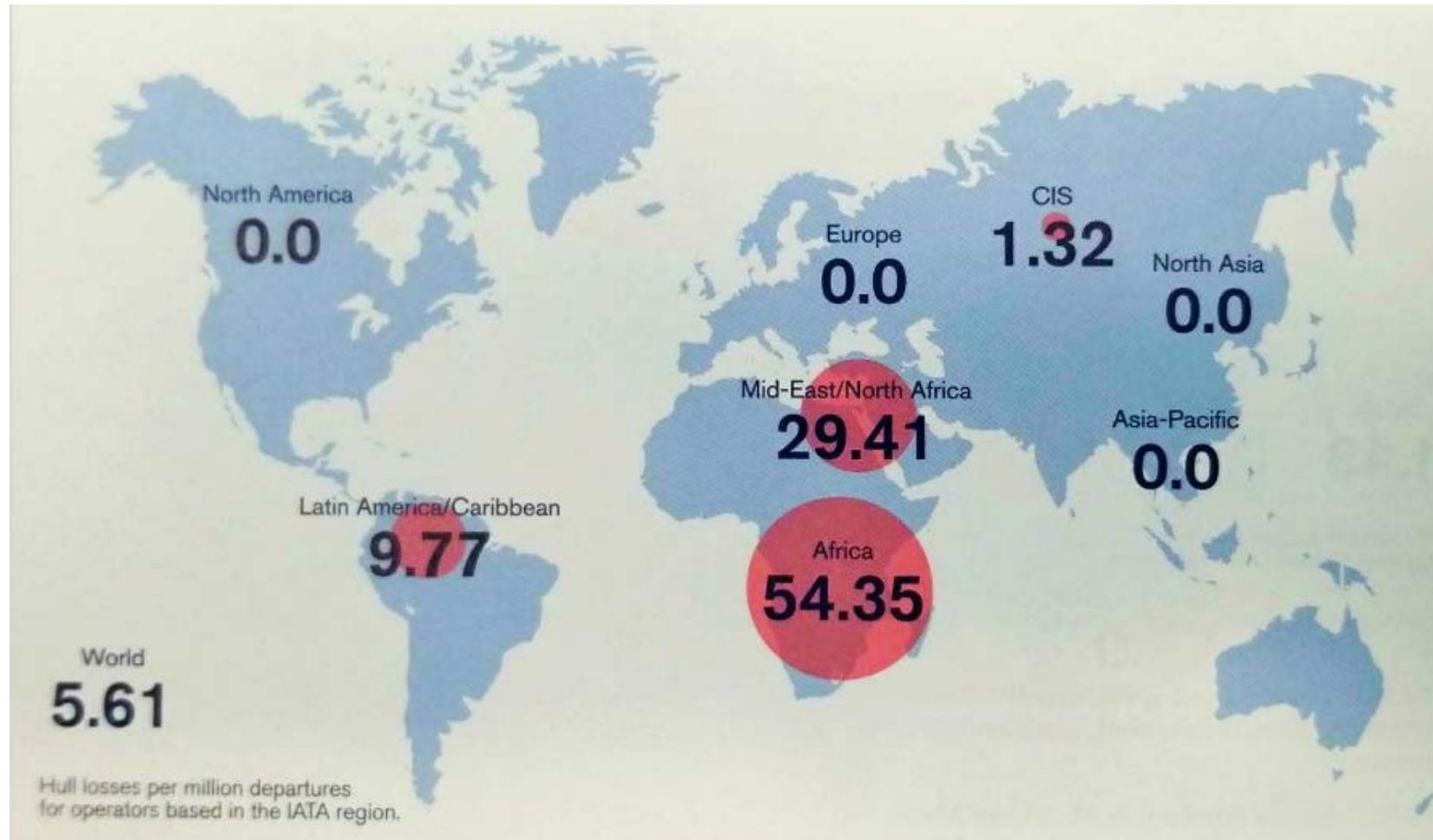
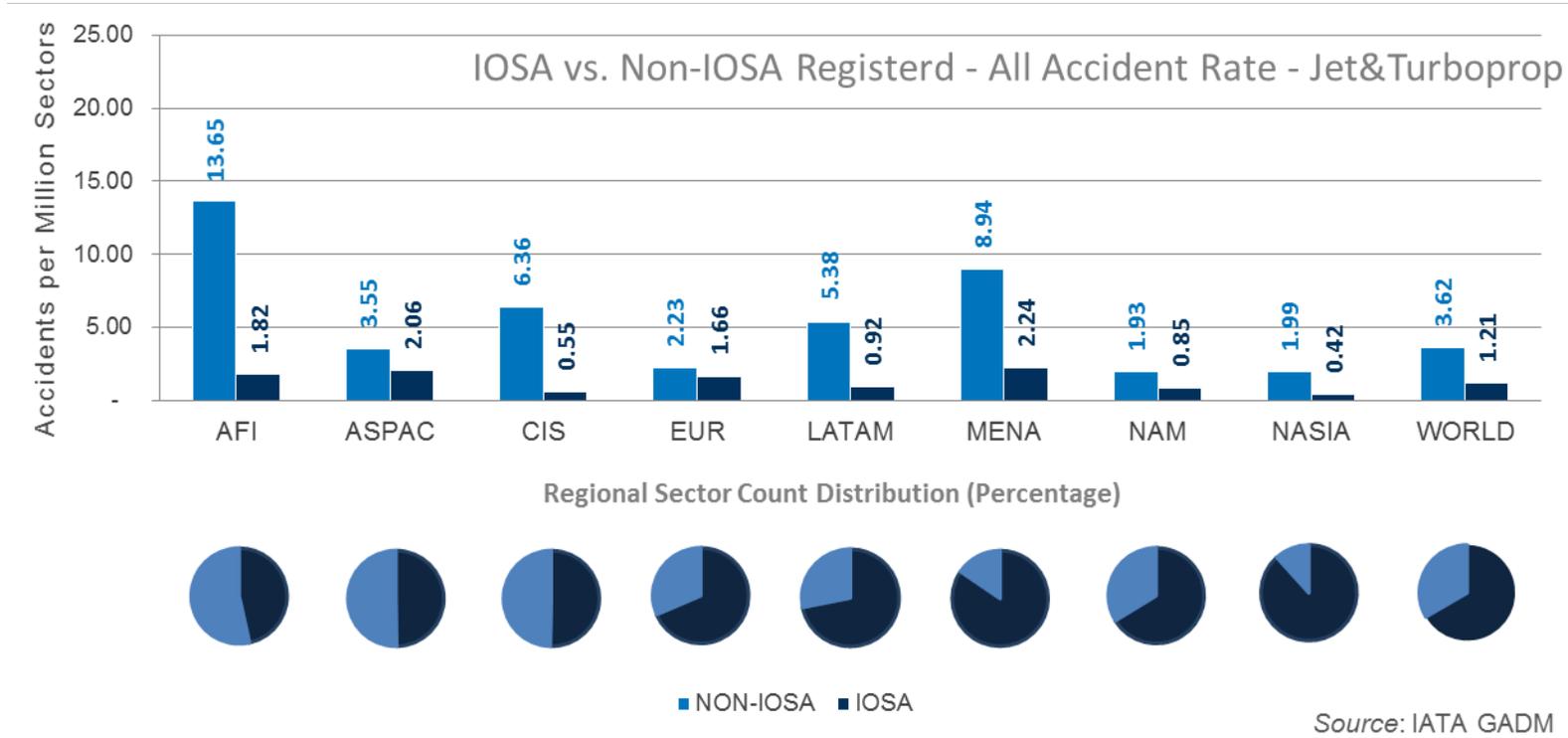# Reduce fatality risk in the LATAM/CAR region by 50% in 2020, using 2010 as a base line

2017 Hull Loss Rates

All Accident Rate for IOSA Operators vs. Non-IOSA
(includes Jet & Turboprop aircraft)

Period: 2012 to 2016

IOSA vs. Non-IOSA Registerd - All Accident Rate - Jet&Turboprop

Region	NON-IOSA	IOSA
AFI	13.65	1.82
ASPAC	3.55	2.06
CIS	6.36	0.55
EUR	2.23	1.66
LATAM	5.38	0.92
MENA	8.94	2.24
NAM	1.93	0.85
NASIA	1.99	0.42
WORLD	3.62	1.21

Regional Sector Count Distribution (Percentage)

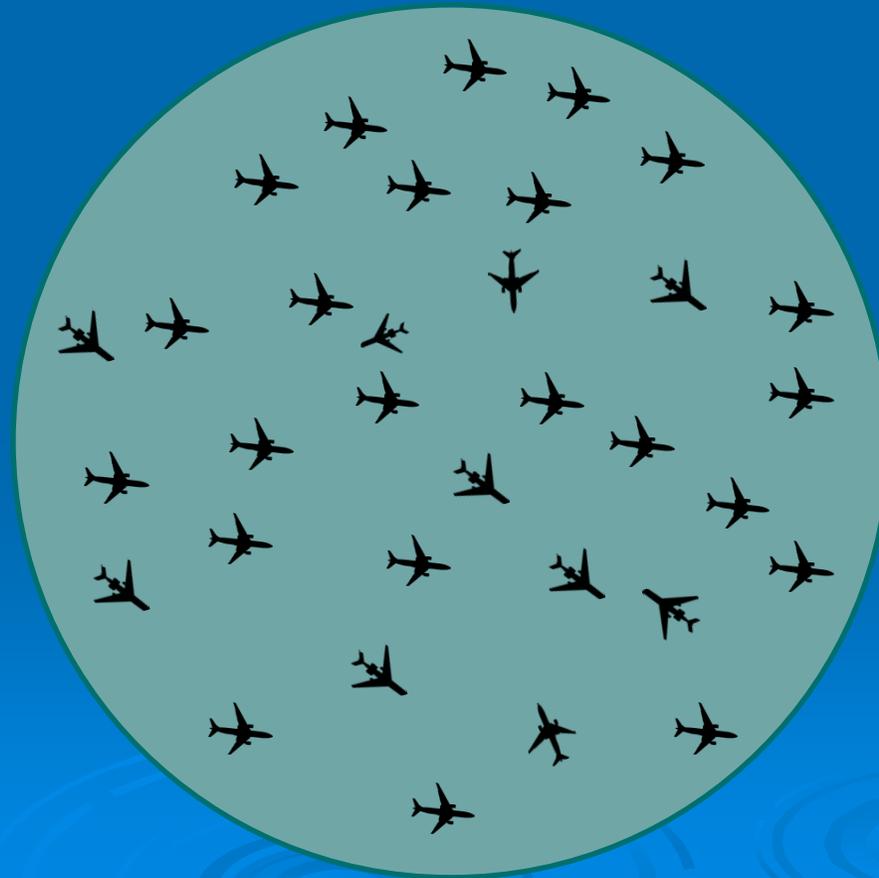■ NON-IOSA ■ IOSA

Source: IATA GADM

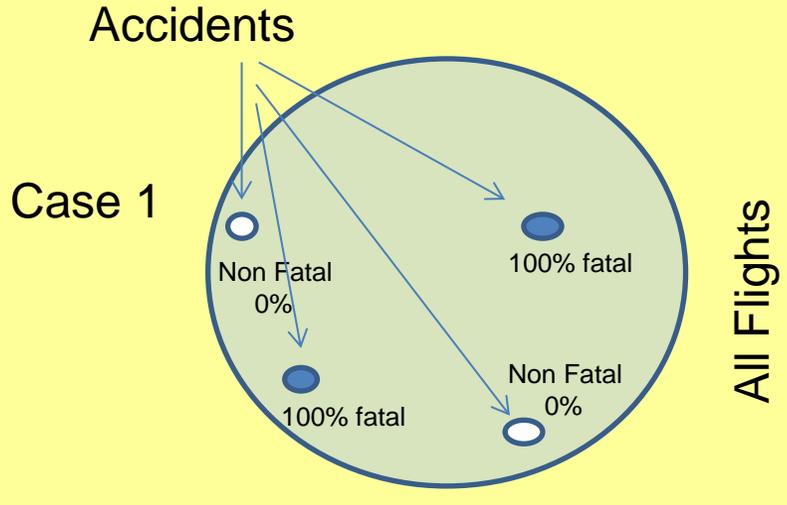Reduce fatality risk in the LATAM/CAR region by 50% in 2020, using 2010 as a base line

What is Fatality Risk?

Fatality risk is a measure of a person's (passenger or crew) chance of perishing in an accident on a randomly chosen flight.
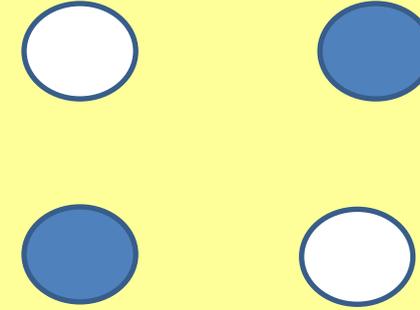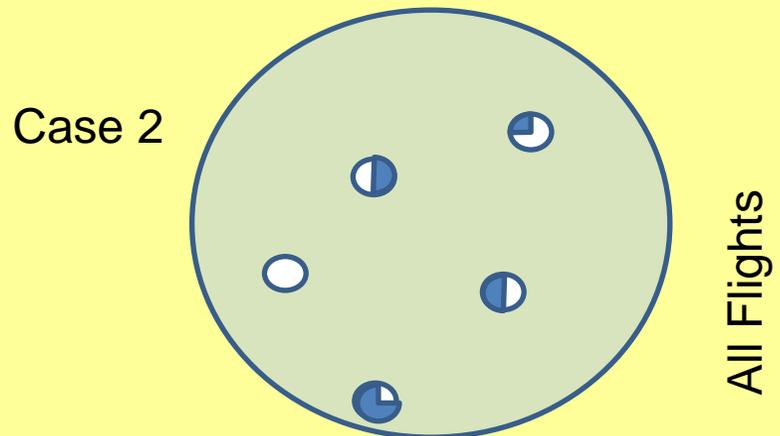
Calculating Historical Fatality Risk

Accidents

Case 1

Non Fatal
0%

100% fatal

100% fatal

Non Fatal
0%

All Flights | Accidents

Four Accidents - Blue is portion onboard that perish

Expectation of perishing on a randomly chosen flight= 2/total number of flights

Case 2

All Flights | Accidents

Five Accidents - Blue is portion onboard that perish
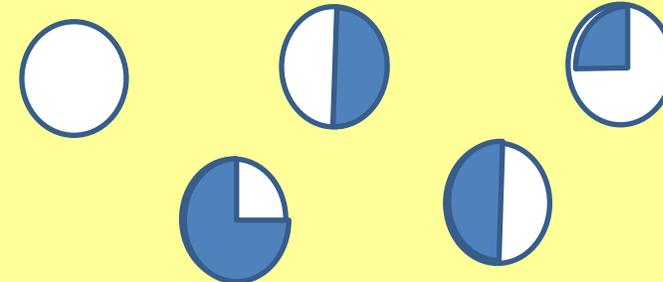
Expectation of perishing on a randomly chosen flight= 2/total number of flights

Compare Case 1 & Case 2
Chance of perishing on a randomly chosen flight is the same for Case 1 & Case 2
= 2/total number of flights

Fatality Risk Rate = Σ (portions of onboard people that perish in accidents / Σ All Fights

Example

- LAMIA 71/77 92%
- AeroSucre 5/6 83%

= 87.5%

- Flights in LATAM/CAR 2017 = +/- 2M

Fatality risk= .55 /million flights

RASG-PA Objective

LATAM/CAR Fatality Risk per Million Flights
5 Year Rolling Average
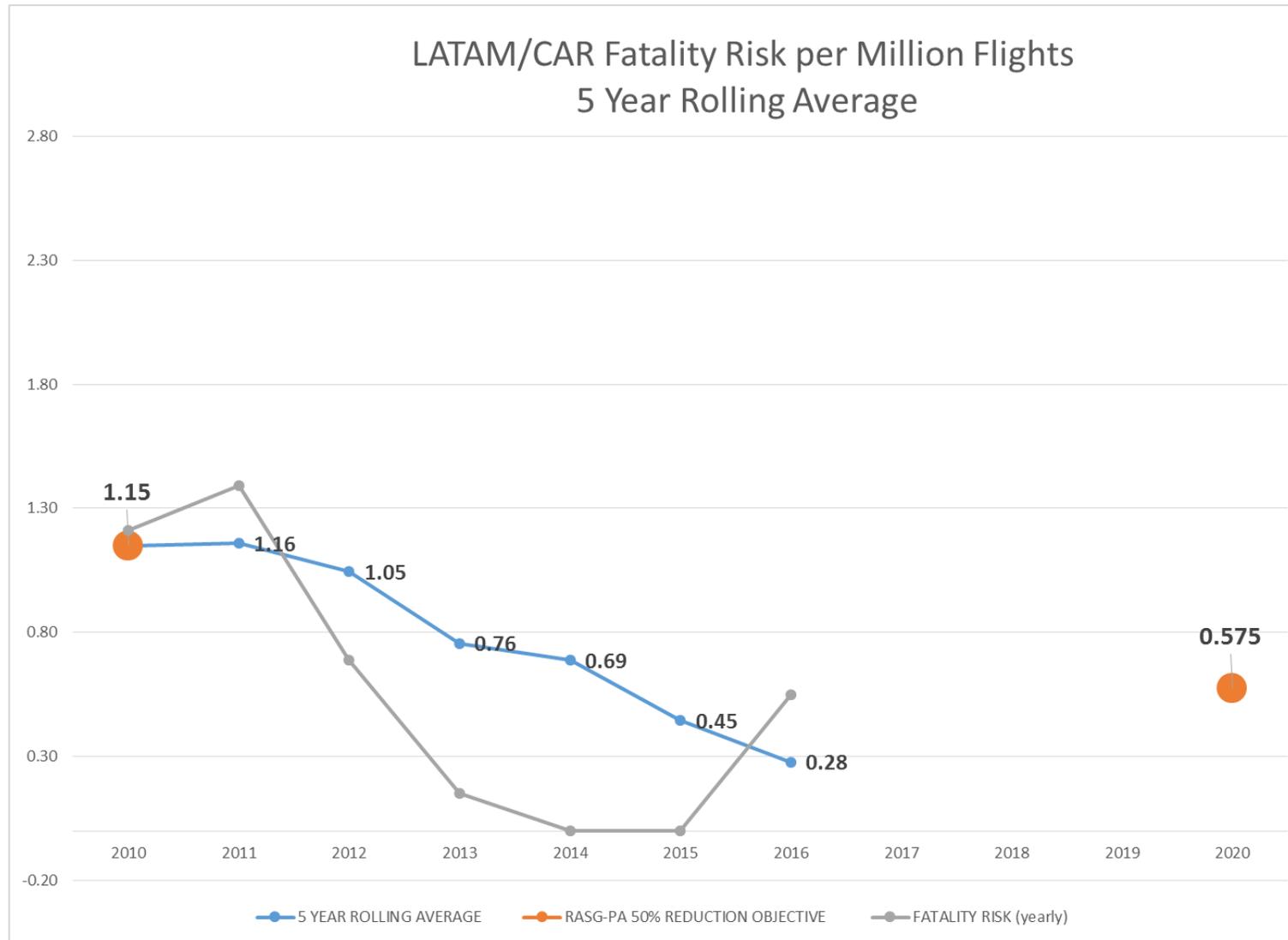
IATA | GADM
GLOBAL AVIATION DATA MANAGEMENT

Accidents

Database of commercial aviation accidents used to create the IATA Safey Report and to identify contributing factors in aviation accidents

FDX

Database of FDA (Flight Data Analysis) and FOQA (Flight Operations Quality Assurance) type events that allows the user to identify flight safety issues

more about FDX

GDDB

Database of ground damage incident reports, allowing participants to compare their performance to a baseline of global ground damage information

more about GDDB

STEADES

Database of airline incident reports, offering a secure environment for airlines to pool safety information for global benchmarking and analysis needs

more about STEADES

FDX | **How does it work?**

Raw data from the aircraft is downloaded routinely for FOQA/FDM/FDA

Airline A

Airline B

Data is processed internally by the airline or its service provider for FOQA/FDM/FDA

In **FDX**, flight data is also sent to **IATA,**

where it is **processed** using a common **event set,**

de-identified (*) and **integrated** into a database with inputs from multiple operators,

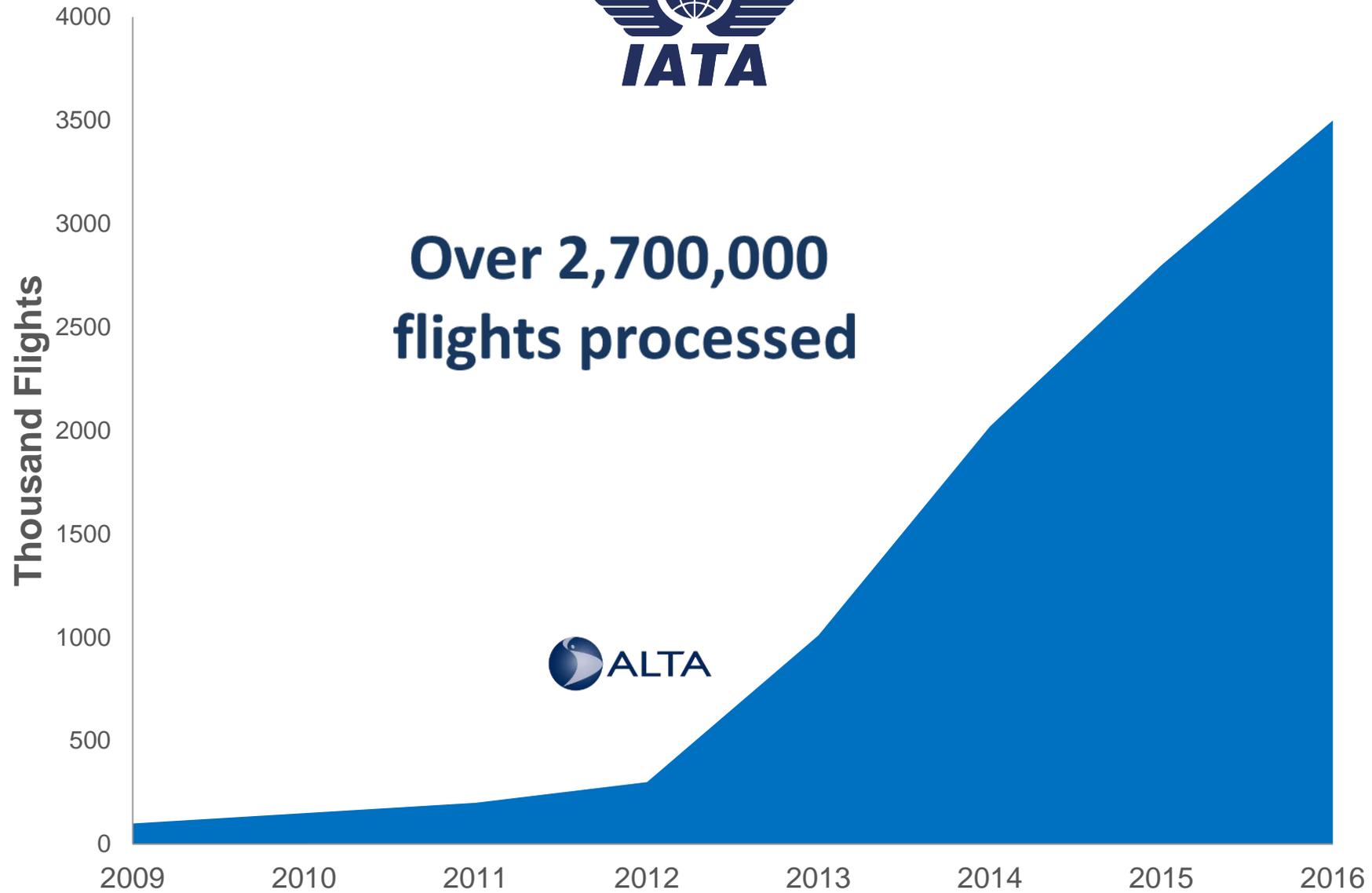to generate global trends, rates and training materials and to support advocacy work
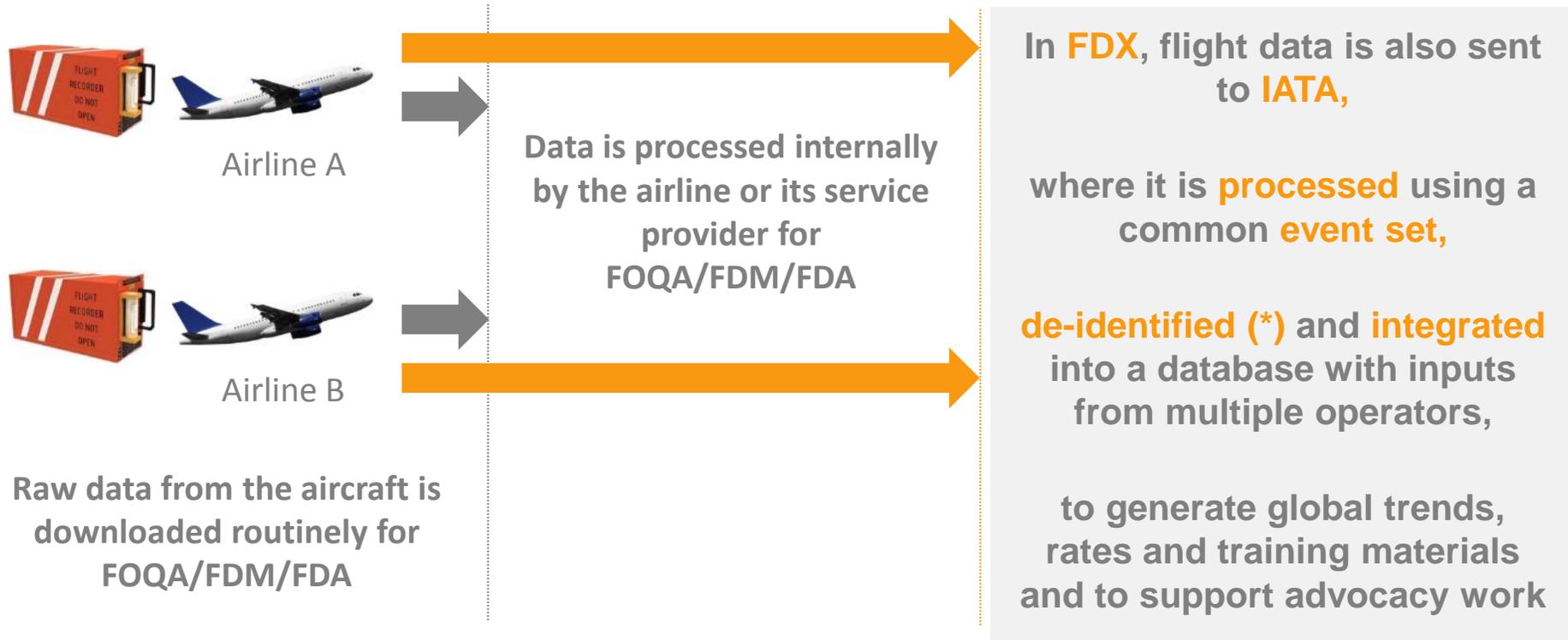
(*) Data is displayed only when there are at least 3 operators with the same aircraft type. De-identification includes: no airline information is available, the tail numbers and the flight numbers are written off, the flight date is set to the first day of the month.

FDX Membership

ASIAS

D4S

Air Transat
WesJet

Adria Airways
TAP
TAROM
Vueling
Iberia

Air Astana
Air Moldova
Azerbaijan Airlines

Cathay Pacific
Hong Kong Airlines

Etihad Airways
Qatar Airways
Nile Air

Aero Republica (COPA Airlines Colombia)
Aerolineas Galapagos (AeroGal)
Aeromexico
AIRES (LAN Colombia)
Austral Airlines
AVIANCA
Avianca Brasil (Ocean Air)
AZUL Linhas Aéreas Brasileiras S/A
Cayman Airways
COPA Airlines
InselAir
LACSA
LAN Airlines (LATAM Airlines Group)
LAN Argentina
LAN Cargo

LAN Ecuador
LAN Express (Transport Aereo)
LAN Perú
LANCO
Sky Airline S.A.
SBA Airlines
TACA
TACA Peru
TAM - Transportes Aéreos del Mercosur Sociedad Anónima
TAM Linhas Aéreas
TAME - Linea Aérea del Ecuador
Volaris
GOL Linhas Aereas

Afric Aviation
LAM Mozambique
Rwandair
Starbow

Biman Bangladesh Airlines
CEBU Airlines
Indigo
Jeju Air
Philipine Airlines
Scoot
Singapore Airlines
Singapore Airlines Cargo
Vietnam Airlines
Japan Airlines

FDX Dashboard

Flight Data Exchange (FDX)

| Jan | Feb | Mar | Apr | May | Jun | Jul | Aug | Sep | Oct | Nov | Dec | | 2016 | 2015 | 2014 | 2013 | 2012 | 2011 | 2010 |

2,750,436 Total Flights   **366,922 Total Events**   **258 Total Airports**
Rule of 3

Airline Region	# Airlines
	19
Middle East & N...	1
North America	1
Africa	2

258 Rule of 3 Compliant Airports

Misconfigured Takeoff

TCAS

LOC-I

TAWS

Runway Approach & Landing

EGPWS – Trend

EGPWs Event Rates per 10,000 flights

TCAS - Trend

TCAS Event Rate per 10,000 Flights
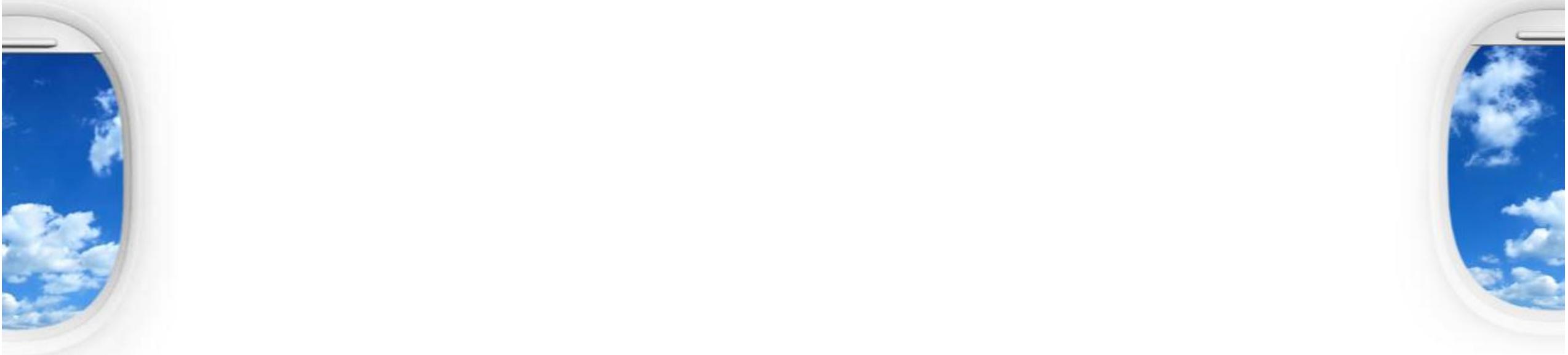
Overbank – Trend

Overbank Rate per 10,000 Flights
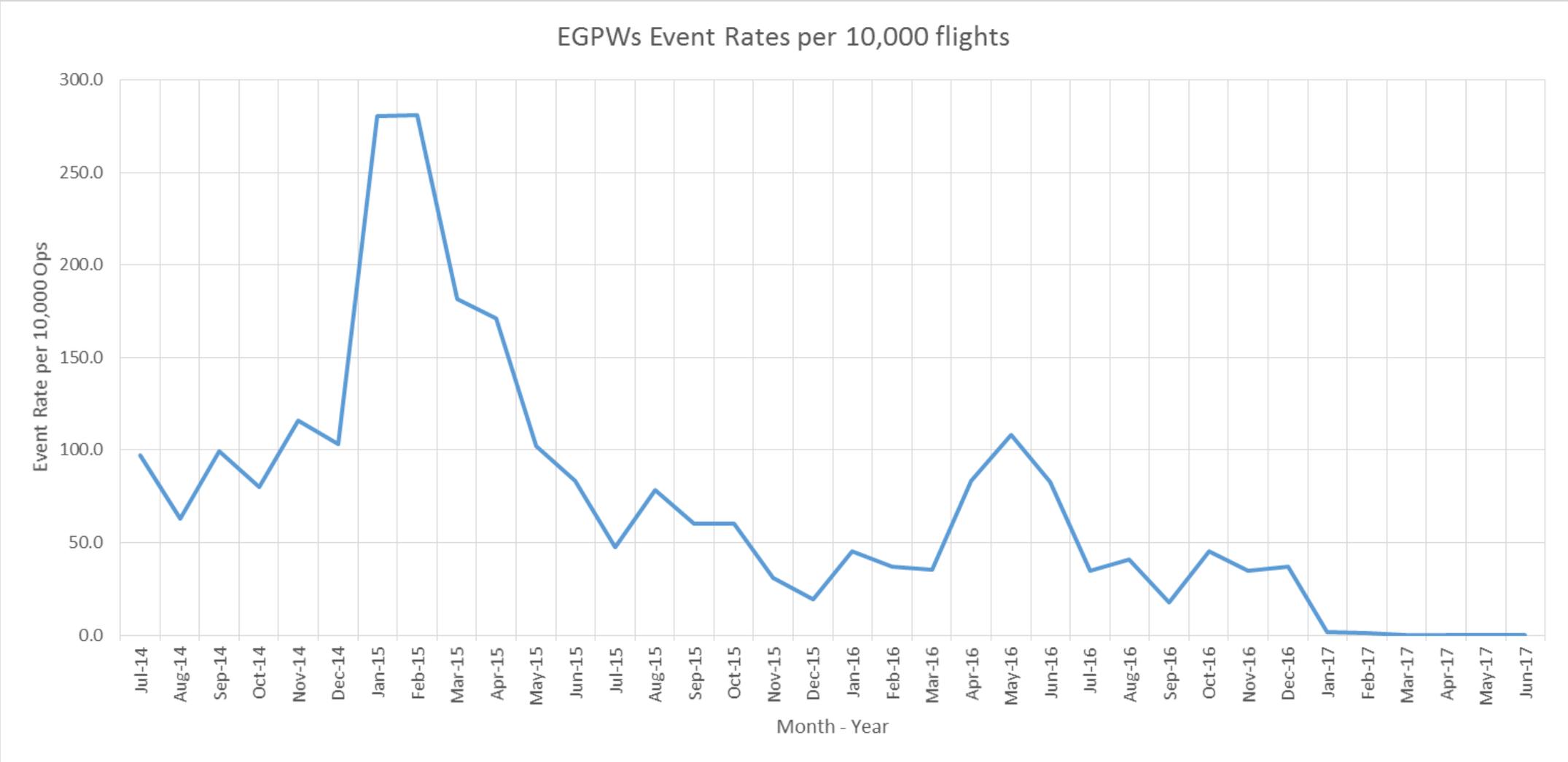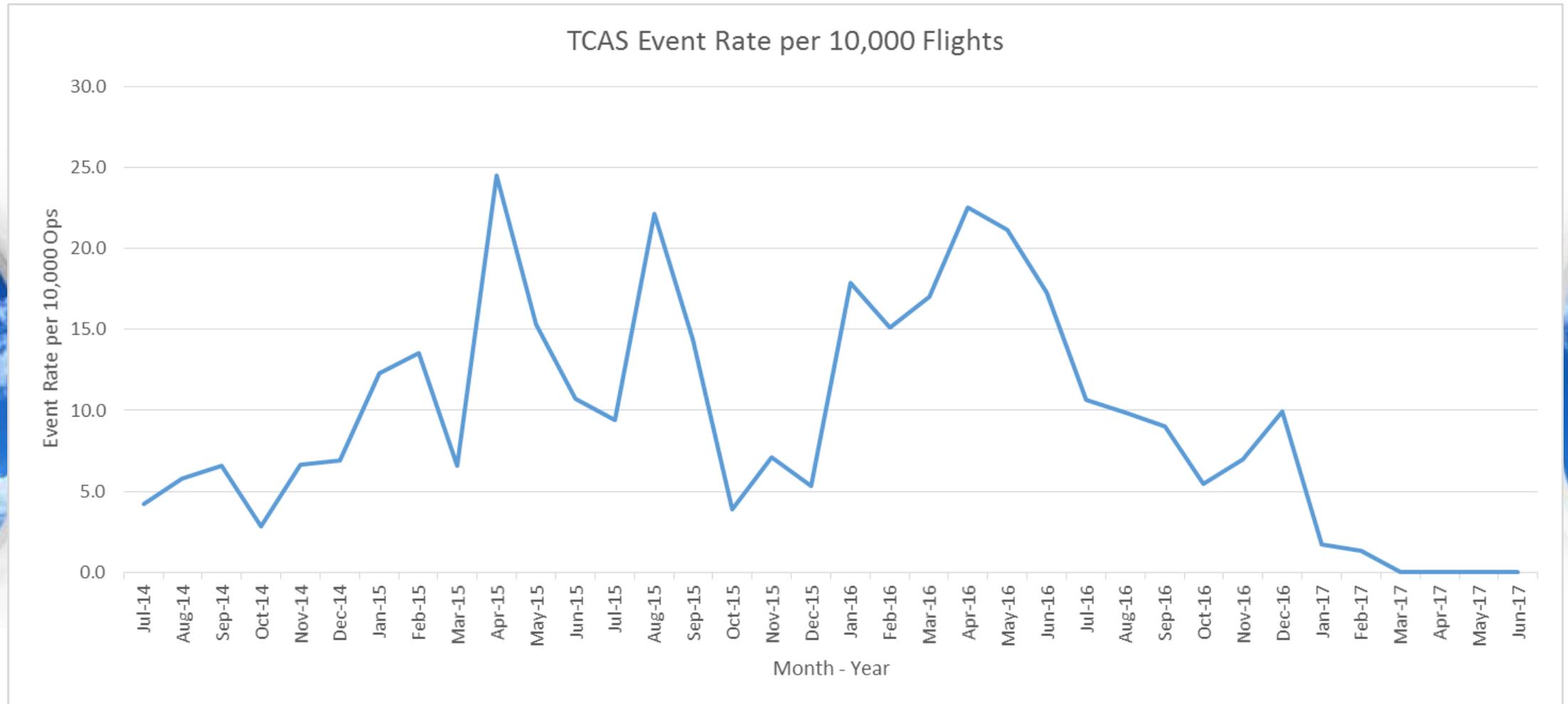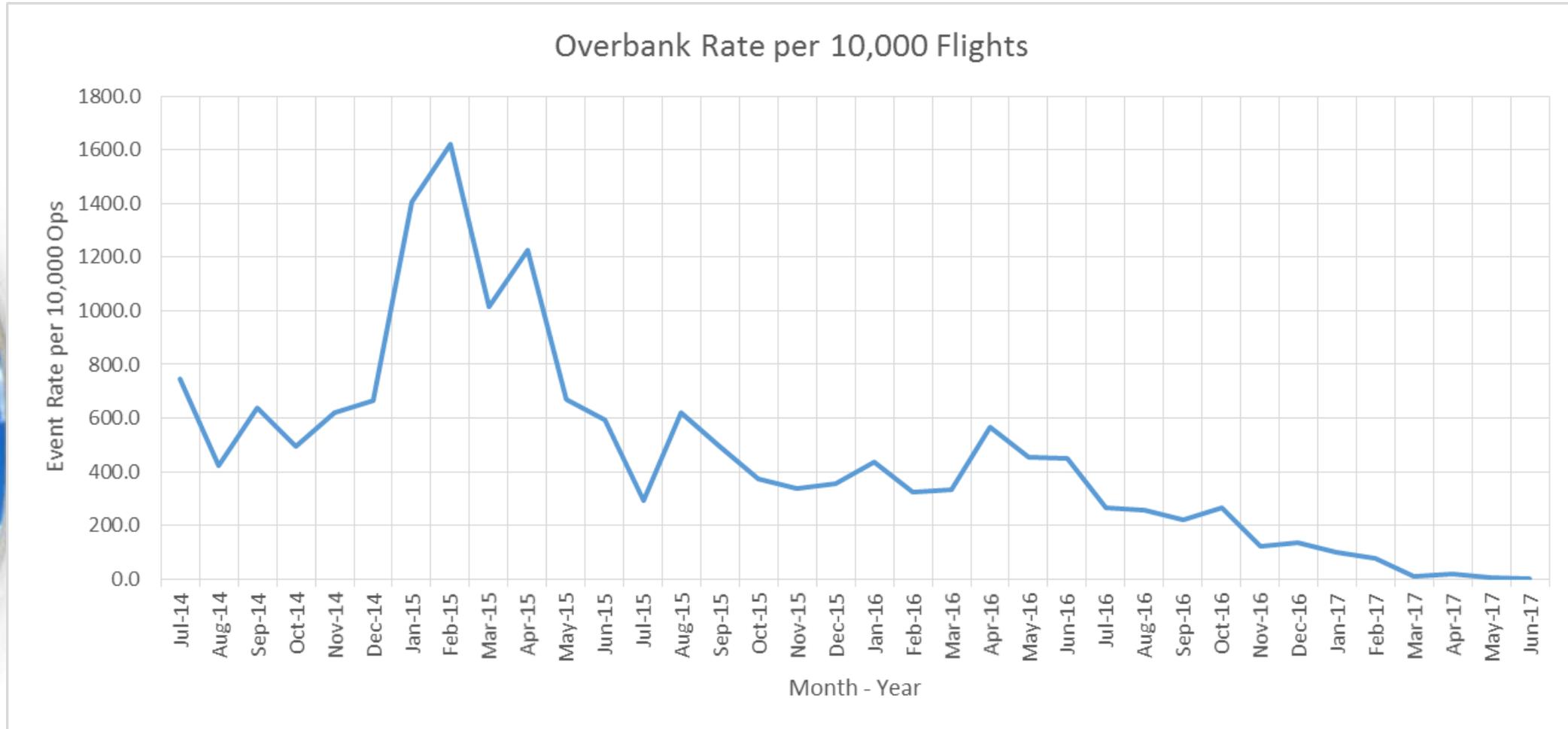
Top 15 LATAM/CAR Airports by Reportable event types

Unstable approaches

Unstable approaches POS

Collaborative Safety Teams

Annex 19

Updated: August 2017

Active	🟩
In Progress	🟨
Stand By	🟥
Pending	🟦

ALTA

IATA

THANK YOU

Our mission is to represent, lead and serve the airline industry.