



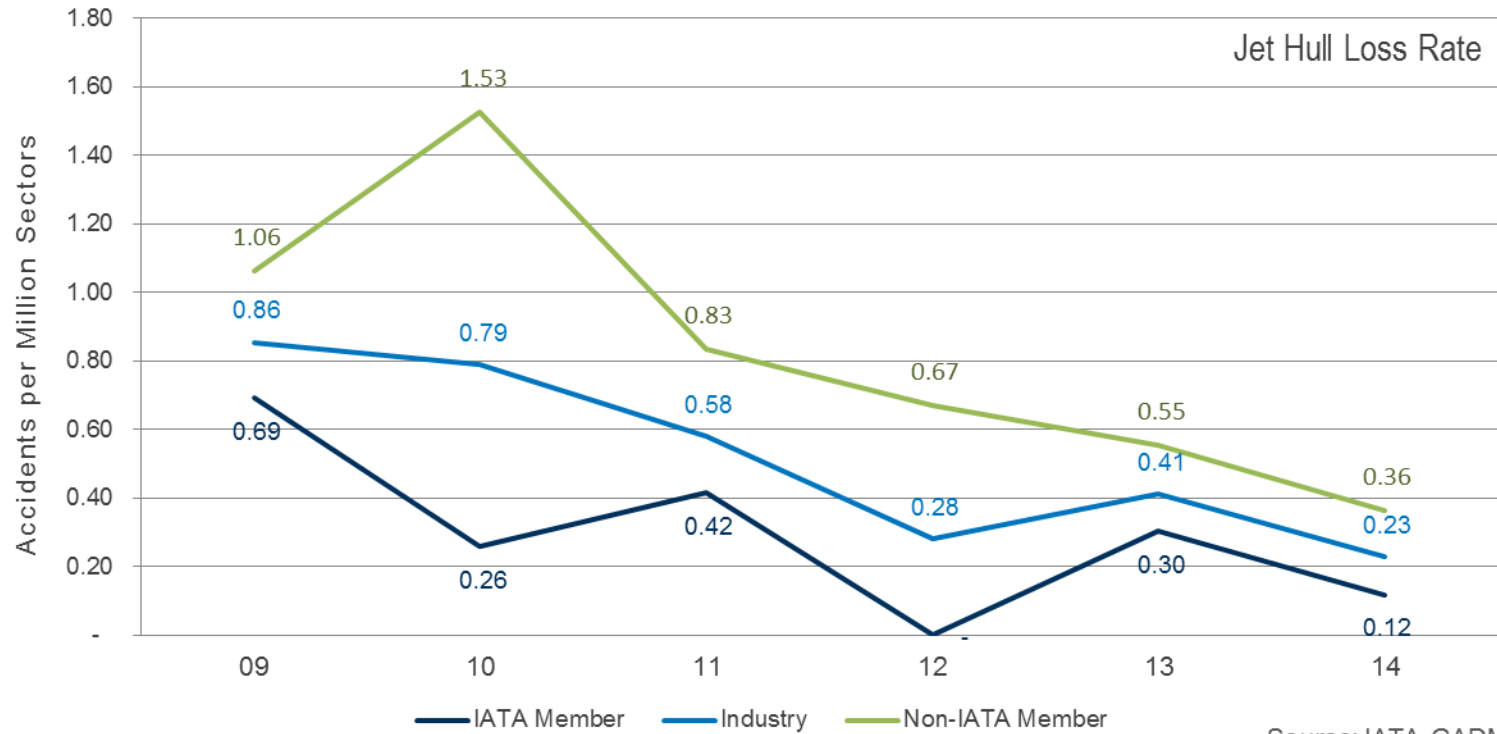
# **Air Transport Safety, a global perspective**

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Entry Point North Safety Seminar, Malmoe

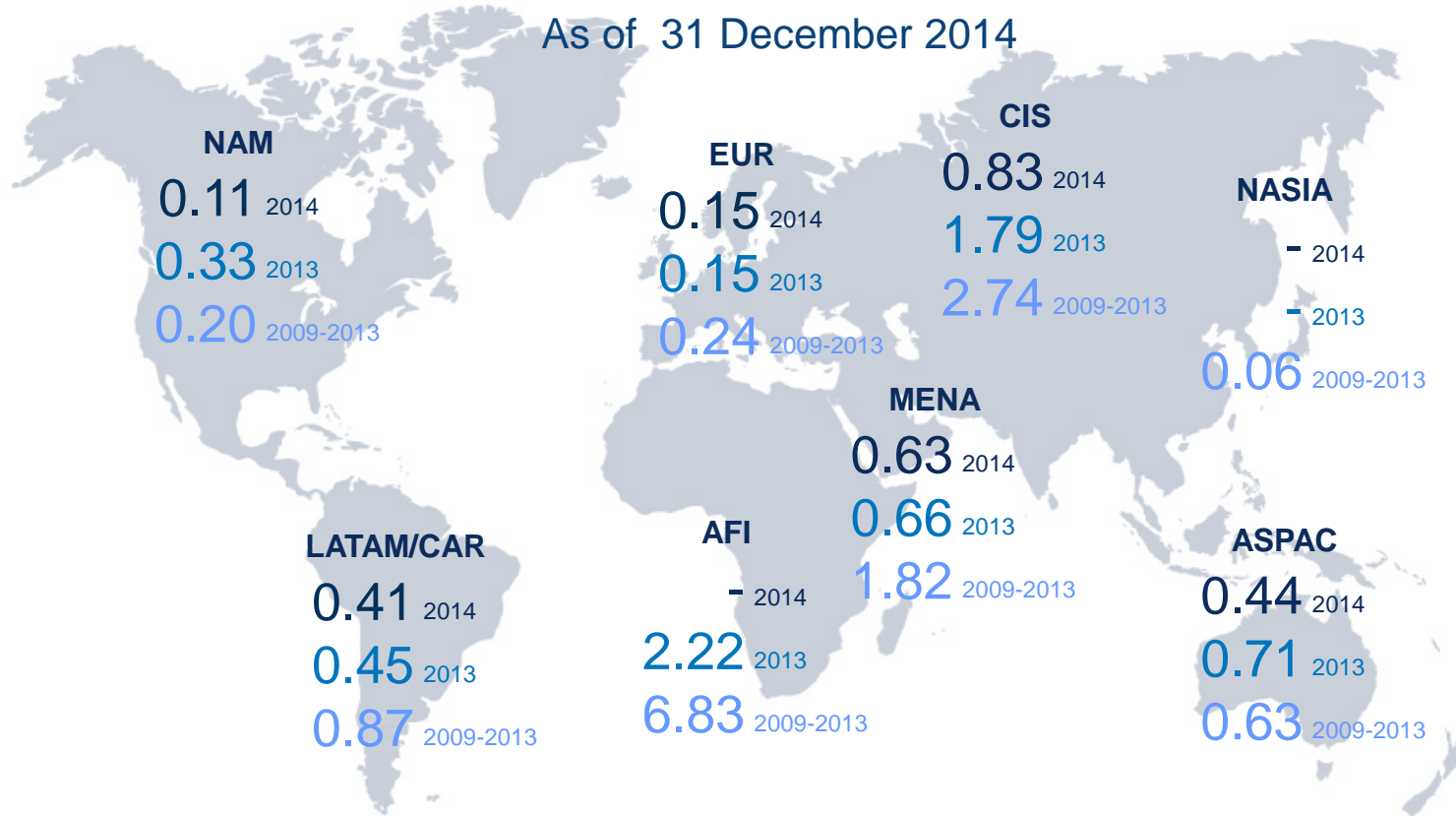
# Safety Performance: Jet Hull Losses per Million Sectors



Accidents Update: As of 31 Dec 2014

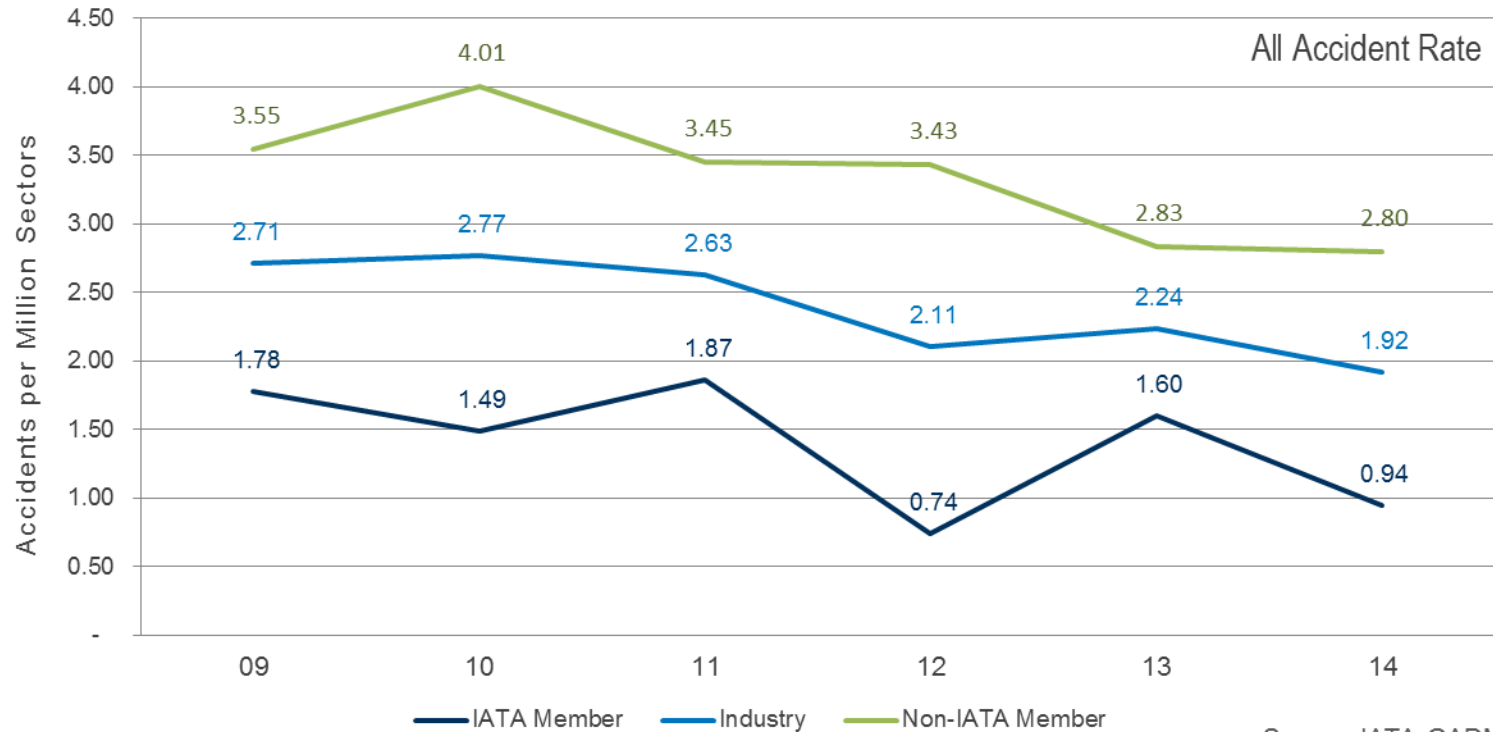
# Jet Hull Loss Rate per Region of Operator

As of 31 December 2014



Source: IATA GADM

# Safety Performance: All Accidents per Million Sectors



Source: IATA GADM

Accidents Update: As of 31 Dec 2014

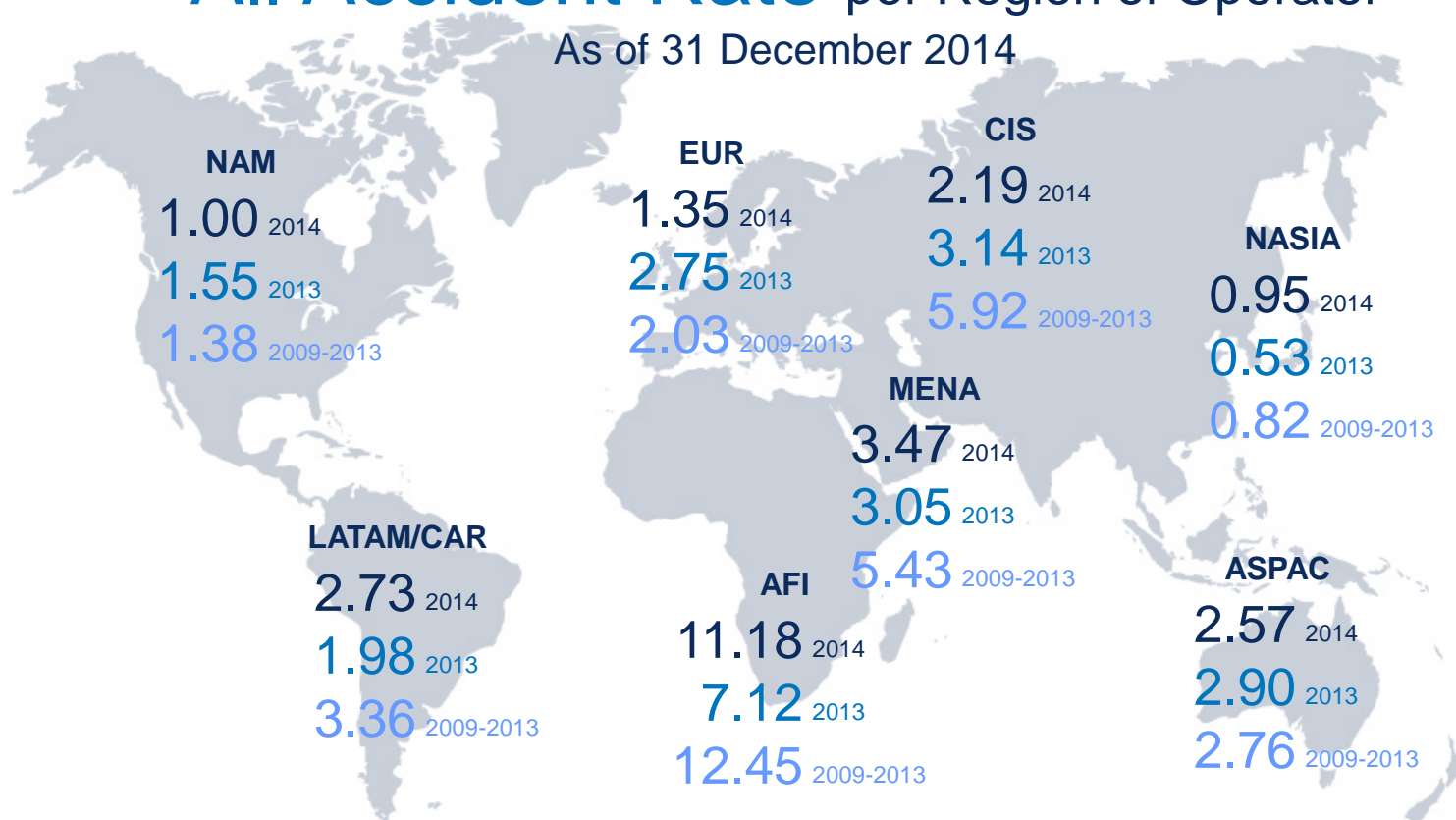
## All Accidents Overview

	Year 2014	2009-2013 Average per year
Total Accidents	73	86
Accidents with IATA Members	17	26
Total Jet Hull Losses	7	16
Total Turbo-Prop Hull Losses	17	20
Total Fatal Accidents	12	19
Fatalities	641	517

Source: IATA GADM

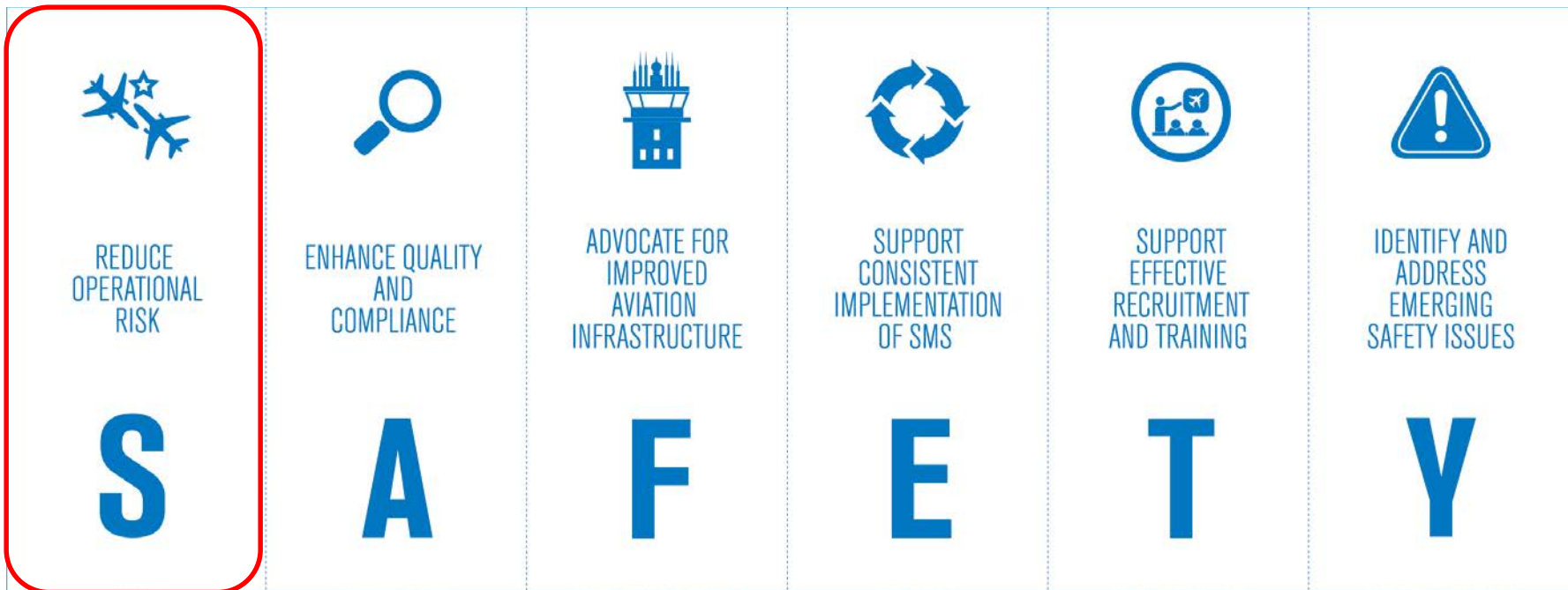
# All Accident Rate per Region of Operator

As of 31 December 2014



Source: IATA GADM

# IATA Safety Strategy



# Reduce Operational Risk

## Top accident categories

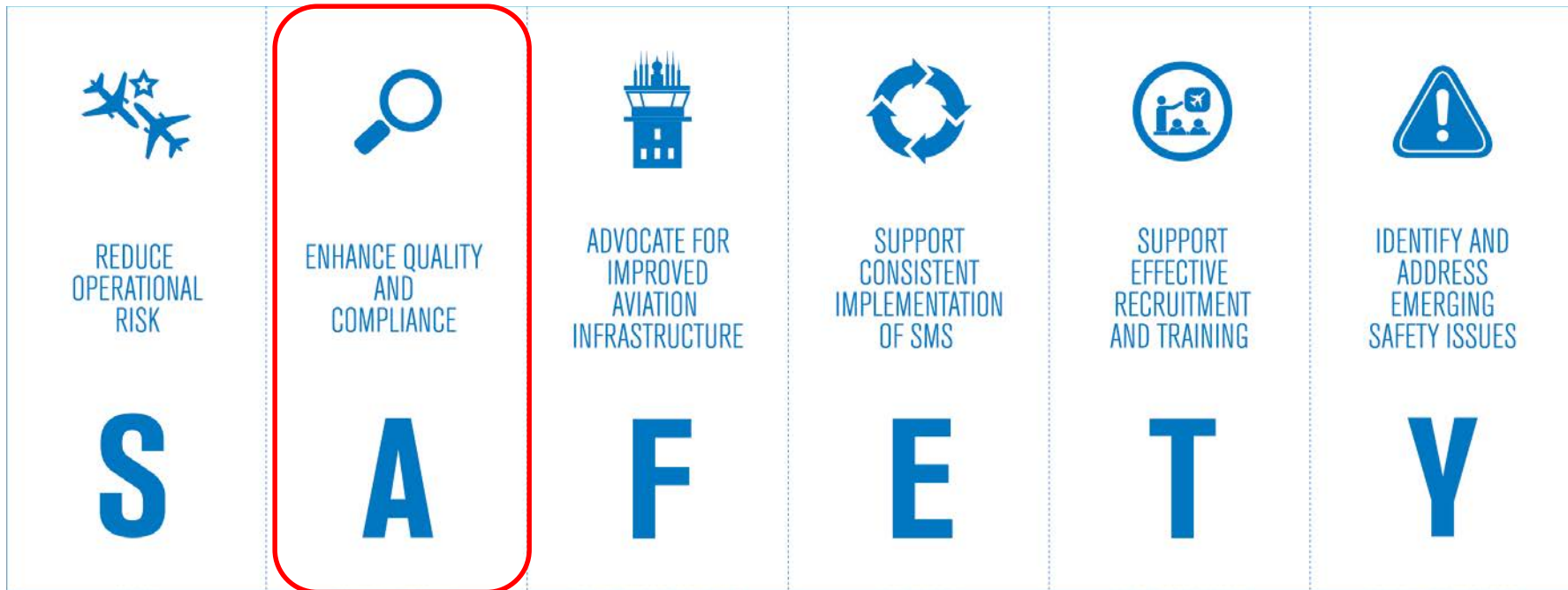
- Runway safety
- Loss of control in-flight
- Controlled flight into terrain
- Collisions
- Fatigue



# Initiatives

- Runway safety go-teams visits
- Jointly with ICAO and your association: FRMS implementation guide
- Russia and CIS safety enhancement strategy

# IATA Safety Strategy



# Enhanced IOSA

## Four Pillars

Enhanced IOSA will facilitate the incorporation of four pillars in airline operations:

**Continuous  
Conformity with  
IOSA Standards**

**Focus on  
Implementation of  
IOSA Standards**

**Reliability of  
Airline's Quality  
Assurance  
Functions**

**Auditing  
Standardization**

## European focus



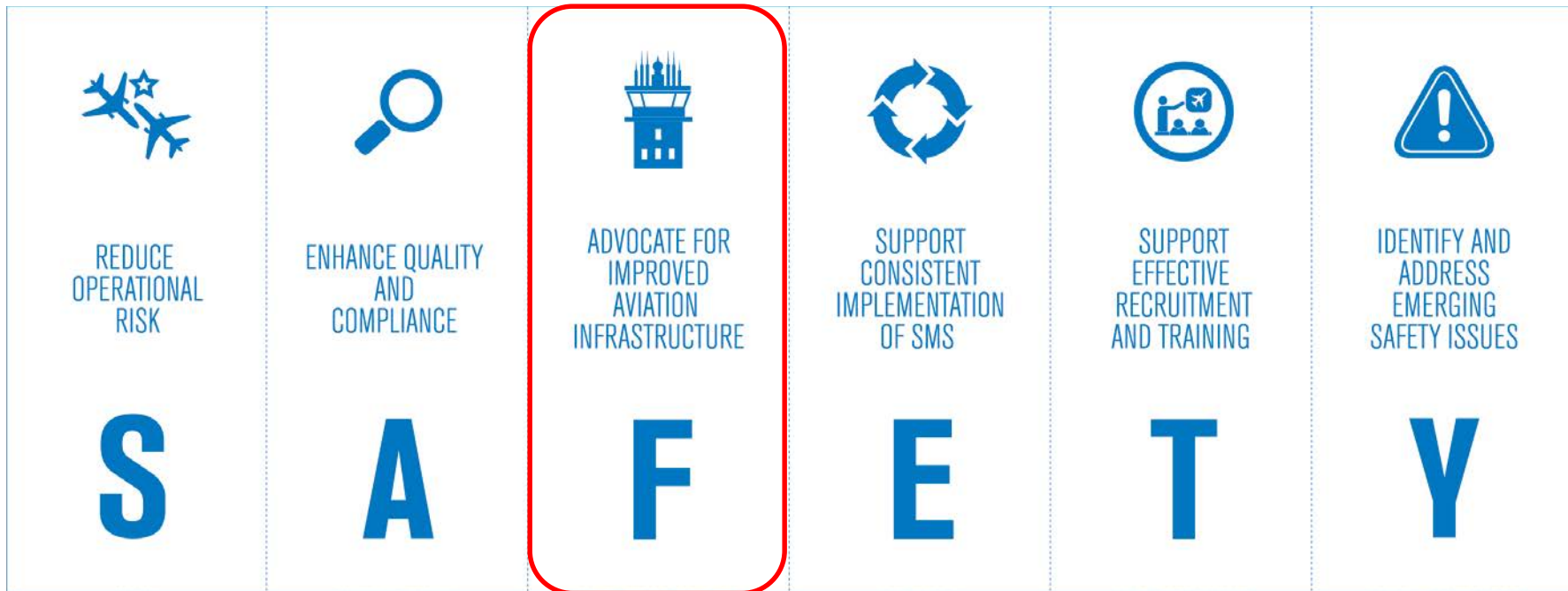
- Work with States included in EU safety list or having significant safety concerns raised by ICAO (Kazakhstan, Kyrgyzstan, Georgia)
- Help States having poorer than average ICAO USOAP results
- Organize SMS implementation workshops for RCIS

## IATA Standard Safety Audit (ISSA)

IATA is establishing a safety audit program to fill a gap of safety standards in a part of the industry that is not covered by IOSA

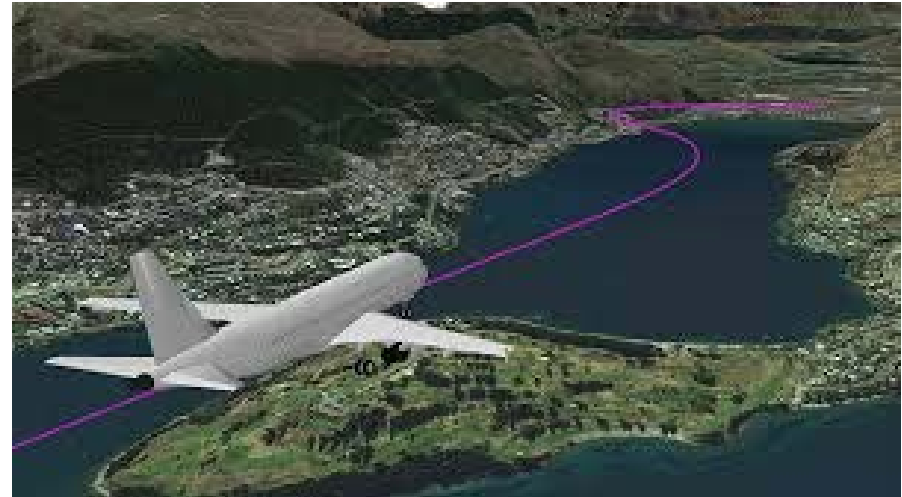


# IATA Safety Strategy

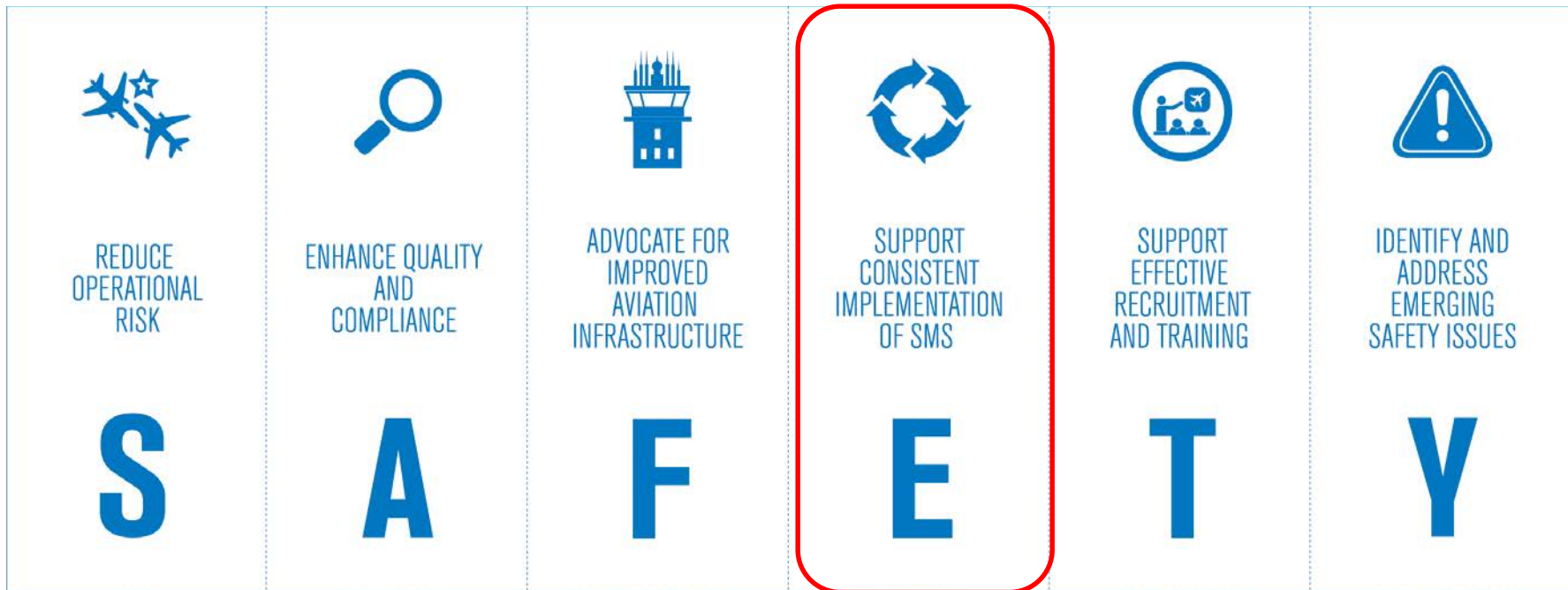


# Advocate for improved aviation infrastructure

- Phasing out NDB/VOR approaches and accelerating the implementation of approaches with vertical guidance (APV)
- Airport (runway & ramp infrastructure)
- Air Navigation harmonization and standardization



# IATA Safety Strategy





# Consistent implementation of SMS

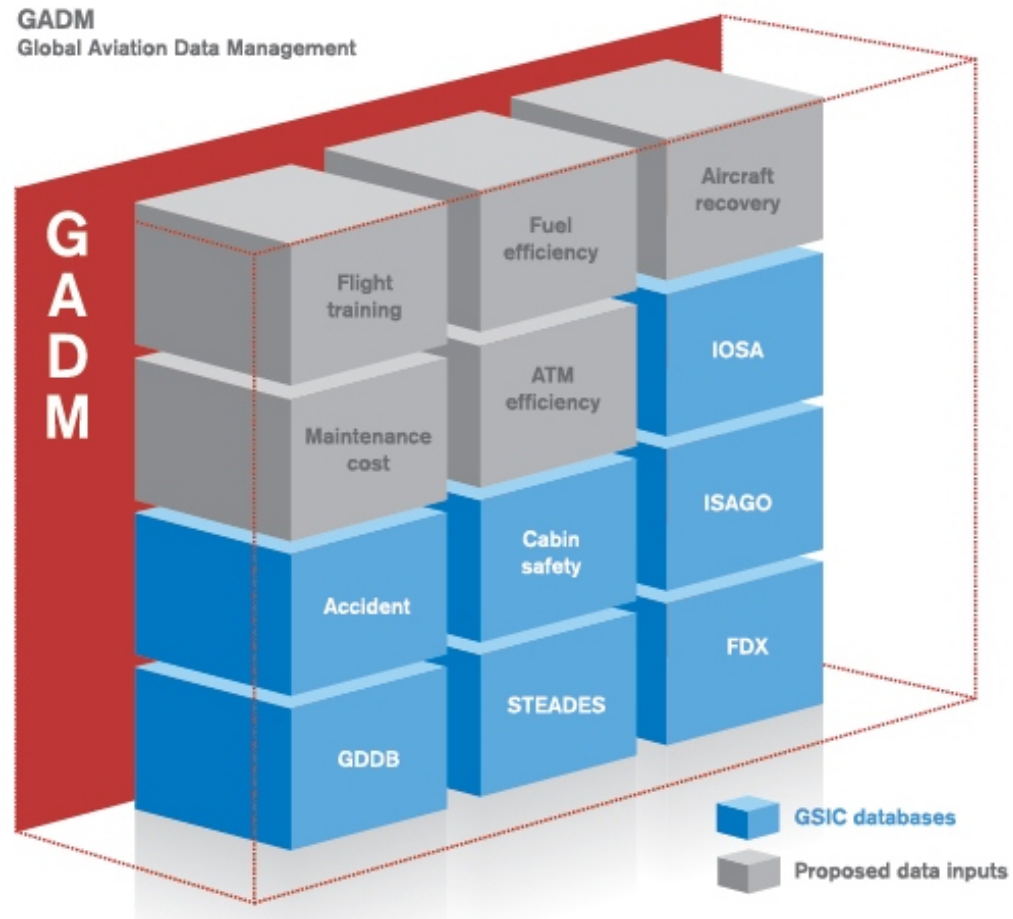
- Safety performance monitoring
- Analysis and dissemination of information
- Safety promotion and facilitation

# SMS and the Regulators in Europe

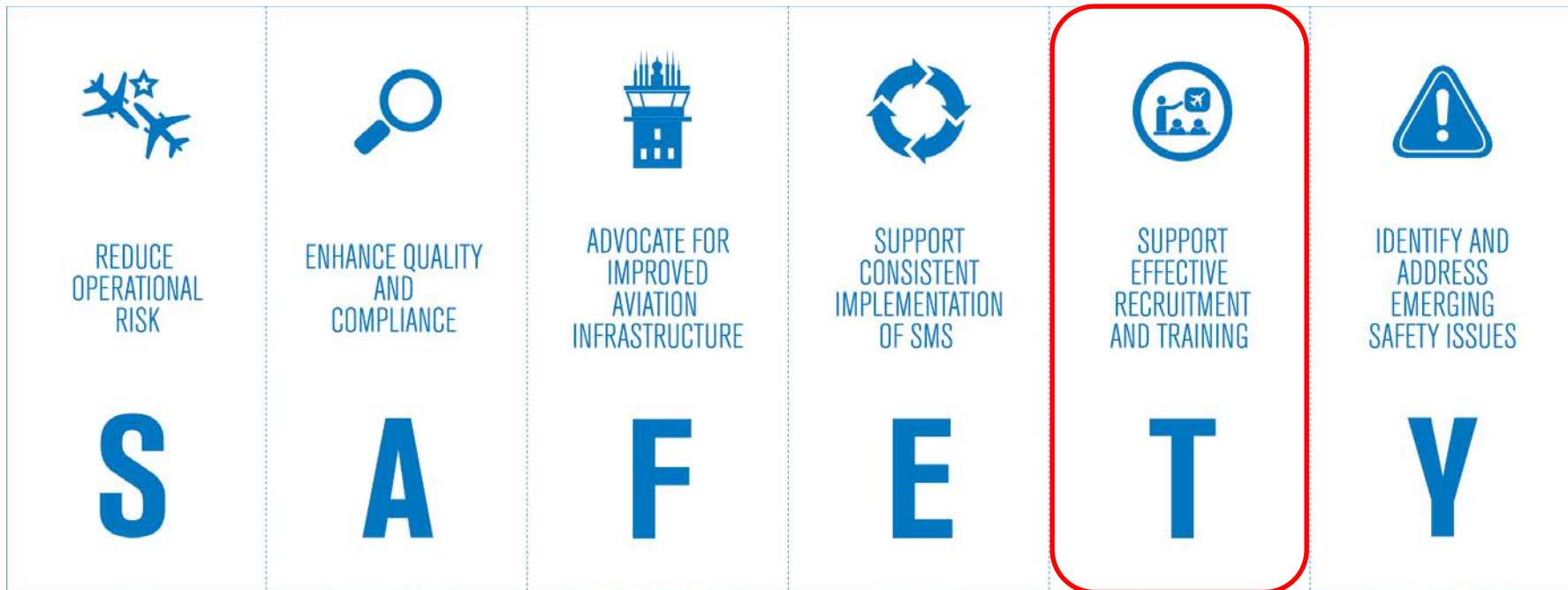
- EC 965/2012 – applicable 28.10.2014 in the EU
- Not all parties fully ready
- SMS Implementation workshops
- PfQ workshops
- Regulatory intervention on specific high level issues:
  - Volcanic ash
  - Overflight of conflict zone

## The power of data - GADM

- Build a platform on a comprehensive data warehouse
- Integrate all possible sources and areas of aircraft operations
- Produce a wide spectrum of analyses to:
  - Identify industry issues
  - Drive initiatives and actions to solve the identified problems



# IATA Safety Strategy



# Support effective recruitment and training

- IATA Training and Qualification Initiative (ITQI)
- Air Traffic Control (ATC) Next Generation of Aviation Professionals (NGAP)
- Ground Handling Agents (GHA)



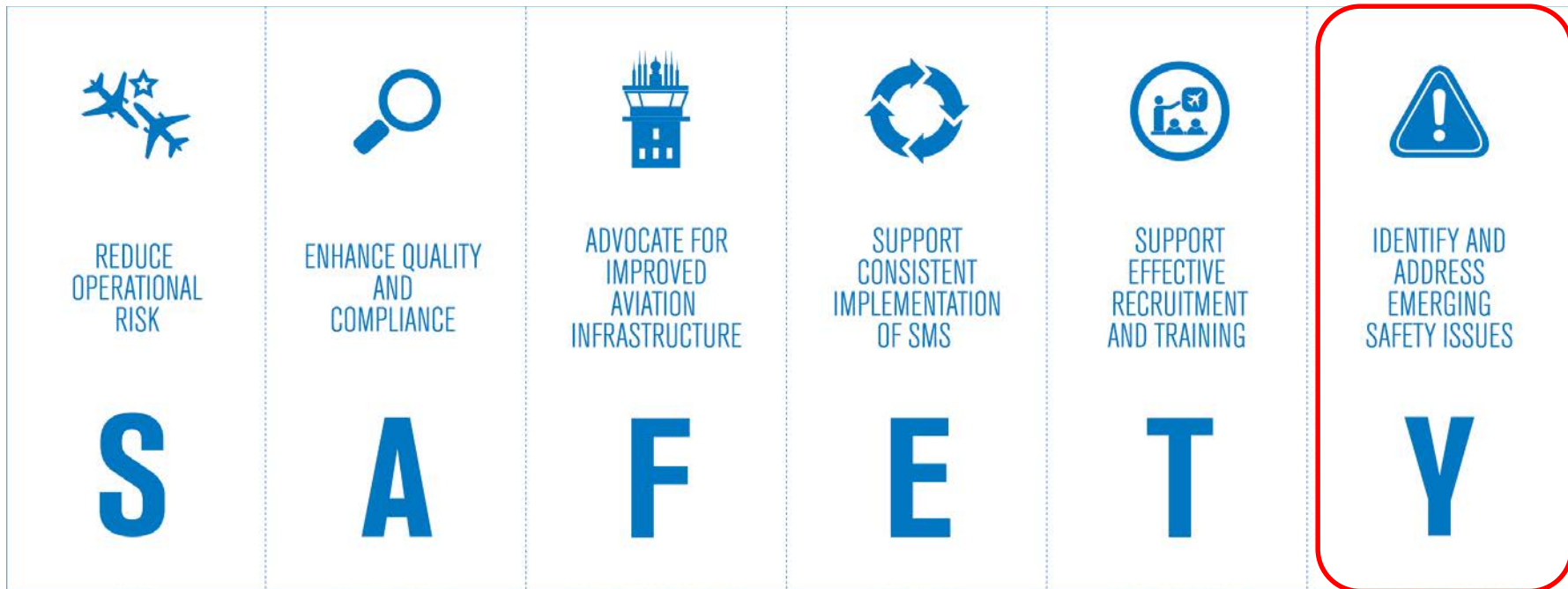
# Support effective recruitment and training

## IATA Training Qualification Initiative - ITQI

- Multi-crew pilot license (MPL) and evidence-based training (EBT)
- Attract the younger generations
- Regulatory harmonization and market permeability



# IATA Safety Strategy



# Emerging issues

- Lithium Batteries
- Safe Integration of Remotely Piloted Aircraft Systems (RPAS)
- GNSS signal interference - GNSS jamming and Space weather
- Laser attacks



# The way forward to a safer industry

- Performance Based Regulation
- Performance/risk based oversight
- Partnership approach
- Regional focus within global strategy





# Thank you

## Have a safe journey

Malmoe  
May 26<sup>th</sup>, 2015

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We represent, lead & serve  
the airline industry

