



Global Aviation Data Management



What is GADM?

- Global Aviation Data Management
- GADM is a department under IATA Safety
- It contains a data management platform integrating several sources of operational data received from different IATA programs
- GADM is structured as an “umbrella” program focussed on operational safety and audit data

GADM Goals

➤ **Goals:**

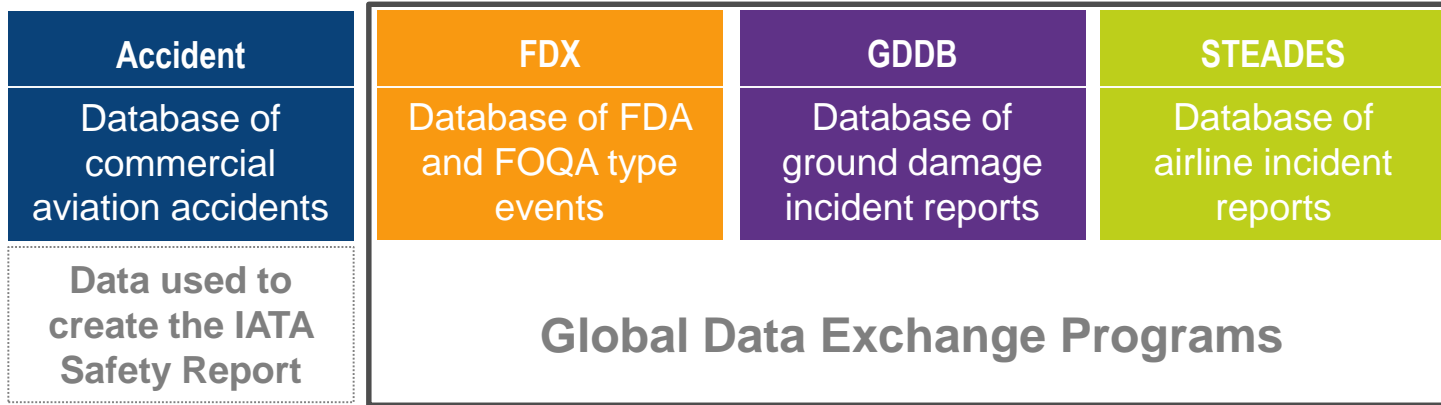
- To provide the industry with comprehensive, cross-database analysis
- To support a proactive data-driven approach for advanced trend analysis and predictive risk mitigation

Support Consistent Implementation of SMS

The power of data - GADM

- Built on a comprehensive data warehouse platform
- 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

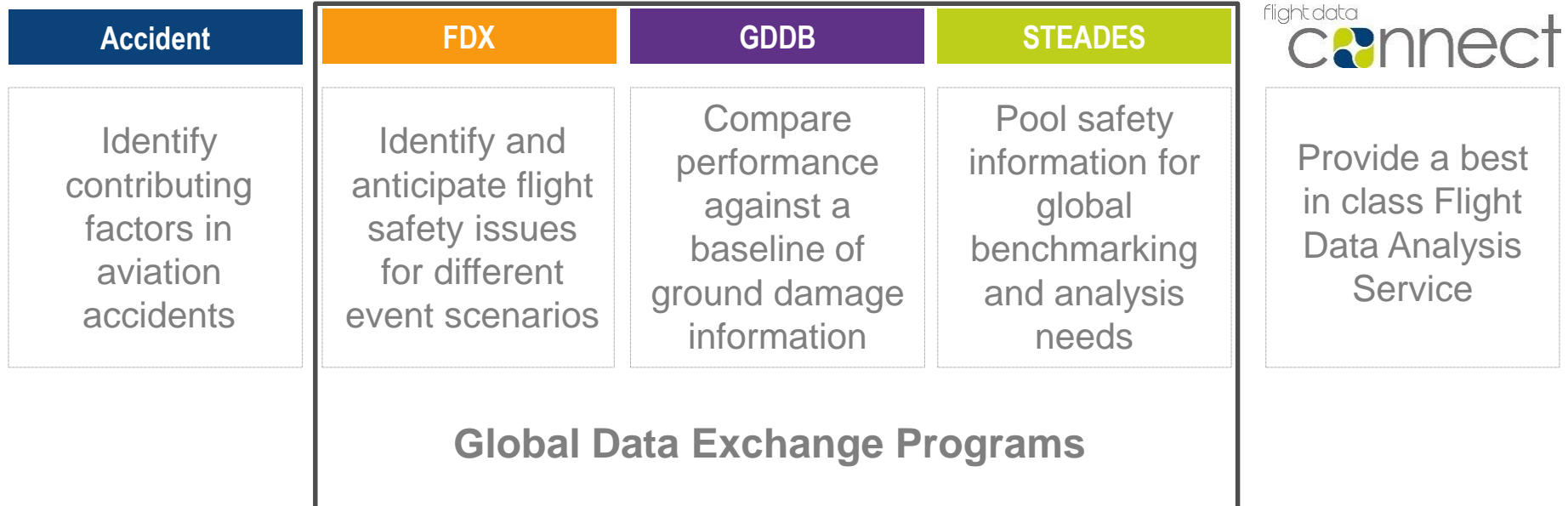
GADM Portfolio



Data Sources

Accident	FDX	GDDB	STEADES	<small>flight data</small> connect
Accident Reports, Accident Classification Task Force	more than 55 participants and a database of over 2 million flights	more than 180 participants (airlines & ground service providers)	Over 200 participants and a database of over 1.5 million records	Flight Data Recorder (FDR) or Quick Access Recorder (QAR)
Global Data Exchange Programs				

Main Goals



GADM



➤ FDX



➤ STEADES



➤ GDDB

➤ New Incident DB

IATA Safety Exchange
Programs



➤ Accident



Accident Database



Accident

FDX

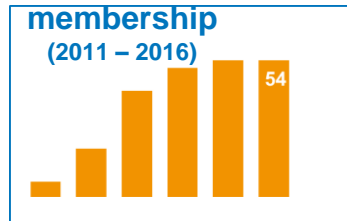
GDDB

STEADES

- The accident database covers all commercial aviation accidents worldwide that meet IATA accident inclusion guidelines
- The database is updated on a bi-annual basis after the Accident Classification Technical Group (ACTG) meetings
- Data is used to create the IATA Safety Report, which is the flagship safety document produced by IATA since 1964
- Produced annually, the Safety Report provides the industry with critical information derived from the analysis of aviation accidents
- www.iata.org for free download



Flight Data eXchange



Accident

FDX

GDDB

STEADES

- **Flight data** is merged into a database that provides **aggregated de-identified information** back to airline participants
- Airlines use FDX to identify flight safety issues by querying a shared, de-identified, database holding a wide range of safety measurements.
- IATA uses collated FDX data when working with States to mitigate safety risks and improve flight efficiency.
 - For example, airspace redesigns have been carried out to mitigate mid-air collision risk.

FDX

How does it work?



Airline A



Airline B



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

In **FDX**, airlines submit flight data to IATA* where it is **processed** using a common **event set**,

de-identified results are **integrated** into a database with inputs from multiple operators,

to generate global trends, rates and training materials and to **support advocacy work**

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

(*) IATA works with Flight Data Services as its collaborative partner for FDX data processing. 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 Web Interface

(V1)

AVIATION SAFETY TEAM



Analysis GADM
Overview | Data Submission

Overview

The FDX analysis pages enable querying of event occurrences through a much larger data set than that of your own. Contributors' data is processed using a single platform into a single database to ensure consistency of analysis. FDX members benefit from free access to this innovative tool to identify systemic issues and benchmarking. Data is always de-identified and updated on a regular basis. Users can drill down several layers of data from flights to event categories, regions and airports.

For more information on how to participate, access the [GADM Site](#).



Data Submission



Misconfigured Takeoff



TCAS



LOC-I



TAWS



Runway Approach & Landing

Latest update

2017-03-30: Updates and improvements.

2017-03-16: Initial release.

Definitions

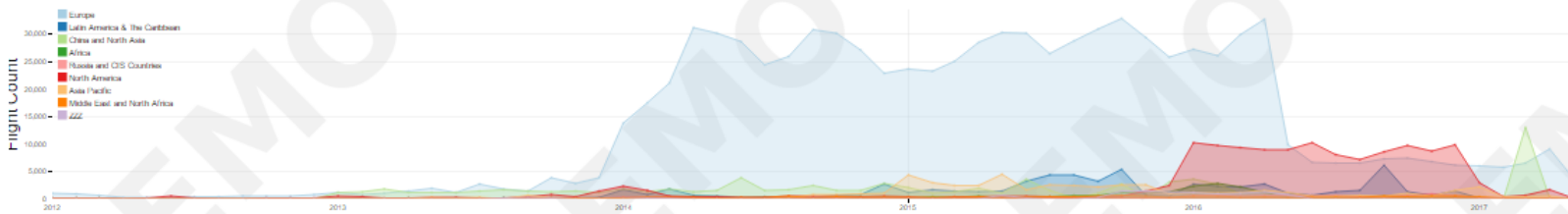
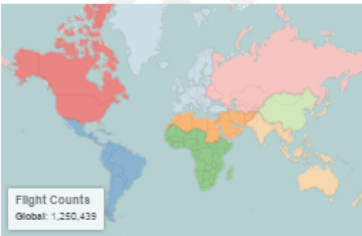
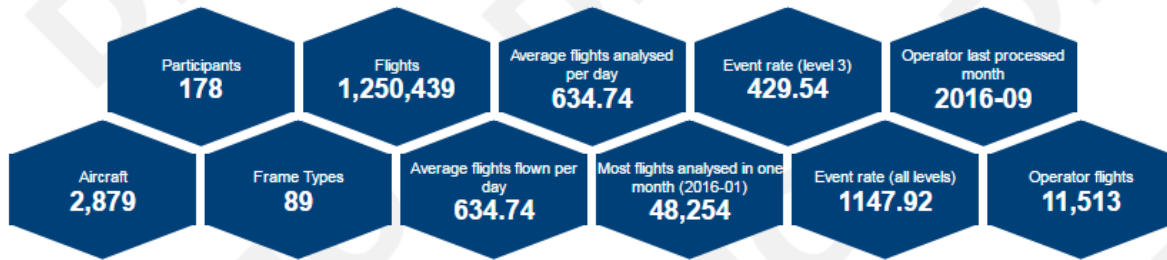
- Rule of Three
- Event Rates
- IATA Region of Operator
- Flight Date



Data Submission

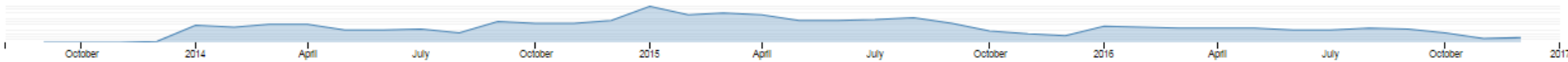
The map represents the number of FDX flights submitted by operators within each IATA region. Hovering over the regions reveals the number of flights flown by operators based in that region and the number of airports meeting the Rule of Three (3 or more FDX participants operating to that airport) in the time period selected.

The data submission bar chart displays the number of flights processed by IATA region. The line chart represents the number of processed flights by month flown. If an IATA region is selected on the map, the values will be filtered for the selected region.

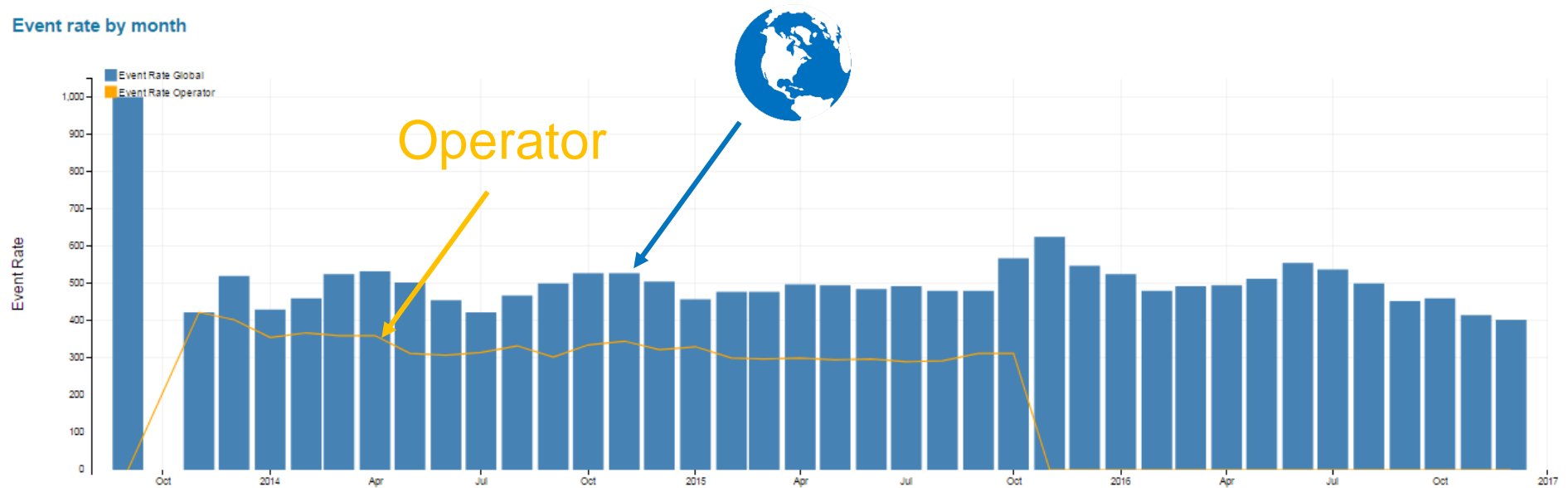


Runway Approach & Landing

The Approach and Landing Accident Reduction page contains metrics on go-around, long landing, tailwind, stopping distance events and other KPVs. Currently displaying all event levels.

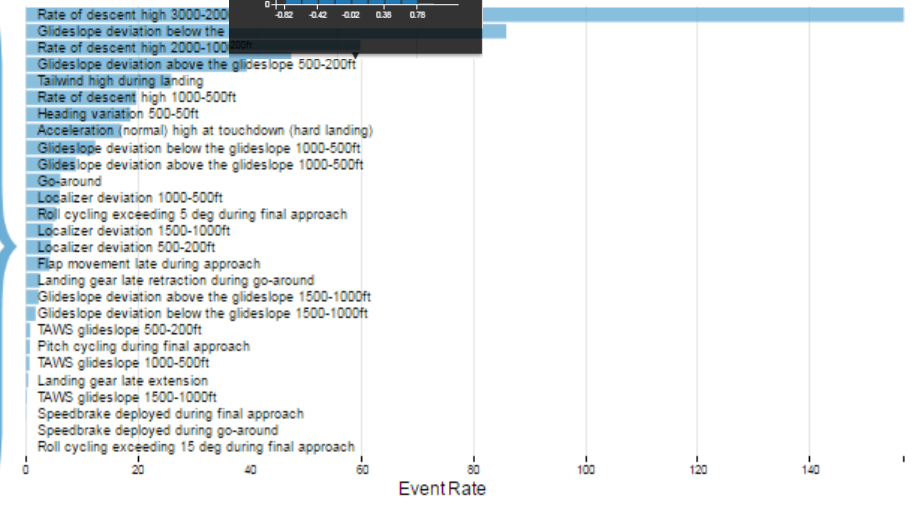
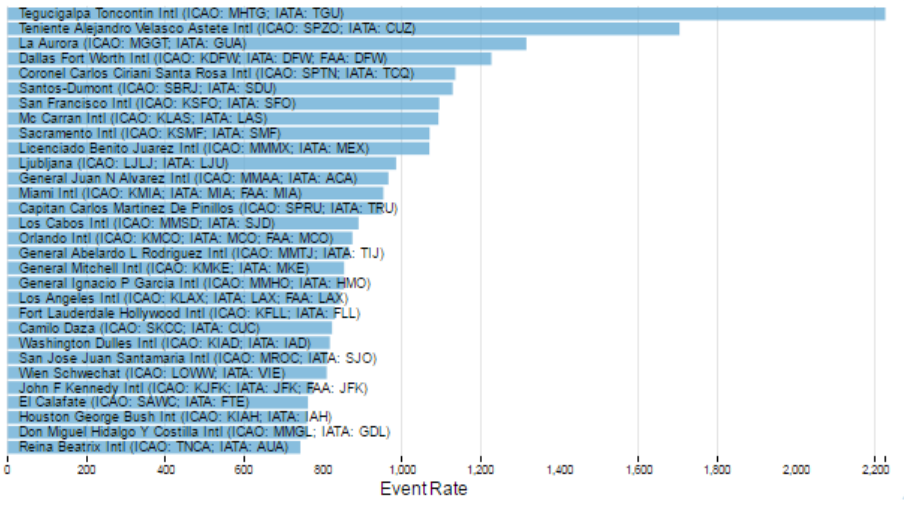
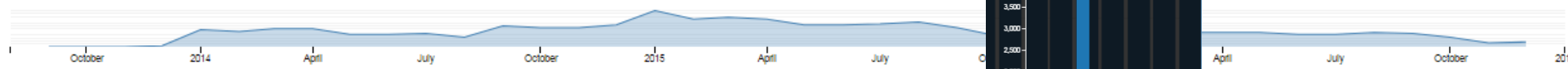
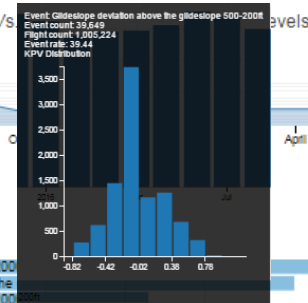


Event rate by month



Runway Approach & Landing

The Approach and Landing Accident Reduction page contains metrics on go-around, long landing, tailwind, stopping distance events and other KPVs



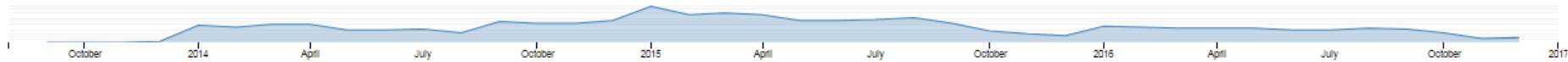


Home | **Analysis** | GADM

Misconfigured Takeoff | TCAS | LOC-I | TAWS | **Runway Approach & Landing**

Runway Approach & Landing

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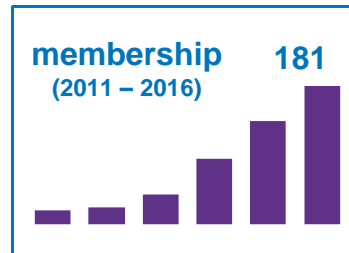
Map showing locations of rate based events by airport

Airports





Ground Damage Database



Accident

FDX

GDDB

STEADES

- GDDB main goal is to identify ground damage issues to enable the implementation of measures that will improve safety and reduce ground damage and associated costs
- Participants have access to **Quarterly Reports** and the GDDB **Interactive Interface**
- Analyses are shared with the IATA Ground Operations task forces and the IATA Safety Audit for Ground Operations (ISAGO) task force
- Membership continues to grow rapidly, driven by IOSA and ISAGO recommended practice

GDDB

How does it work?



1. Reports are submitted on a quarterly basis using a template or by an automated form accessible through GDDB website
2. The “Rule of Three” is applied to ensure de-identification of collated information - there must be at least three different participants providing data for any applicable analysis to be published (i.e. Region, Airport, aircraft type, etc.).
3. Distribution is by direct download from the GDDB website

GDDB

Website

GDDB

Facilitating decisions to reduce avoidable costs

GDDB is a program that encompasses a database of Ground Damage incidents, allowing participants to compare their performance to a baseline of global ground damage information. GDDB is designed to facilitate data-driven decisions to measurably reduce aircraft ground damage. Information from the GDDB will feed existing IATA ground operations working groups and support the continuous improvement of both the Aircraft Handling Manual (AHM) and ISAGO audit program. Should you need any information, please contact us at GDDB@iata.org

Analysis Reports



Interactive Interface

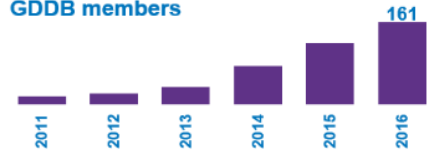


[Data upload](#)

[GDDB submission form](#)

[Guidelines for data upload](#)

GDDB members



GDDB Satisfaction Survey

[Please take the time to provide us your feedback!](#)

Post your testimonial

[Use this link to share your experience](#)

Analysis Topic Suggestion

[Use this link to suggest a topic](#)

What's new?



GDDDB

Submission Form



The submission form is one of the options available to submit ground damage reports

GADM

Incident Details Flight Details Damage Environmental Conditions Phase of Operations Causal Factor Additional Info

Incident Details

Report Type

Found

Damage by Third Party

GSP

Location of Incident

Stand/Gate (4 characters)

Date of Incident/Observation

Time of Incident/Observation (HHMM)

Reporting Station (3 L

IATA Region

Previous Station (3 L

IATA Region

Previous

Save

In scope events:

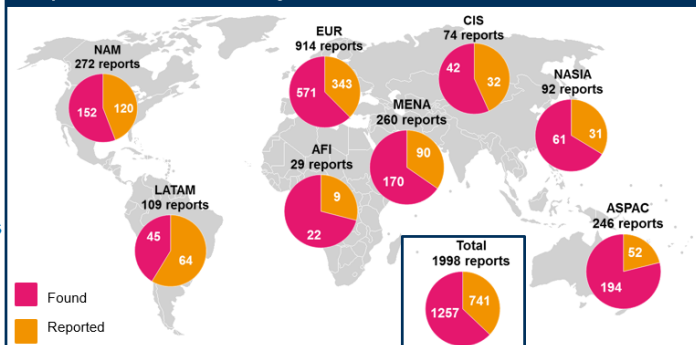
- While parked
- During marshaling or using stand guidance
- During deicing
- While being towed
- Near miss (no actual damage)
- Slide deployments
- Hangar



IATA Regions

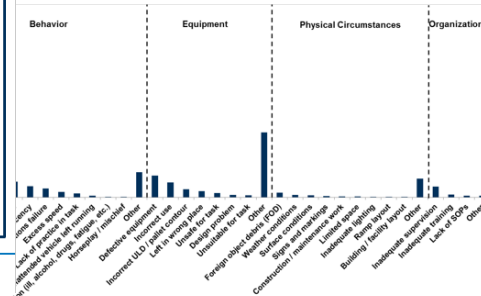
- Europe has the highest amount of reports and a significant number are 'Found'.
- Latin America is the only region to have more 'Reported' events than 'Found'.

'Reported' vs. 'Found' by location of Occurrence Winter 2016



Factors

(Winter 2016)



GADM
base (GDDB)

Winter 2016
(Q4 2015 & Q1 2016) Analysis Report



GDDDB Dashboard



GDDDB - Ground Damage Database



Back Clear Forward

Current Selections

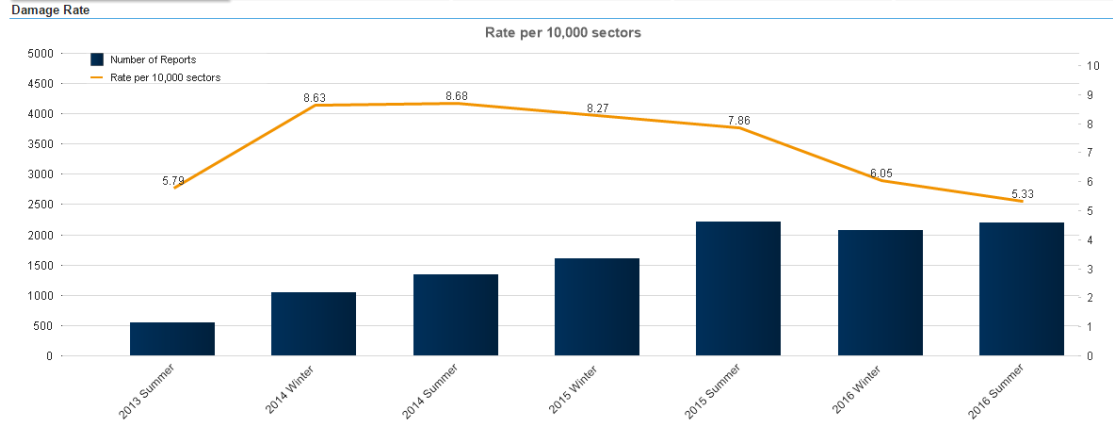
Total Reports: 11290

Season		Aircraft Body Type	
<input type="checkbox"/> 2013 Summer	551	<input type="checkbox"/> Narrow	4940
<input type="checkbox"/> 2014 Winter	1044	<input type="checkbox"/> Wide	6250
<input type="checkbox"/> 2014 Summer	1345	<input type="checkbox"/> n/a	3
<input type="checkbox"/> 2015 Winter	1600		
<input type="checkbox"/> 2015 Summer	2219		
<input type="checkbox"/> 2016 Winter	2059		
<input type="checkbox"/> 2016 Summer	2200		

Region of Member		Region of Damage	
<input type="checkbox"/> AFI	70	<input type="checkbox"/> AFI	299
<input type="checkbox"/> ASPAC	821	<input type="checkbox"/> ASPAC	1211
<input type="checkbox"/> CIS	352	<input type="checkbox"/> CIS	360
<input type="checkbox"/> EUR	6485	<input type="checkbox"/> EUR	5405
<input type="checkbox"/> LATAM	535	<input type="checkbox"/> LATAM	614
<input type="checkbox"/> MENA	1420	<input type="checkbox"/> MENA	887
<input type="checkbox"/> NASIA	524	<input type="checkbox"/> NAM	1804
<input type="checkbox"/> NATAM	1064	<input type="checkbox"/> NASIA	551

Severity		Report Type	
<input type="checkbox"/> Minor	6540	<input type="checkbox"/> Found	6841
<input type="checkbox"/> Low	2095	<input type="checkbox"/> Reported	4445
<input type="checkbox"/> Moderate	1718		
<input type="checkbox"/> High	749		
<input type="checkbox"/> Unknown	187		

Damage Rate Aircraft Body Type Reported vs. Found Ground Equipment Type of Damage



Damage Type	Activity Period	Ground Equipment	Damage Location	Causal Factor	Corrective Action
<input type="checkbox"/> Scratch / Dent / Scuff	6407	<input type="checkbox"/> Unknown	<input type="checkbox"/> Cargo Hold - Aft Hold	<input type="checkbox"/> Behavior - Communications failure	<input type="checkbox"/> No action
<input type="checkbox"/> Near miss	1253	<input type="checkbox"/> ULD (Container/Pallet)	<input type="checkbox"/> Cargo Hold - Bulk Hold	<input type="checkbox"/> Behavior - Distraction	<input type="checkbox"/> Briefing / Letter given
<input type="checkbox"/> Tear or crack	1179	<input type="checkbox"/> None	<input type="checkbox"/> Cargo Hold - Fwd Hold	<input type="checkbox"/> Behavior - Excess speed	<input type="checkbox"/> No answer
<input type="checkbox"/> Other	876	<input type="checkbox"/> Cargo Loader (Main Deck Loader, Lower ...)	<input type="checkbox"/> Cargo Hold - Loading System	<input type="checkbox"/> Behavior - Failure to see	<input type="checkbox"/> Safety Notice issued
<input type="checkbox"/> Detached	727	<input type="checkbox"/> Other	<input type="checkbox"/> Cargo Hold - Locks / Stops / Guides	<input type="checkbox"/> Behavior - Horseplay / mischief	<input type="checkbox"/> Staff re-trained
<input type="checkbox"/> Puncture	680	<input type="checkbox"/> Passenger Stairs/ Steps	<input type="checkbox"/> Cargo Hold - Main Deck	<input type="checkbox"/> Behavior - Incapacitation (ill, alcohol, drugs, f...	<input type="checkbox"/> Accountability review
<input type="checkbox"/> Slide Deployment	168	<input type="checkbox"/> Belt Loader	<input type="checkbox"/> Cargo Hold - Nets	<input type="checkbox"/> Behavior - Lack of practice in task	<input type="checkbox"/> Disciplinary action taken
<input type="checkbox"/> No Answer	95	<input type="checkbox"/> Loading Bridge	<input type="checkbox"/> Cargo Hold - Other	<input type="checkbox"/> Behavior - Other	<input type="checkbox"/> Procedures amended / created
<input type="checkbox"/> Delamination	93	<input type="checkbox"/> Catering Vehicle	<input type="checkbox"/> Cargo Hold - Panel / Side Walls	<input type="checkbox"/> Behavior - Poor discipline	<input type="checkbox"/> GSE / Equipment checked/repair
<input type="checkbox"/> Unknown	2	<input type="checkbox"/> Maintenance Lift / Steps	<input type="checkbox"/> Door - Cabin Door	<input type="checkbox"/> Behavior - Poor judgment / complacency	<input type="checkbox"/> Other action



Safety Trend Evaluation Analysis and Data Exchange System



Accident

FDX

GDDB

STEADES

- STEADES provides **benchmarking** rates, regular in-depth Trend **Reports**, topical analysis and access to a web **Query Tool**
- Participants use global and regional STEADES analysis to:
 - Drive airline safety committee meeting agenda
 - Compare performance against other airlines in the region or globally as part of SMS Safety Performance Monitoring
 - Discover if safety concerns are shared by other airlines
 - Query STEADES data directly to anticipate issues at airports of new routes
- STEADES analysis provides the basis to IATA's **advocacy work**, Task Forces and Working Groups in supporting the redesign of procedures and standards

STEADES

How does it work?

Airline safety office receives pilot and cabin reports

Airline Safety Dept. enters and classifies reports

1

Airline **submits** reports to IATA GADM

2

Data is validated, de-identified, quality checked, and collated **by IATA GADM**

3

↗ Analysis Reports
↗ Interactive Benchmarking
↗ Query Tool

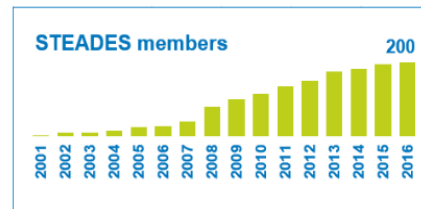
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3. Distribution is by direct download from the STEADES website

STEADES | Website

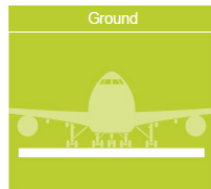
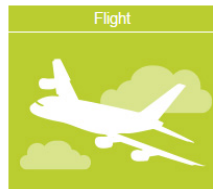
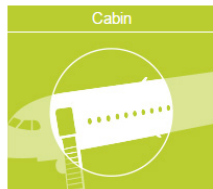
STEADES

Setting the Benchmark in Global Aviation Safety Data Sharing

STEADES is a program that encompasses a database of airline incident reports, offering a secure environment for airlines to pool safety information for global benchmarking and analysis needs. Should you need any information, please contact us at STEADES@iata.org.



Reports



STEADES Library

[Click here to access the complete list of STEADES reports](#)

STEADES

Airport Analysis

Airport Analysis uses STEADES data to provide an overview of incidents occurring at individual airports. The analysis was developed using commonly reported airport incidents and the scope of the IATA Airport Operational Visits. Please click on the links on the map below to access airport specific reports. If you'd like to request an airport analysis of an airport not already covered please click on the Airport poll link below. Should you need any information about airport analysis, please contact us at STEADES@iata.org.



STEADES Benchmarking

STEADES Interactive Benchmark - Flight Safety
Print Flight Safety Report

Input Data

Step 1: Insert the name of the airline

Airline name	Region Of Airline
AirlineName	AFJ ASAC CIS ELR LATAM-CAR MENA NAM NAGA

Step 2: Select one Region of Operator to benchmark your airline against

Step 3: Insert your number of sectors/departures flown for each quarter and the total number of Operational Safety Reports

Number of sectors/Departures flown		Total Number of Reports Received	
2015 Q2	= 25000	2015 Q2	= 250
2015 Q3	= 28000	2015 Q3	= 250
2015 Q4	= 30000	2015 Q4	= 300
2016 Q1	= 19000	2016 Q1	= 410
2016 Q2	= 22000	2016 Q2	= 420
2016 Q3	= 29000	2016 Q3	= 512

Step 3: Enter your total number of Operational Flight Safety Reports per each quarter per each category.

Altitude Deviation	Birdstrike	Configuration warning	Deep landing
2015 Q2 = 1	2015 Q2 = 15	2015 Q2 = 0	2015 Q2 = 1
2015 Q3 = 0	2015 Q3 = 12	2015 Q3 = 0	2015 Q3 = 2
2015 Q4 = 0	2015 Q4 = 20	2015 Q4 = 0	2015 Q4 = 1
2016 Q1 = 0	2016 Q1 = 10	2016 Q1 = 0	2016 Q1 = 1
2016 Q2 = 0	2016 Q2 = 0	2016 Q2 = 0	2016 Q2 = 0
2016 Q3 = 5	2016 Q3 = 15	2016 Q3 = 1	2016 Q3 = 2

EGPWS/GPWS warning	EGPWS/GPWS Windshear	Hard/heavy landing	Stall warning
2015 Q2 = 0	2015 Q2 = 3	2015 Q2 = 2	2015 Q2 = 2
2015 Q3 = 11	2015 Q3 = 1	2015 Q3 = 3	2015 Q3 = 3
2015 Q4 = 3	2015 Q4 = 2	2015 Q4 = 2	2015 Q4 = 4
2016 Q1 = 9	2016 Q1 = 1	2016 Q1 = 4	2016 Q1 = 3
2016 Q2 = 9	2016 Q2 = 1	2016 Q2 = 3	2016 Q2 = 5
2016 Q3 = 8	2016 Q3 = 3	2016 Q3 = 2	2016 Q3 = 2

Rejected take-off	TCAS RA	Unstable approach	Engine In-flight shutdown
2015 Q2 = 2	2015 Q2 = 10	2015 Q2 = 8	2015 Q2 = 2
2015 Q3 = 1	2015 Q3 = 15	2015 Q3 = 9	2015 Q3 = 1
2015 Q4 = 0	2015 Q4 = 20	2015 Q4 = 0	2015 Q4 = 1
2016 Q1 = 0	2016 Q1 = 10	2016 Q1 = 11	2016 Q1 = 2
2016 Q2 = 0	2016 Q2 = 8	2016 Q2 = 23	2016 Q2 = 0
2016 Q3 = 0	2016 Q3 = 3	2016 Q3 = 30	2016 Q3 = 1

GADM Flight Safety Benchmarking Tool

Altitude ... Birdstrike ... Configura... Deep land... EGPWS/... EGPWS/... Hand/he... Stall warn... Rejected ... TCAS RA ... Unstable ... Engine In... Reporting...

Birdstrike

STEADES Interactive Benchmark - Advanced Analysis
Update Category

Reporting Culture

Airline Mean Ratio = 15.24

<p>Altitude Deviation</p> <p>Airline Mean Ratio = 0.054</p>	<p>Birdstrike</p> <p>Airline Mean Ratio = 0.655</p>	<p>Configuration warning</p> <p>Airline Mean Ratio = 0.00747</p>	<p>Deep landing</p> <p>Airline Mean Ratio = 0.0439</p>
<p>EGPWS/GPWS warning</p> <p>Airline Mean Ratio = 0.026</p>	<p>EGPWS/GPWS Windshear</p> <p>Airline Mean Ratio = 0.0705</p>	<p>Hard/heavy landing</p> <p>Airline Mean Ratio = 0.1115</p>	<p>Stall warning</p> <p>Airline Mean Ratio = 0.1275</p>
<p>Rejected take-off</p> <p>Airline Mean Ratio = 0.0520</p>	<p>TCAS RA</p> <p>Airline Mean Ratio = 0.4326</p>	<p>Unstable approach</p> <p>Airline Mean Ratio = 0.5501</p>	<p>Engine In-flight Shutdown</p> <p>Airline Mean Ratio = 0.0813</p>

STEADES

Query Tool

STEADES Query Tool

Back Clear Forward

Total Selected Reports
167835

2016 2015 Jan Feb Mar Apr May Jun Jul Aug Sep Oct Nov Dec

Note: Only twelve months of reports are searchable and non-English reports are not displayed in the STEADES Query Tool.

Q Search

Current Selections

Fleet Manufacturer

- Boeing
- Airbus
- Bombardier Aerospace
- McDonnell Douglas
- ATR
- British Aerospace
- Fokker
- Sikorsky
- Embraer

Aircraft Type

- 737-200
- 737-300
- 737-400
- 737-500
- 737-700
- 737-800
- 737-900
- 747-200
- 747-300

Flight Phase

- Approach
- Climb
- Cruise
- Descent
- Holding
- Initial Climb
- Landing
- NULL
- Parked

Region of Location

- AFI
- ASPAC
- CIS
- EUR
- LATAM
- MENA
- NAM
- NASIA

Country of Location

- Afghanistan
- Albania
- Algeria
- Angola
- Antigua and Barbuda
- Argentina
- Armenia
- Aruba

Airport of Location

- AAL
- AAM
- AAN
- AAR
- ABA
- ABE
- ABI
- ABJ
- ABM

Event Type

- Air Cond & Pressn
- Airport Management
- APU
- ATM
- Autostrike
- Birdstrike
- Cabin Equipment
- Cabin Management

Descriptors

- Passenger - Illness 7590
- ATC Service Standard 5741
- Flight Crew Fatigue/Stress 5367
- Operational Procedures 5244
- Inappropriate Behaviour 4652
- Hold Loading 3624
- Passenger Handling 3583
- Aircraft Limit Exceedence 3376

Operational Effect

- Air Turnback
- Aircraft Unfit for Service
- Ambulance/Paramedic
- Cancellation
- Delay
- Diversion
- Extra Security Checks
- Ferry Flight
- Fire Services

Immediate Effect

- Abnormal Landing
- Aircraft Out of Trim
- Aircraft Systems Inhibited
- Altitude Deviation
- Avoidance Manoeuvre
- Damage - Ground Equipment/Vehicle
- Damage - Major
- Damage - Minor

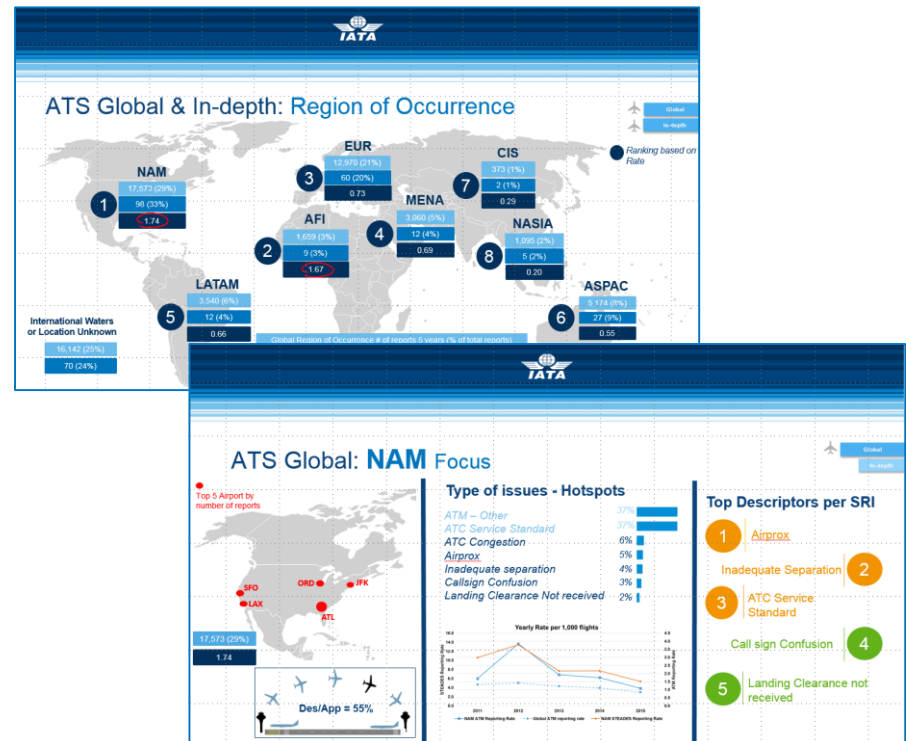
Selected Reports

Aircraft Type	Phase of Flight	Date	Event Title
777-200/300	Take-off	May-2016	EICAS - CONFIG GEAR STEERING
777-200/300	Approach	May-2016	GO AROUND - SEPARATION
747-400	Parked	May-2016	Security Check - B747 Door Compartment
747-400	Approach	May-2016	Bird Strike - No Damage - SVO
747-400	Approach	May-2016	TCAS RA on Approach into NBO
747-400	Parked	May-2016	Bird Strike - No Damage - SVO
NULL	NULL	Aug-2016	Single Birdstrike - No Damage
787-300	Climb	Aug-2016	Level bust
NULL	Approach	Aug-2016	Birdstrike
A321	Take-off	Aug-2016	Single Birdstrike - No Damage
NULL	Take-off	Aug-2016	Flight Crew Mis-Selection
A320	Cruise	Aug-2016	TCAS TA
A321	Cruise	Aug-2016	Turbulence
757-200	Parked	Jul-2016	NOTOC Discrepancy - Dangerous Goods
NULL	Take-off	Mar-2016	WILDLIFE STRIKE
A320	Take-off	Mar-2016	WILDLIFE STRIKE
A320	Landing	Feb-2016	WILDLIFE STRIKE
NULL	NULL	Feb-2016	FAILURE OF LEG TH TEMP
777-200/300	Landing	Feb-2016	FAILURE OF NWS NO REDUNDANCY
777-200/300	NULL	Sep-2016	EXCESSIVE FUEL BURN
777-200/300	NULL	Sep-2016	Aircraft Over Fuelled
777-200/300	Landing	Sep-2016	RUNWAY TURNING PAD CLOSED BY WP - NO PRIOR INFORMAT
NULL	Cruise	Sep-2016	ENGINE STALL IN MODERATE TURBULENCE
777-200/300	Holding	Sep-2016	AUTOPILOT DISCONNECTION ABOVE 10,000 FT
777-200/300	Taxi-in	Sep-2016	INCORRECT TURN ON TAXIWAY
A320	NULL	Feb-2016	FAILURE OF PARKING BRAKE
A320	NULL	Feb-2016	LEAK OF HYD SELECTOR VALVE
A320	NULL	Feb-2016	LEAK OF FUEL
A320	NULL	Feb-2016	FAILURE OF APU
A320	NULL	Feb-2016	FAILURE OF TCAS
NULL	NULL	Feb-2016	FAILURE OF AIR RE-BAY COOL
A320	NULL	Feb-2016	FAILURE OF AIR ENG 1 BLEED NOT CLOSED
NULL	NULL	Feb-2016	LEAK OF HYD SYS 2
NULL	Taxi-out	Jan-2016	FAILURE OF Right Windshield Wiper
777-200/300	Approach	Sep-2016	LANDING CHECKLIST INCOMPLETE
777-200/300	Taxi-out	Sep-2016	INCORRECT TURN ONTO TAXIWAY - NOT ANNOTATED IN LIDO
NULL	Approach	Sep-2016	UNSTABLE APPROACH - CONTINUED TO LANDING
777-200/300	NULL	Sep-2016	GO AROUND- LOC MODE FAILURE
777-200/300	Climb	Sep-2016	WAKE TURBULENCE ENCOUNTER
777-200/300	Climb	Sep-2016	EICAS - NAV UNABLE RNP DURING INITIAL CLIMB
777-200/300	NULL	Sep-2016	DISCRETION ON A STANDBY DUTY
777-200/300	Approach	Sep-2016	ALT CAPTURE-PILOTS MIS-SELECTION

Click here for a smaller resolution screen of the Query Tool

STEADES | Reports

- Provide a detailed review of a specific subject to understand ‘what’ is happening and ‘why’
- The analysis gives industry direction to mitigate the issues highlighted in the report

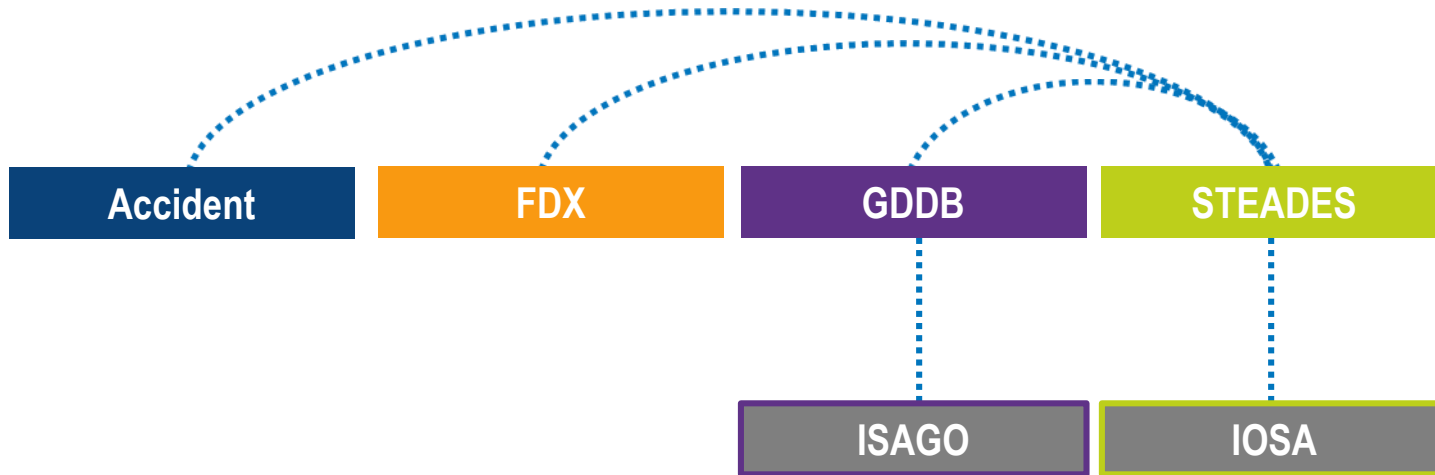


Industry Benefit

- Analysis for IATA Working Groups and Task Forces
- Supports industry initiatives
 - e.g. Runway safety initiative, Go Around Symposium Europe, ICAO MPL Symposium...
- Information sharing with numerous industry stakeholders
 - e.g. ICAO, EASA, CAST
- Feedback into audit standards and recommended practices
- Support for airline SMS programs (incident/accident analysis)

The Future

The foundations are now in place to be able to provide **cross program analysis**



Instead of looking at each program individually we can now start to review analysis from **different perspectives**



flight data
connect

How IATA's FDA Service Started

- IATA launched the FDA Service in 2006 to assist small and medium sized airlines meet the ICAO standard for flight data analysis programs
- In 2015 IATA selected Flight Data Services in the UK as a collaborative partner



flight data
connect

- Unique, industry leading, flight data analysis service
- Flight Data Connect is the Flight Data Analysis (FDA) service brought to industry by IATA and Flight Data Services.
- As well as providing the best in class Flight Data Analysis service, airlines can optionally connect to the IATA Flight Data eXchange (FDX) program to see how their data compares with an FDX benchmark*.
- **Mission:**

To improve aviation safety by connecting the best analysis tools to more flight data across the world.

* = requires membership of the FDX Program

flight data
connect | **How does it work?**



Airline



Binary flight data from the aircraft is **uploaded** via secure internet using a data transfer unit

Data is analyzed using POLARIS software in order to detect events and take statistical measures



Users are immediately **notified** when an event from a tailored list of monitored events occur

Users access the Flight Data Connect website to view **events** and **flights**



flight data
connect

- No need for airline to recruit flight data expertise and purchase hardware and software
- Airlines maintain full ownership of flight data and access results anytime through the website
- Cost effective way to meet
 - The recommendations of the IATA Operational Safety Audit (IOSA)
 - The International Civil Organization (ICAO) standard
 - Meet National Aviation Authority laws in all countries (excluding non-mandated countries)
 - ... and of course improve safety by identifying risks



Global Aviation Data Management

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