

Global Safety Risk Management Framework



Global Safety Risk Management Framework

- To facilitate the identification and promotion of safety improvement programmes and safety actions for members.
- Supporting members in the implementation of effective risk mitigations by providing generic risk assessments
- To inform our IOSA program as it evolves to a risk based approach.
- Delivering better safety outcomes for IATA members and the wider aviation industry.

Safety Issue Log



Mar 09, 2023 03:43:42 PM

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Guidance Material
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Select all	CFIT	Search <input type="text"/>							
		Issue	KRA	Proximity	SRA Link	Date Added	Last Updated	Guidance Material IATA / Other Documents	Doc
Organizational Change	LOC	Certification of electric aircraft	SYS	Emerging		3/8/2023	3/8/2023	EASA Special Conditions - Electric / Hybrid Propulsion System	🔗
ATM Infrastructure		Incorrect altimeter setting error	CFIT	Current		3/8/2023	3/9/2023	EASA SIB -Incorrect Barometric Altimeter Setting	🔗
Cabin Safety	MAC	Large Height Deviations	MAC	Current		3/8/2023	3/8/2023	Eurocontrol - RVSM Monitoring	🔗
		Non-revenue flights	OTH	Current		3/8/2023	3/8/2023	ICAO Doc 9574	🔗
Cargo Operations	OTH	Post maintenance check flights	SYS	Current		3/8/2023	3/8/2023	Skybrary - Mitigating Non Standard Flights	🔗
		Aircraft turnback/diversion due to technical failure	OTH	Current		1/30/2023	1/30/2023	Guidance material to be added	
Ground Operations	RE	Carriage of portable electronic devices in the cabin	Unsafe Env	Current		1/24/2023	3/9/2023	IATA Cabin Operations Safety Guide	🔗
		Fitment of unserviceable parts and components (without a valid Form 1)	OTH	Current		1/24/2023	1/24/2023	IATA Dangerous Goods Regulations	🔗
Quality	RI	Turbulence Encounters	OTH	Current		1/24/2023	1/24/2023	Guidance material to be added	
		Integration of certified new entrants - unmanned aircraft high level operations	MAC	Emerging		1/24/2023	1/24/2023	IATA Turbulence Aware	🔗
Maintenance	SYS	Integration of certified new entrants - unmanned aircraft very low level operati...	MAC	Emerging		1/10/2023	1/10/2023	Response to Unauthorized UA in the Vicinity of Aerodrome	🔗
		Integration of certified new entrants - unmanned aircraft high level operations	MAC	Emerging		1/10/2023	1/10/2023	Response to Unauthorized UA in the Vicinity of Aerodrome	🔗
Regulatory	Unsafe Env	Unauthorised unmanned aircraft (UA) in the vicinity of an aerodrome	MAC	Emerging		1/10/2023	1/10/2023	Response to Unauthorized UA in the Vicinity of Aerodrome	🔗
		Fatigue	OTH	Current		12/20/2022	3/8/2023	IATA Cabin Operations Safety Guide	🔗
Flight Operations	Unsafe Env					12/20/2022	3/8/2023	ICAO Human Performance Manual	🔗
		Fire / Smoke / Fumes	Unsafe Env	Current		10/25/2022	10/25/2022	IATA Cabin Operations Safety Guide	🔗
Training	Unsafe Env					10/25/2022	10/25/2022	Skybrary - Fire / Smoke / Fumes	🔗



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Select all
Organizational Change
ATM Infrastructure

CFIT
LOC

Issue	KRA	Proximity	SRA Link	Date Added	Last Updated	Guidance Material IATA / Other Documents	Doc
Certification of electric aircraft	SYS	Emerging		3/8/2023	3/8/2023	EASA Special Conditions - Electric / Hybrid Propulsion System	
Incorrect altimeter setting error	CFIT	Current		3/8/2023	3/9/2023	EASA SIB -Incorrect Barometric Altimeter Setting	
Large Height Deviations	MAC	Current		3/8/2023	3/8/2023	Eurocontrol - RVSM Monitoring	

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Guidance Material Other Documents

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Box for Safety
Issue

Sort by Risk
Proximity or Key
Risk Area

Sort by date added
or date updated

Filter by Key Risk Area or
Operational Domain



CFIT Specific Safety Issues



Mar 10, 2023 11:03:18 AM

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Select all	CFIT
Organizational Change	LOC
ATM Infrastructure	LOC
Cabin Safety	MAC
Cargo Operations	OTH
Ground Operations	OTH
Quality	RE

Issue	KRA	Proximity	SRA Link	Date Added	Last Updated	Guidance Material IATA / Other Documents	Doc
Incorrect altimeter setting error	CFIT	Current		3/8/2023	3/9/2023	EASA SIB -Incorrect Barometric Altimeter Setting	🔗
EGPWS Software & Terrain Database out of date	CFIT	Current	🔗	1/14/2022	6/14/2022	IATA & Honeywell - Performance assessment of pilot response to Enhanced Ground Proximity Warning System (EGPWS)	🔗
GPS/GNSS is not used as a position source for the EGPWS	CFIT	Current		1/14/2022	6/14/2022	IATA & Honeywell - Performance assessment of pilot response to Enhanced Ground Proximity Warning System (EGPWS)	🔗
Incorrect response from Crew to EGPWS Alerts	CFIT	Current		1/14/2022	6/14/2022	IATA & Honeywell - Performance assessment of pilot response to Enhanced Ground Proximity Warning System (EGPWS)	🔗
GNSS/GPS Interference	CFIT	Current	🔗	10/1/2021	2/21/2023	EASA Safety Information Bulletin	🔗
Operation with deactivated or unserviceable EGPWS Equip.	CFIT	Current		10/1/2021	2/21/2023	IATA - GNSS Signal Interference	🔗
Operation with deactivated or unserviceable EGPWS Equip.	CFIT	Current		10/1/2021	6/14/2022	IATA & Honeywell - Performance assessment of pilot response to Enhanced Ground Proximity Warning System (EGPWS)	🔗
Terrain Display not used during Critical Phases of Flight	CFIT	Current		10/1/2021	10/1/2021	IATA & Honeywell - Performance assessment of pilot response to Enhanced Ground Proximity Warning System (EGPWS)	🔗



EGPWS DB Validity Safety Risk Assessment




Safety Issue			
Enhanced Ground Proximity Warning System (EGPWS) Database Validity			
Regional Exposure	All Regions	Sector Exposure	All Sectors (IOSA-carrier aircraft are required to be fitted with EGPWS iaw ISM FLT 4.2.7)
Credible Outcome/High Risk Category	Controlled Flight Into Terrain	Proximity	Current/Emerging/Future
Summary of the Safety Issue			
<p>The fitment and use of EGPWS has been demonstrated to be an effective barrier to prevent CFIT type accidents, however its effectiveness is reliant upon on its associated terrain and obstacle database being up to date and valid.</p> <p>The installation and removal of obstacles, construction or closure of airports and changes to terrain are among the drivers for EGPWS databases to be updated. The frequency of database update implementation by operators is currently variable, driven by the OEM release cycles and not risk based. Vendors/OEMs release their updates at different intervals which impacts operators, especially those with mixed fleets.</p> <p>Operating without the latest terrain and obstacle database may generate false warnings or result in legitimate warnings not being generated. This has a secondary effect of impacting flight behaviours where warnings are ignored which may erroneously be believed to be false.</p> <p>The current edition (14) of the ISM contains a recommended practice to periodically review the database validity, but it is not a standard. A simplified bow tie is found in Appendix I.</p>			
Purpose and Scope of SRA:			
<ul style="list-style-type: none"> To consider the impact of any changes to FLT 4.2.7 from a recommended practice to a standard. To propose actions for IATA and recommendations to other stakeholders to undertake. 			



Share an Issue



 IATA Safety Risk Management Framework
Submit a new item.

Note: All risks and hazards should be reported to your own airline SMS program. Please only use this form to notify IATA of a specific risk or hazard to be considered within the Global Safety Risk Management Framework.

* Required

1. Your first name *

2. Your last (family) name *

3. Your email address *

4. Your company/organization name *

Thank you.

Questions?

Help us to Help You,

Share an Issue: iata.org/srmf