Global Safety Risk Management Frame work





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





GSRMF - Safety Issue Log

Share an Issue

Mar 09, 2023 03:43:42 P

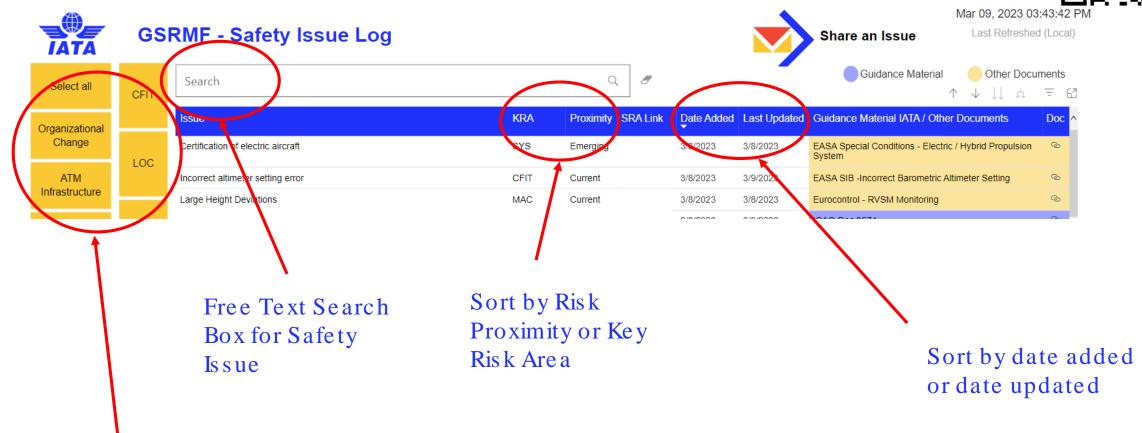
Last Refreshed (Local)

Other Documents	

Select all	CFIT	Search		Q Ø			Guidance Material Other Document Of the Document Of the Document Of the Document Of the Other	ments
Organizational		Issue	KRA	Proximity SRA Link	Date Added	Last Updated	Guidance Material IATA / Other Documents	Doc ^
Change	LOC	Certification of electric aircraft	SYS	Emerging	3/8/2023	3/8/2023	EASA Special Conditions - Electric / Hybrid Propulsion System	Ø
ATM	LOC	Incorrect altimeter setting error	CFIT	Current	3/8/2023	3/9/2023	EASA SIB -Incorrect Barometric Altimeter Setting	@
Infrastructure		Large Height Deviations	MAC	Current	3/8/2023	3/8/2023	Eurocontrol - RVSM Monitoring	@
	MAC				3/8/2023	3/8/2023	ICAO Doc 9574	@
Cabin Safety	WIAC	Non-revenue flights	ОТН	Current	3/8/2023	3/8/2023	Skybrary - Mitigating Non Standard Flights	@
		Post maintenance check flights	SYS	Current	3/8/2023	3/8/2023	EASA Community Topic	@
Cargo Operations					3/8/2023	3/8/2023	Skybrary - Mitigating Non Standard Flights	@
	ОТН	Aircraft turnback/diversion due to technical failure	OTH	Current	1/30/2023	1/30/2023	Guidance material to be added	
Ground		Carriage of portable electronic devices in the cabin	Unsafe Env	Current	1/24/2023	3/9/2023	IATA Cabin Operations Safety Guide	@
Operations					1/24/2023	3/9/2023	IATA Dangerous Goods Regulations	@
0 17	RE	Fitment of unserviceable parts and components (without a valid Form 1)	ОТН	Current	1/24/2023	1/24/2023	Guidance material to be added	
Quality		Turbulence Encounters	ОТН	Current	1/24/2023	1/24/2023	IATA Cabin Operations Safety Guide	@
					1/24/2023	1/24/2023	IATA Turbulence Aware	@
Maintenance	RI	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		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	@
regulatory	SYS	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	@
Flight		Fatigue	ОТН	Current	12/20/2022	3/8/2023	IATA Cabin Operations Safety Guide	@
Operations					12/20/2022	3/8/2023	ICAO Human Performance Manual	@
Taninina	Unsafe Env	Fire / Smoke / Fumes	Unsafe Env	Current	10/25/2022	10/25/2022	IATA Cabin Operations Safety Guide	@
Training	Ellv				10/25/2022	10/25/2022	Skybrary - Fire / Smoke / Fumes	@ Y



Safety Issue Log







CFIT Specific Safety Issues

GSRMF - Safety Issue Log



Mar 10, 2023 11:03:18 AM

Last Refreshed (Local)



Share an Issue

Guidance Material

Warning System (EGPWS)

Other Documents

Organizational Change

Select all

CFIT

LOC

MAC

OTH

ATM Infrastructure

Cabin Safety

Cargo Operations

Ground Operations

Quality

	Search		Q				Guidance Material Other Docu	iments
Т			-				↑ ↓ ↓ ☆	= 63
	Issue	KRA	Proximity S	RA 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	ල
C	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)	@
С	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)	@
Н	GNSS/GPS Interference	CFIT	Current	@	10/1/2021	2/21/2023	EASA Safety Information Bulletin	ල
					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	ල



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 Cont		Controlled Flight Into Terrain	Proximity	Current/Emerging/Future			
Summary of the Safety Issue							

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.

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.

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 ingored which may erroneously be believed to be false.

The current edition (14) of the ISM contains a recommended practice to periodically review the database validity, but it is not a standard.

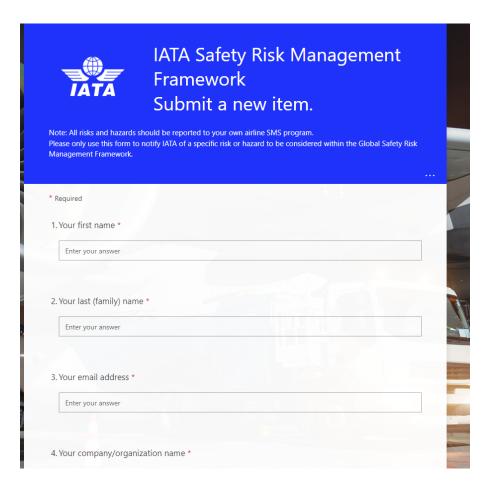
A simplified bow tie is found in Appendix I.

Purpose and Scope of SRA:

- 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







Thank you.

Questions?

Help us to Help You, Share an Issue: iata.org/srmf

