



## STEADES

## Safety Trend Evaluation, Analysis and Data Exchange System

### FAQ – Frequently Asked Questions

#### ➤ What is GADM?

GADM is a data management platform integrating several sources of operational data received from various channels and different IATA programs. GADM goals are to provide the industry with comprehensive, cross-database analysis and to support a proactive data-driven approach for advanced trend analysis and predictive risk mitigation.

#### ➤ What is STEADES?

STEADES is a GADM program that encompasses a database of de-identified incident reports from participating airlines.

The data is analyzed to identify trends and areas of potential concern (e.g. common and repeated operational events) giving both IATA and participants an overview of industry performance and standards, contributing to risk assessment by providing benchmark and comparison tools and reports.

STEADES provides a more detailed answer to the question: “**How safe are we?**”

A classification system for events has been developed that permits detailed and meaningful analysis, which may be tailored to individual participants’ requirements.

The value of STEADES increases with every organization that participates. Simply because the database becomes more representative for the area the participant originates from.

The STEADES database provides incident information that is submitted by members, representing thereafter a low estimate in terms of the number of actual incidents. Although this imposes statistical limitations, it also highlights the greatest value behind the database, which is the qualitative information of the analyses and the narratives contained in the reports.

#### ➤ What are the benefits of STEADES to participants?

STEADES produces benchmarking rates, regular in-depth Trend Reports, as well as topical analysis.

#### ➤ How does IATA use STEADES information?



Through the compilation of Participants' data and using statistical analysis, trends and contributing factors are identified, allowing for the development and assessment of effective mitigation actions. In addition, a baseline for global incidents can be established, upon which future comparisons can be made on a global, regional and / or individual basis. This information is shared with the applicable IATA working groups, with the mandate to identify and implement changes to measurably reduce incidents.

➤ **What are the obligations of participants?**

STEADES data contributors submit a file of their de-identified operational safety reports to IATA on a quarterly basis. Generally it only takes a few minutes each quarter to create the data file and submit it to IATA.

➤ **What type of reports should be submitted to STEADES?**

All ASR's (Air Safety Reports) should be submitted to STEADES.

➤ **What happens with the data once it is submitted to IATA?**

The data is collated, validated and de-identified before being transferred into the data warehouse. IATA then analyses it for trends and issues of concern to identify prevention strategies. Trend Reports are generated and distributed to participants following the analysis process.

➤ **How can you assure that data is de-identified?**

The "Rule of 3" will be instituted to ensure de-identification of collated information, meaning that there must be at least 3 different participants providing data for any applicable analysis to be published (i.e. Region, Airport, aircraft type, etc.).

➤ **How is STEADES analysis distributed?**

Distribution is by direct download from the IATA STEADES website.

➤ **Is there a fee to participate in STEADES?**

There is no fee to contribute data to STEADES. Companies regularly contributing to the STEADES database receive free quarterly Trend Reports, free topical analysis, free access to the STEADES Trend Report Archive, free interactive benchmarking workbooks and the STEADES Web Query Tool.

➤ **Can I share the analyses and reports?**

No, the information contained in STEADES publications, web portal and tools is intended for STEADES members only and shall not be communicated or distributed in any format to another party.

➤ **How is STEADES data normalized?**

Depending on the analysis, we use a combination of report counts and rate-based analysis to normalize the data using flight sectors. However, for some analyses such as Airport reports, we are unable to use rate-based trends due to current system



limitations related to data availability (at the time of analysis, the number of sectors, movements or flights for STEADES members per airport is not available, therefore analysis by airport cannot be rate-based).

➤ **How do I use STEADES to benchmark my airline's safety performance?**

STEADES participants receive an interactive Excel Workbook that is pre-populated with global incident rates for key categories. Participants are prompted to enter their own raw data. Comparison tables and charts are produced automatically.

➤ **What is the format of the reports?**

The reports contain data analysis presented in the form of trend charts, supported by other topical articles. Reports focus on areas of concern identified from analysis of the safety data provided by participants and identified as relevant by the IATA Safety Group.

➤ **What are the minimum criteria to contribute data?**

Operational safety incident reports should be submitted electronically in English. The following data fields must be included in the data submission: report type, date of incident, incident title, aircraft type, flight phase, departure airport, destination airport, event summaries (narratives), event classification (descriptors). For more specific information about the minimum criteria, please contact [steades@iata.org](mailto:steades@iata.org)

➤ **Is special software required to participate?**

No proprietary software is required for membership in STEADES. For companies that do not have a computerized event recording system, IATA developed a simple tool using Excel that is available at no cost.

➤ **Can I access the STEADES database?**

Yes. IATA has created a web based query tool to allow for direct queries of the database. In order to protect confidentiality of all participants, access via this tool is controlled, therefore not all data fields are available for viewing. Only twelve months of reports are searchable and non-English reports are not displayed in the STEADES Query Tool. This tool is for simple queries and it is not intended to be used for analysis.

➤ **Are there other GADM programs that my organization can participate in?**

Yes, participants are encouraged to join other Global Aviation Data Management programs and have access to a wide range of tools and reports. FDA (Flight Data Analysis), FDX (Flight Data eXchange) and GDDB (Ground Damage Database) are other GADM programs offering participants access to powerful statistics and aviation intelligence analyses.

➤ **Where can more information be obtained?**

On our website at [www.iata.org/steades](http://www.iata.org/steades) or by email at [steades@iata.org](mailto:steades@iata.org).