Safety & Flight Operations briefing
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Agenda

1. Industry Safety Performance & Safety Risk Management Framework
2. Working with Regulators for Relief Measures
3. Flexibility in IOSA & ISAGO
4. Q&A
2020 Half Year Accidents

<table>
<thead>
<tr>
<th>Total Accidents</th>
<th>20</th>
</tr>
</thead>
<tbody>
<tr>
<td>Total Jet Hull Losses</td>
<td>2</td>
</tr>
<tr>
<td>Total Turboprop Hull Losses</td>
<td>0</td>
</tr>
<tr>
<td>Total Fatal Accidents</td>
<td>2</td>
</tr>
<tr>
<td>Total Fatalities on board</td>
<td>100</td>
</tr>
<tr>
<td>Total IATA Member Accidents</td>
<td>8</td>
</tr>
</tbody>
</table>

• 2020 mid-year accident update, (Accident Classification Technical Group).

• 20 accidents

• 2 were fatal, with 100 onboard fatalities.

• Full year 2019: 53 accidents, of which 8 were fatal resulting in 240 onboard fatalities.

• Downing of PS 752 by a ground-to-air missile not included as this event is not classified as an accident.

• COVID-19 related service reductions mean reduced flight numbers after February 2020.
Most regions experienced an improvement in the accident rate in 1H 2020 (green arrows) while three regions saw a decline (the red arrows).
### Safety Performance:
All Accidents per Million Sectors - Jet and Turboprop

<table>
<thead>
<tr>
<th>Year</th>
<th>Industry</th>
<th>IATA</th>
<th>Non-IATA</th>
<th>IOSA</th>
<th>Non-IOSA</th>
</tr>
</thead>
<tbody>
<tr>
<td>2011</td>
<td>4.00</td>
<td>2.00</td>
<td>3.00</td>
<td>1.00</td>
<td>2.00</td>
</tr>
<tr>
<td>2012</td>
<td>3.50</td>
<td>1.50</td>
<td>2.50</td>
<td>0.50</td>
<td>1.50</td>
</tr>
<tr>
<td>2013</td>
<td>3.00</td>
<td>1.00</td>
<td>2.00</td>
<td>0.50</td>
<td>1.00</td>
</tr>
<tr>
<td>2014</td>
<td>2.50</td>
<td>1.00</td>
<td>1.50</td>
<td>0.50</td>
<td>1.00</td>
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<tr>
<td>2015</td>
<td>2.00</td>
<td>1.00</td>
<td>1.00</td>
<td>0.50</td>
<td>0.50</td>
</tr>
<tr>
<td>2016</td>
<td>1.50</td>
<td>1.00</td>
<td>1.00</td>
<td>0.50</td>
<td>0.50</td>
</tr>
<tr>
<td>2017</td>
<td>1.00</td>
<td>1.00</td>
<td>1.00</td>
<td>0.50</td>
<td>0.50</td>
</tr>
<tr>
<td>2018</td>
<td>0.50</td>
<td>1.00</td>
<td>1.00</td>
<td>0.50</td>
<td>0.50</td>
</tr>
<tr>
<td>2019</td>
<td>-</td>
<td>1.00</td>
<td>1.00</td>
<td>0.50</td>
<td>0.50</td>
</tr>
<tr>
<td>2020</td>
<td>-</td>
<td>1.00</td>
<td>1.00</td>
<td>0.50</td>
<td>0.50</td>
</tr>
</tbody>
</table>

- 1H 2020 shows a continued reduction in accidents, when considering a rolling five-year average rate.
- See also Safety Fact Sheet in IATA pressroom
IATA COVID-19 introduced multiple challenges for operators

Multiple work groups, working with IATA and ICAO, captured and documented unique safety risks.

IATA COVID-19 Safety Risk Management Framework is repository, to support industry decision-making on the identification and management of safety risks.

Framework used internally to identify risks, set restart priorities and produce documents such as guidance material and Operational Notices.

Plans to make it available to airlines in future.
Supporting a Safe Industry Restart

• Typical guidance materials that were developed by IATA in response to the challenges of COVID-19.

• More examples are available at https://www.iata.org/en/programs/safety/.
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#IATAAGM
Flight Ops

Advocate for license validity extension
Propose alternative standards
Produce new guidance...

https://www.iata.org/en/programs/ops-infra/training/licensing/

EASA guidance based on IATA's white paper published in August 2020

• Need for temporary measures to ensure that licenses and certificates critical to managing aviation safety were extended owing to COVID-19 impacts (mobility restrictions and reductions in flying hours).

• IATA supported ICAO to define alternative pilot training and operational standards.

• Ensure safety standards

• 5 pilot guidance documents published to support airlines and training organizations

• IATA Guidance content positively received and endorsed by regulators.

• E.G.--IATA Virtual classroom guidance adopted as a new standard by EASA.

• Practical elements to implement a competency-based approach for pilot training
• Applicable toward future pilot training
Flight OPS - CCRD Tool

• Tracking alleviations
• Supported development of ICAO Quick Reference Guide(s) in OPS and Airworthiness area

#IATAAGM

• IATA COVID-19 Contingency Related Differences tool is a joint effort by IATA and ICAO to monitor States’ alleviation measures summited to ICAO.

• Provides important visibility into States that may have restrictions in place for foreign operators’ flight crew members who have been granted alleviations to their pilot’s license or certificate.

• Shows information inputted to the ICAO CCRD synchronized almost in real time, coming from more than 200 States or territories.

• Next steps include development of guidance on returning "back to normal"; to support CART guidance, Public Health Corridors; key worker guidance to enable training and medical certification activities and not be subject to quarantine measures.

• Assisted in development of the ICAO Quick Reference guides (QRGs) covering areas such as Air Operations, Licensing and Airworthiness etc.
• Address safety risks that may originate from changes introduced as a result of COVID-19 alleviations granted
IATA in close contact with ICAO Airworthiness Panel

- Renewals and extensions of aircraft maintenance licenses and repair station certifications
- Minimization of maintenance burden for parked aircraft
- Transporting Cargo in Passenger Cabin

IATA in close coordination with ICAO Airworthiness Panel in aircraft maintenance area. Three ICAO Quick Reference Guides (QRG) developed.

IATA worked with operators, OEMs and regulators to reduce maintenance burden for parked aircraft, produced Guidance for managing aircraft airworthiness for operations during and post pandemic (https://www.iata.org/en/programs/safety/).

  - Example: Operators savings over US $250 million by alleviating the costly periodic non-revenue flight requirements associated with certain parked aircraft.

Also worked to help ensure prevention of fuel degradation during extended aircraft parking.

Worked with regulators on safety issues for repurposing parked passenger aircraft for cargo, developed guidance material.

(Guidance for the transport of cargo and mail on aircraft configured for the carriage of passengers)
• Developed IATA airline health safety checklist self assessment tool.
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Initial relief measures provided up to 180 days, for solutions to be assessed, agreed, implemented.

Some audits postponed owing to travel restrictions and loss of service.

Introduced bi-monthly questionnaires for postponed audit to provide up-to-date information on airline and GSP operations and business continuity measures.

Introduced remote auditing in July responding to travel restrictions (first remote audit in August).

Guidance and training provided involved airlines, ground service providers and auditors.

Remote audits overseen by IATA Quality department.
<table>
<thead>
<tr>
<th>Category</th>
<th>Number</th>
</tr>
</thead>
<tbody>
<tr>
<td>IOSA registered Operators</td>
<td>438</td>
</tr>
<tr>
<td>Extenuating Circumstance Claims approved</td>
<td>106</td>
</tr>
<tr>
<td>New Airlines joined the IOSA Registry in 2020</td>
<td>17</td>
</tr>
<tr>
<td>Projected Remote Audits conducted (by end of 2020)</td>
<td>28</td>
</tr>
<tr>
<td>Projected On site Audits (by end of 2020)</td>
<td>83</td>
</tr>
</tbody>
</table>
Many operators value “live” operational assessment that the onsite audit provides.

As a result some audits postponed to 2021 in the hope travel restrictions will be lifted.
Any questions or comment?

Please use the chat to submit any question or comment, we will try to answer as many as possible.