

IATA
GLOBAL
MEDIA DAY

Safety

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Accidents Overview

	2021	2022	2023		H1 2024
Accident Count	30	42	42	...	20
Jet Hull Losses	3	7	2	...	2
Turboprop Hull Losses	5	6	4	...	2
Fatal Accidents	7	7	1	...	3
Fatalities Onboard <small>Passengers and/or flight crew</small>	121	158	72	...	1
Fatalities Other <small>Fatalities on the ground or other aircraft</small>	0	4	0	...	7
IATA Members	11	13	26	...	11
IOSA Carriers	14	18	27	...	11



- This slide presents the overview of the first half of 2024.
- In terms of the number of accidents, the first half is not strong as we were in H1 2023 in terms of hull losses and fatal accidents.
- However, the number of fatalities is relatively low compared to the total number of accidents.
- This, in part, is a testament to continuous improvements in aircraft survivability and the steadfast adherence to Standard Operating Procedures (SOP) – an exemplary example of this was the JAL accident in January 2024 where the instructions of the crew to evacuate the aircraft without personal belongings, including cabin bags, were fully adhered to by passengers leading to no fatalities and minimal injuries.

IATA Priorities to Deliver Greater Safety Performance



Auditing



Accident Investigations



Human Factors



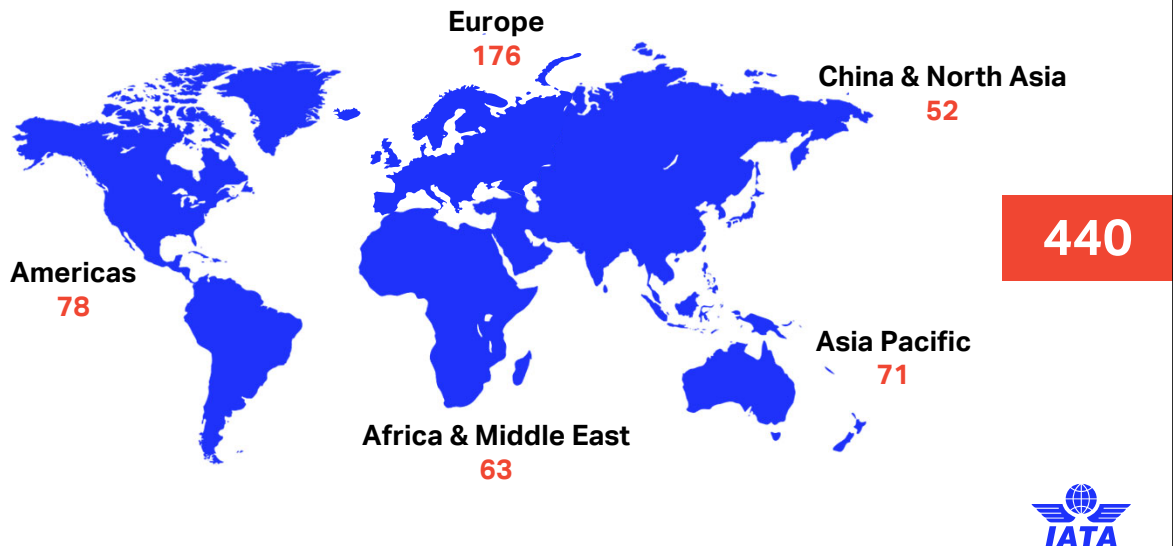
Safety Culture



- The quest to make aviation safer is a continuous one
- Our priorities, aligned with the IATA Safety Strategy, are around the four areas highlighted here.
- Taking these, one by one:
 - Auditing – 2024 will see over 100 Risk-Based IOSA audits delivered. This is a major milestone in the roll-out of the newly in-housed IOSA program and, in 2025, all renewal audits will be delivered under the risk-based auditing methodology. These audits continue to refine the tailored approach that is specific to an individual airline's operational profile and focused on the safety risks relevant to this.
 - Accident investigations provide us with critical information on why accidents have occurred in the past so we learn, and evolve systems and processes, to ensure similar events are less likely to happen in the future. The IATA Annual Safety Report provides a means to promulgate this information and is heavily reliant on accidents being investigated, in a timely manner, as required by the Chicago Convention.
 - In the context of accident investigations, and future aircraft design, human factors is regularly highlighted as a causal factor in aircraft accidents and serious incidents. IATA is concluding a survey to understand current concerns amongst the global airline community, and this will be the basis for a new IATA Human Factors strategy for 2025.
 - Finally, and spanning across all IATA work, is driving activities that promote, and have industry embrace, continuous enhancements in Safety Culture. Starting at the top, with the IATA Safety Leadership Charter, industry leaders set the tone within their organizations to have confidence that their frontline safety critical workers to 'do the right thing when no-one is watching' but also have confidence to report anything they see that may compromise aviation safety.

Current IOSA Registry

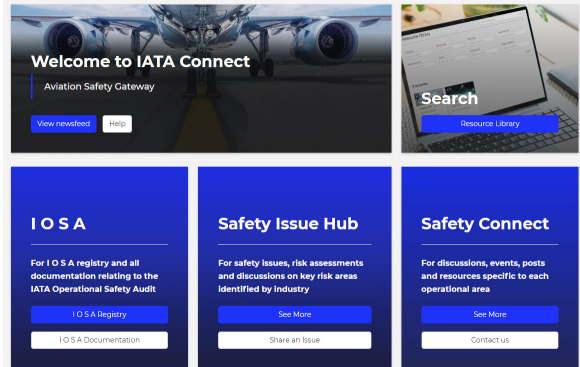
New airlines continued to join the IOSA registry



- Auditing is a cornerstone of global safety and IOSA is the gold standard for auditing global industry standards for airline operational safety —
- 2023 marked 20 years of the IOSA
- It is used by numerous authorities in their regulatory safety programs.
- IOSA registered carriers recorded no hull losses or fatal accidents in 2023.
- Currently 440 operators are on the IOSA Registry, including 100 non-IATA Members.

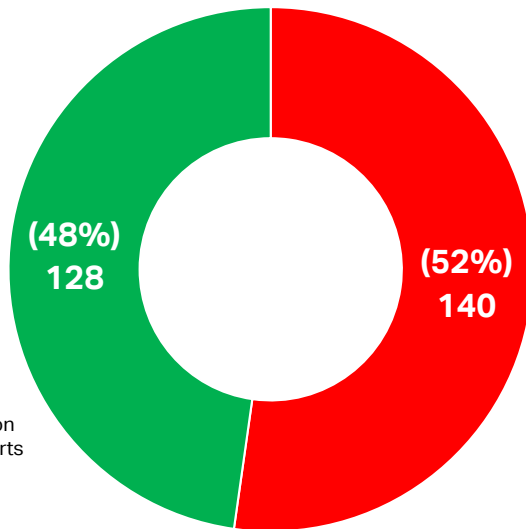
IOSA Continues to Evolve

- Transition to risk-based audits - over 100 risk-based audits conducted in 2024 all renewal audits will be risk based by 2024.
- Peak of audits will be in November with 40+ audits scheduled
- Increasing number of states are recognizing IOSA to drive efficiencies in oversight. Brazil and Transport Canada among latest collaborations
- IATA Connect is a new collaboration and information exchange platform for industry and regulator safety/security and compliance professionals



- To improve safety, we are always looking for ways to improve the IOSA program. In 2022 IATA launched Risk-Based IOSA to tailor audits to the operator's profile focusing on high-risk areas.
- Risk-Based IOSA introduces a maturity assessment of safety-critical systems to audit how an airline implements the process and procedures within their operating procedures.
- Following audit trials in 2023, over 120 risk-based audits will be conducted in 2024.
- As IOSA evolves to deliver greater value for operators and industry, we look to grow IOSA membership as additional airlines see the value of this safety audit program to enhance their safety oversight.
- More governments also see this value and to make it a formal part of their safety oversight – Brazil and Canada are the latest to sign the IATA Safety MoU bringing the total number of States to over 40.
- We've recently launched IATA Connect as a secure, safety platform with a dedicated IOSA private documentation repository including audit reports of all IOSA registered carriers.
- In addition, IATA Connect incorporates the Safety Issue Hub and Safety Connect:
 - The publicly available Safety Issue Hub, where information on hazards and safety risks are presented, supports the promulgation of issues across industry along with Safety Risk Assessments and Guidance Material to address systemic issues.
 - Safety Connect, a longstanding secure forum for peer-to-peer discussion and information exchange, supports collective understanding of industry opportunities and challenges.

52% of accidents since 2018 lack a final published report



Current Status of
Accident Investigation
Published Final Reports
2018 – 2023

**Accident
Reporting now
an ICAO Safety
Issue of Global
Concern**

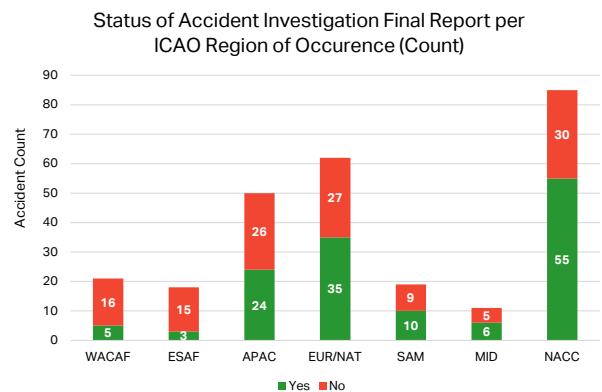
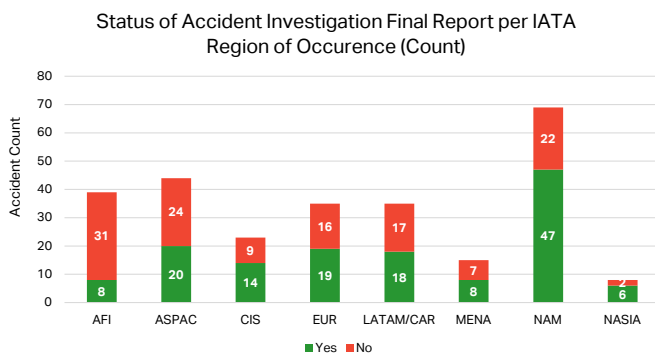
Source: IATA Annual Safety Report – Mid-Year 2024



- From 2018-2023, there were 268 accidents. 52% of those accidents have an accident investigation final report published to them.
- IATA continues to voice concerns with the lack of accident investigation reports, especially given the importance of final reports for enhancing safety. The lack of investigation reports and failure to publish prompt and complete accident investigation reports depriving operators, equipment manufacturers, regulators, and other concerned stakeholders of critical information that could make flying even safer and called on all governments to live up to longstanding international treaty obligations to publish timely and thorough aviation accident reports.
- The ICAO ANC/14 recognized a global challenge that has to be addressed with the proper priority. It recognized the risk to the global aviation system when safety lessons learned from investigations are not drawn and reiterated the urgency for State accident investigation authorities to investigate and report on accidents in a timely manner.

Accident Investigation Final Reports

Region of Occurrence (2018-2023)



Source: IATA Annual Safety Report – Mid-Year 2024

- This slide presents the distribution of the 268 accidents per region of occurrence per year.
- It also shows the number of accidents that have an accident investigation report published (in green) and the number of accidents without an investigation accident report (in red). The first slide presents the information as per the IATA regions of occurrence.
- The second chart presents the information per ICAO regions of occurrence.

Runway Safety

Runway Safety – Runway Incursion

The safe operation of aircraft on the runway surface during take-off and landing to prevent collision on the ground

IATA Activity: Safety Risk Assessment, Best Practice Gap Analysis Tool from GAPPRI (Global Action Plan for the Prevention of Runway Incursions) to support our members

Runway Safety – Runway Excursion

An aircraft departing the runway surface on take-off or landing – potentially caused by an unstable approach, runway contamination or performance calculations.

IATA Activity: Detailed Implementation Plan containing safety recommendations and promotion of the GAPPRE (Global Action Plan for the Prevention of Runway Excursion)



- Last point I'd like to touch on is Runway Safety.
- Runway safety remains a cornerstone of aviation's commitment to operational excellence and passenger well-being. IATA continues to remain focused in the areas of Runway Safety. Following the fatal accident that took place this year in Japan, we are actively pursuing various safety initiatives to support our members and the wider industry to improve their safety performance and prevent runway incursions.

Key Industry Initiatives

- **Global Runway Safety Action Plan:** IATA, in partnership with key aviation stakeholders, has implemented the Global Runway Safety Action Plan (GRSAP). This comprehensive strategy focuses on standardizing best practices, improving airport infrastructure, and leveraging data to predict and prevent incidents.
 - **Global Action Plan for the Prevention of Runway Excursions GAPPRE** – produced as part of a worldwide collaboration, including IATA, the GAPPRE provides industry wide recommendations to mitigation the risk of runway excursion.
 - **Collaborative Safety Teams:** IATA supports Regional Runway Safety Teams (RRSTs), which bring together airlines, air navigation service providers, airport authorities, and regulators to identify localized risks and implement tailored solutions.
 - **Advanced Technology Adoption:** Cutting-edge innovations, such as enhanced runway monitoring systems and surface movement radars, are being integrated across airports globally to improve situational awareness and reduce human error.
 - **Training and Awareness:** Regular training programs for flight crews, air traffic controllers, and ground staff emphasize the criticality of clear communication, adherence to procedures, and proactive decision-making in reducing runway-related risks.
- IATA also continues to advocate for investment in runway safety infrastructure and the adoption of global safety standards, ensuring that runways worldwide remain safe for every takeoff and landing.
 - IATA's safety tools and guidance material are made available via the IATA Safety Issue Hub

Human Factors

- Human factors play a critical role in aviation accidents, often serving as a primary or contributing cause.
- These factors encompass a broad range of elements, including pilot error, decision-making, communication breakdowns, fatigue, stress, and inadequate training.
- Human limitations, such as misjudgment in complex or high-pressure situations, can lead to errors despite advancements in technology and safety systems
- Addressing human factors through rigorous training, effective communication, and fostering a safety-first culture is essential to reducing accidents and enhancing overall aviation safety.



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- Last month, we initiated the Human Factors Global Survey aimed at understanding the implementation levels of Human Factors programs across airlines worldwide.
- This survey seeks to gather comprehensive data to inform and tailor future actions based on a data-driven approach.
- The survey's conclusions will be distributed within the aviation sector, highlighting best practices anonymously.
- This initiative underscores our commitment to enhancing safety and efficiency in aviation through the adoption of robust Human Factors programs

IATA Safety Leadership Charter

Commitment from the CEOs

Safety Leadership in Practice Case Studies from signatories

Integration with RBI
Maturity Matrix

Safety Culture Assessment



2025 priority Guiding Principles

Guide the integration of safety into business strategies, processes, and performance measures

Create an atmosphere of trust, where employees are encouraged and confident to report safety-related information



- Since its introduction in the IATA 2020 Annual Safety Report, Safety Leadership has gained prominence as a vital topic of discussion and action in aviation. Many stakeholders have joined IATA in its efforts to help the industry embrace safety leadership at every level of the organization and promote its key role in organizational safety resilience.
- Since the launch of the [IATA Safety Leadership Charter \(SLC\)](#) at the WSOC2023 in Hanoi, the Charter has been endorsed by over 115 airline CEOs globally, with 77 signing the Charter in 2024. An [online repository](#), showcasing initiative from Charter signatory airlines, has been made available to the industry. We continue updating the repository with new examples.
- In 2025, guided by input from signatories, efforts will focus on two Guiding Principles of the Charter: integrating safety with business processes and performance measures, and developing strategies to foster effective safety reporting and learning cultures.
- Additionally, we will continue the progressive integration of the Charter's Guiding Principles into the RBI Maturity Criteria

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Thank you.

