The Regulators and the Industry, a Partnership for Safety

Günther Matschnigg
Senior Vice President, SO&I

Köln, 10 October 2012
to represent, lead and serve the airline industry
Working together: Training

- ITQI collaboration with ICAO, regulators and partners
Working together : FRMS

» Combined IATA, ICAO, IFALPA workshops

Western-built jet hull losses per million sectors

North America
0.00
0.16

Latin America & the Caribbean
0.00
0.68

Europe
0.21
0.00

CIS
0.00
1.79

North Asia
0.00
0.00

Middle East & North Africa
0.00
3.35

Africa
5.43
5.65

Asia-Pacific
0.37
0.39

Red = 2012 year to date / Blue = 2011 year to date

Source: IATA GSIC
Safety in Europe

Europe has an excellent Safety performance

Thanks to EC/ECAC/EASA, NAA’s and all other stakeholders

...so, do we need more oversight and regulation?
…….We need better regulation!

- Some regulations don’t enhance Safety
- Rules developed without need – Risk assessment
- Balance between Quality and Quantity
- Harmonisation of Regulation

- Move toward a performance based oversight system
Partnership

- GSIE
- IATA and China

Global Safety Information Exchange

ECAC
EASA - IATA MoU

- EASA and IATA signed a MoU today
- Exchange of safety information
Safety Information

- Mandatory Occurrence Reports (MOR) information not enough for an effective performance based approach
- Precursors may appear in other regions of the world or outside the MOR system
- The Industry owns extremely valuable safety information that shall be used for better identification of hazards
Global Safety Information Center - GSIC

- ISAGO: 2 reports, 120+ members, 18% all flights
- IOSA: 4 reports, 31 members, 3% all flights
- STEADES: 30 reports, 151+ carriers, 33% all flights
- Accident DB: 2 reports, online for 5 years
- FDX: 31 members, 63% all flights
TOTAL ACCIDENT RATE FOR IOSA OPERATORS VS. NON-IOSA
(includes Eastern & Western Jet & Turboprop aircraft)

As per 31st August 2012

IOSA vs. Non-IOSA Total Accident Rate

Accidents/Million Sectors Flown

AFI  ASPAC  CIS  EUR  LATAM/CAR  MENA  NAM  NASIA  World

IOSA Certified Airlines  Non-IOSA Certified Airlines

Source: IATA GSIC
Working together: IOSA use for EASA

 IOSA is not substituting but complementing regulatory activities to achieve safety:
• Strict adherence to ICAO Standards and Industry Best Practices
• Implementation of SMS
• Consistent better performance of IOSA Operators
• Complement to the system of Ramp Inspections
Working together: SAFA and IOSA

- Improvement of safety is the common goal
- Different but complimentary programs
- System vs. process implementation
- Exchange of information (GSIE)
Safety by working together - Summary

- Safety is a shared goal and responsibility
- Commitment of all stakeholders
- Compliance with regulation alone does not ensure safety
- Exchange of safety information for continuous improvement and data driven approach
Thank you

We represent, lead & serve the airline industry