

# Overview of Aviation Safety InfoShare



**EOFDM**  
**January 2012**



# Improving Aviation Safety



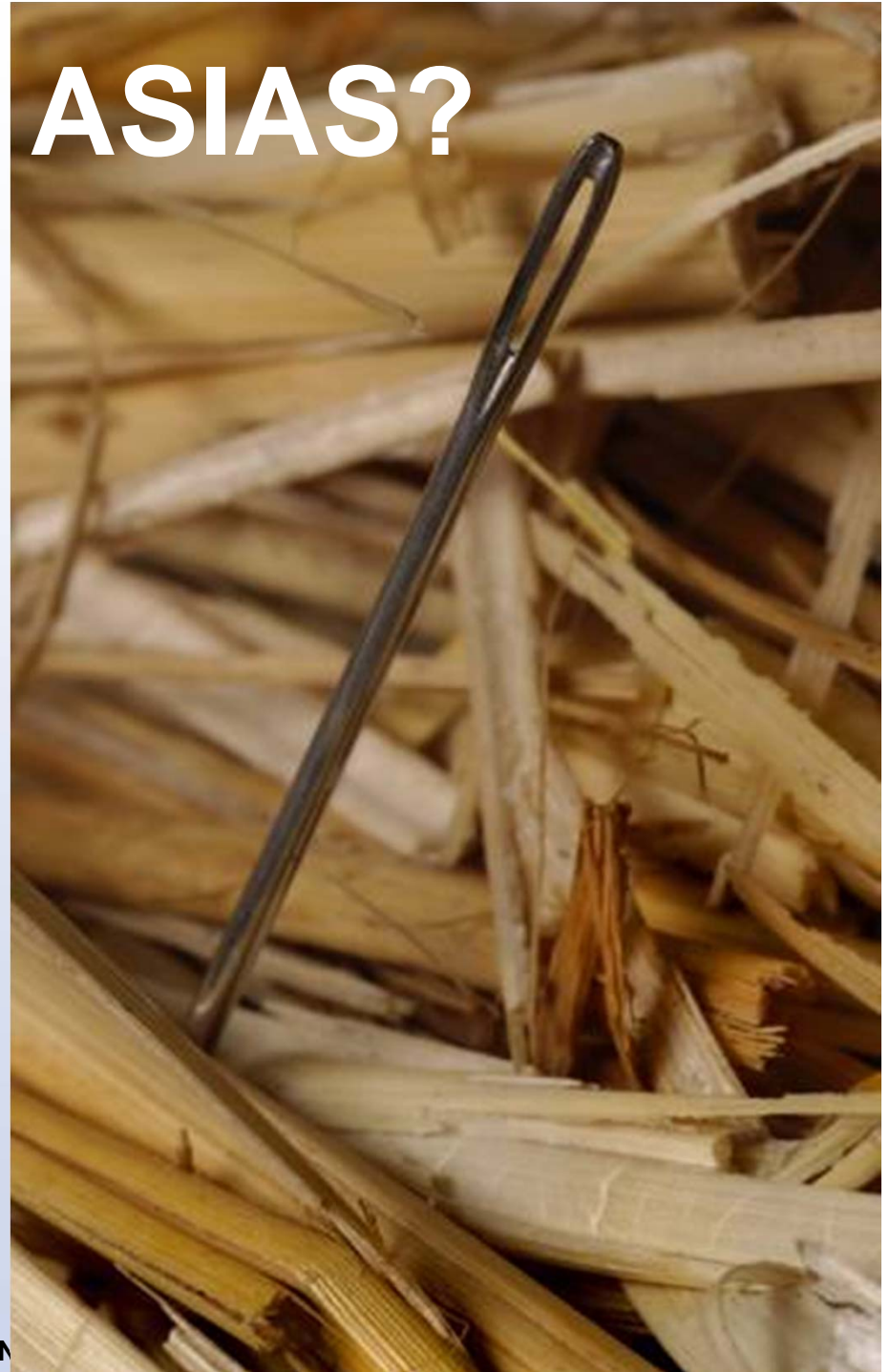
# Aviation InfoShare Background

- **InfoShare is a semi-annual event that allows airlines and others to share safety findings and potential issues in an open environment**
  - Identifies safety issues and concerns for further action
  - Shares “best practices” in analysis and mitigation
- **Attendance is not constrained within the safety community with the exception of:**
  - Oversight agencies (e.g. NTSB, GAO) are not invited at the request of the airline participants
  - Inspectors are invited but may not use any information from these meetings in any type of enforcement activity
- **Previous InfoShare in September 2011**
  - Joint event with Flight Ops, Cabin, Dispatch and Maintenance communities
  - Over 300 in attendance with 40+ airlines represented along with labor unions, maintenance, DoD, and other organizations involved in aviation safety



# What is ASIAS?

- *A collaborative Government-Industry initiative on safety data analysis & sharing*
- *A risk-based approach to aviation safety, identifying & understanding risks before accidents or incidents occur*
- *Timely mitigation & prevention*





# ASIAS Is Governed by Formal Principles

**Data used solely for  
advancement of safety**

**Endorsement of voluntary  
submission of safety-sensitive  
data**

**Carrier/OEM/MRO data are  
de-identified**

**Transparency –  
knowledge of how data  
are used**

**Procedures & policies  
established through  
collaborative governance**

**Analyses approved by an  
ASIAS Executive Board**



## Formal Arrangements Protect Sensitive Data

- Data are used only for safety analysis
- Data are archived at the airline and accessed only for initiated studies
- Data are de-identified and aggregated before analysis or reporting
- Studies must be initiated by the ASIAS Executive Board, composed of FAA, airline and workforce representatives



# ASIAS Governance

## ASIAS Executive Board Membership

**Don Gunther** (Industry Co-Chair)

**Peggy Gilligan** (Government Co-Chair)

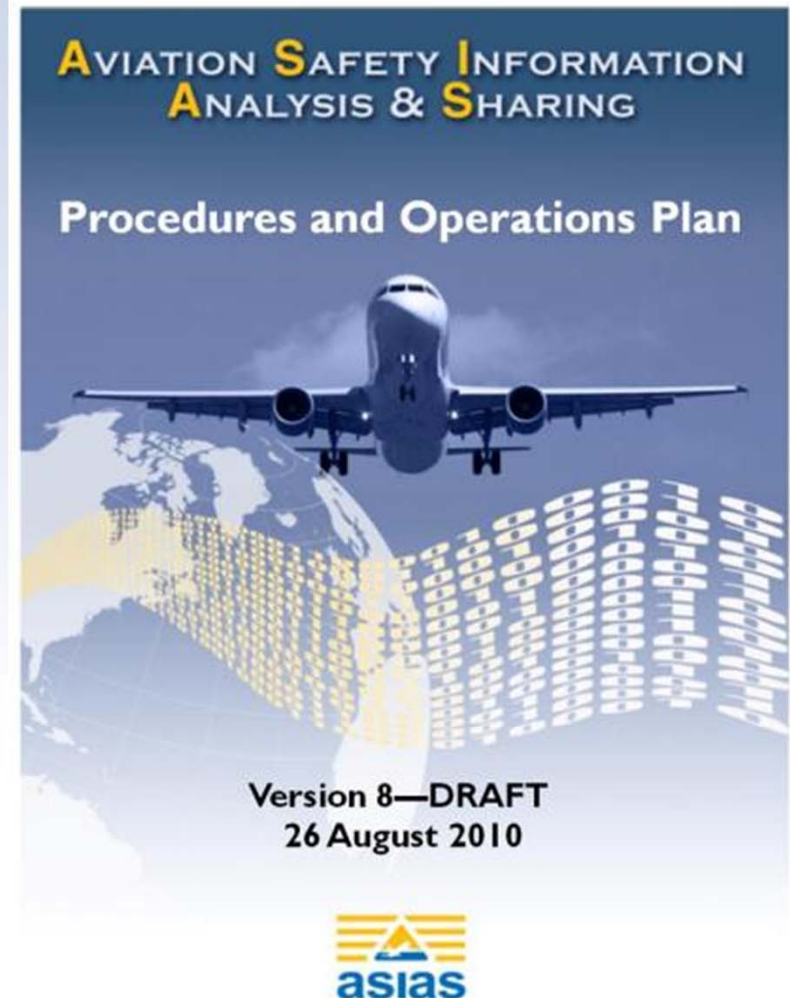
**Jay Pardee/ Brian Nield** (JIMDAT Co-Chairs)

### ■ Government members:

- John Allen, Director, Flight Standards Service, AFS-1
- **Dorenda** Baker, Director, Aircraft Certification Service, AIR-1
- Bob Tarter, VP for Safety Services, Air Traffic Organization
- Douglas **Rohn**, Director, NASA Aviation Safety Program

### ■ Industry members:

- Tom Hendricks, Vice President, Operations, ATA
- Rory Kay, Executive Air Safety Chairman, ALPA
- Corky Townsend, Director Aviation Safety, Boeing Commercial Airplanes
- Todd Sigler, Assistant Vice President of Civil Aviation, AIA
- Steve Hansen, National Air Traffic Controllers Association



## ASIAS Issue Analysis Team

- Don Carter, Southwest Airlines (Industry Co-Chair)
- Jay Pardee, ASA-1 (Government Co-Chair)
- Randy McGuire (MITRE Co-Chair)

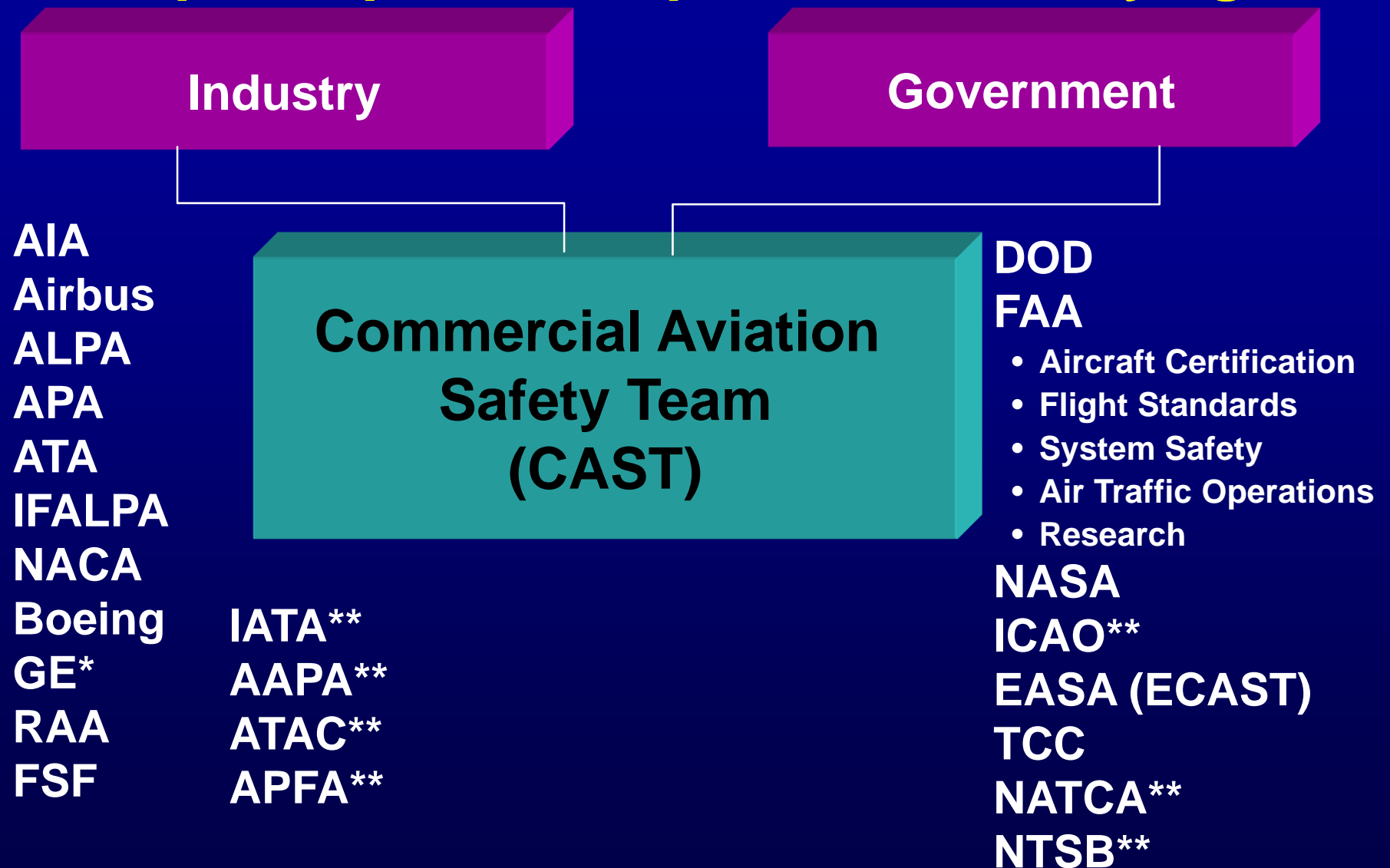
### Members:

- Stakeholder Airlines
- ALPA
- NASA

ASIAS Proprietary – Do Not Distribute



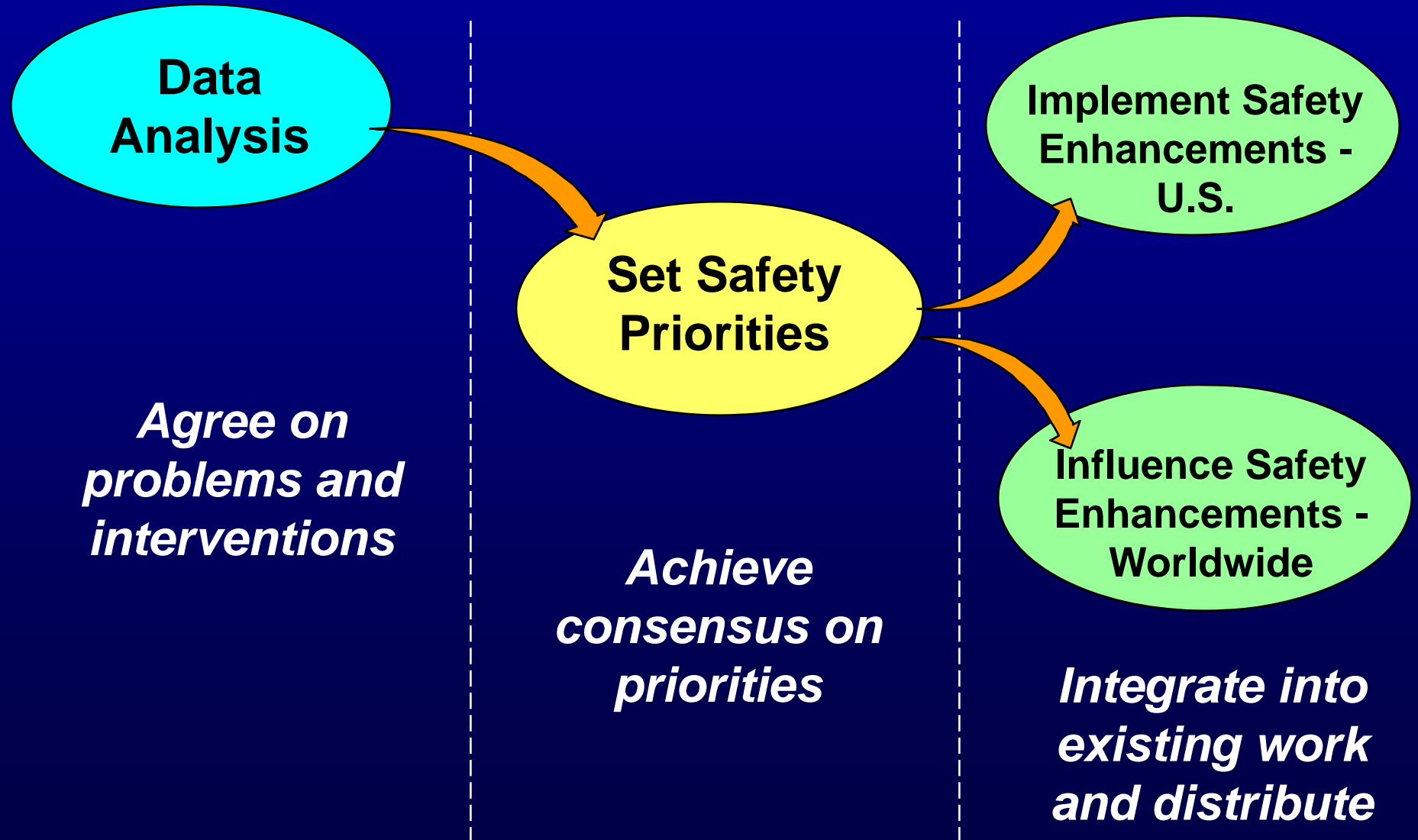
# CAST brings key stakeholders to cooperatively develop & implement a prioritized safety agenda



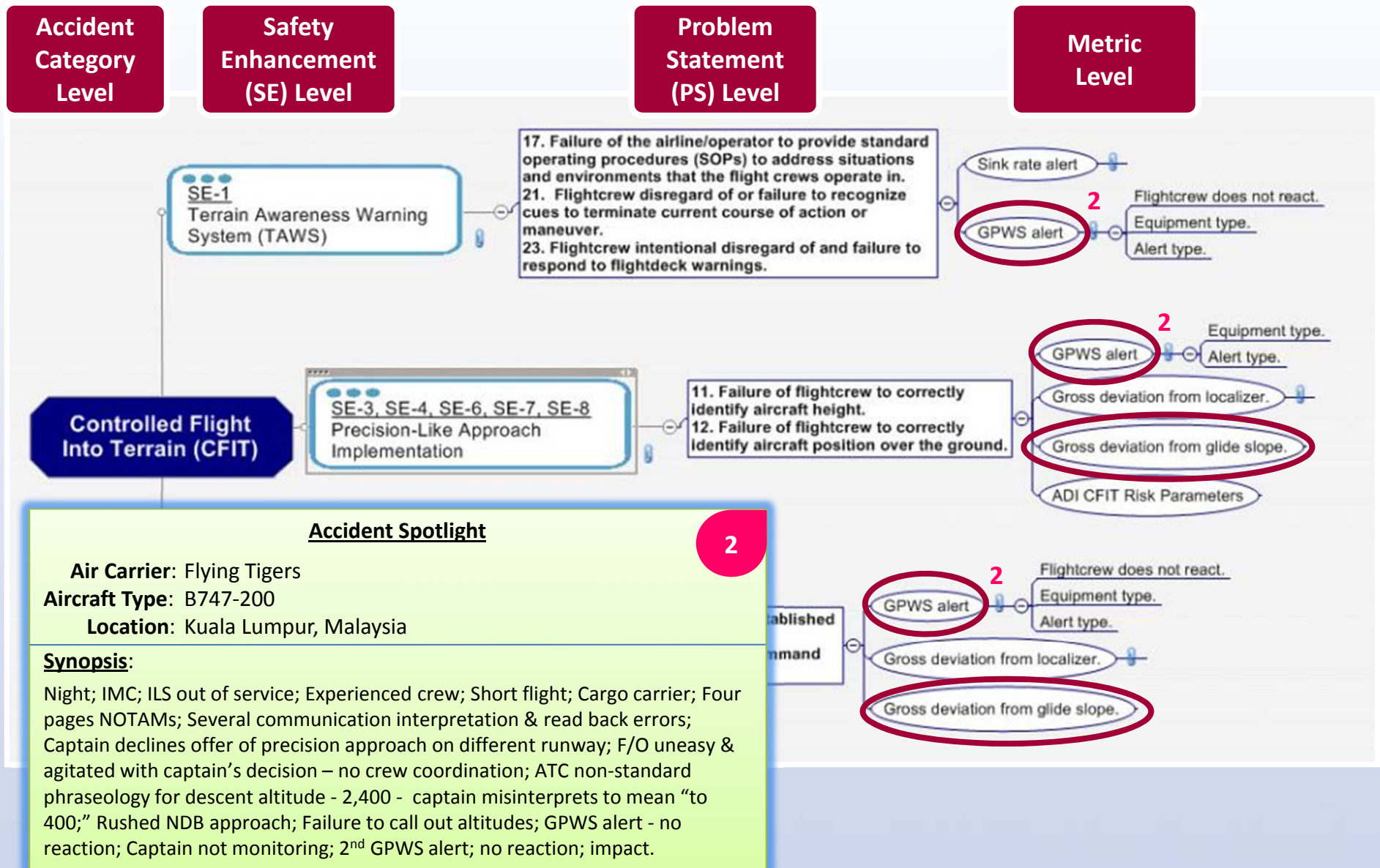
\* Representing P&W and RR

\*\* Observer

# CAST Safety Strategy

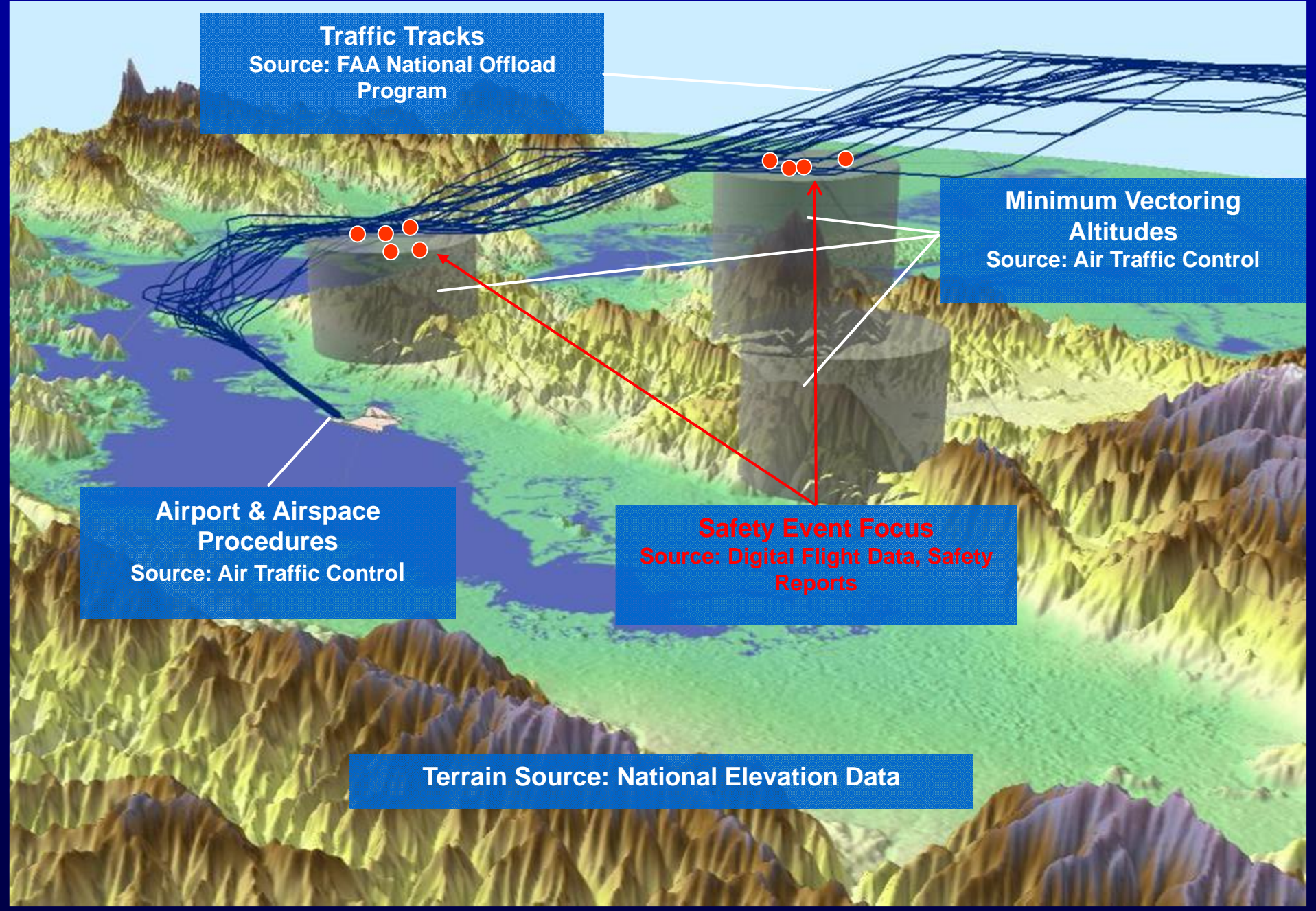


# Example: Controlled Flight into Terrain





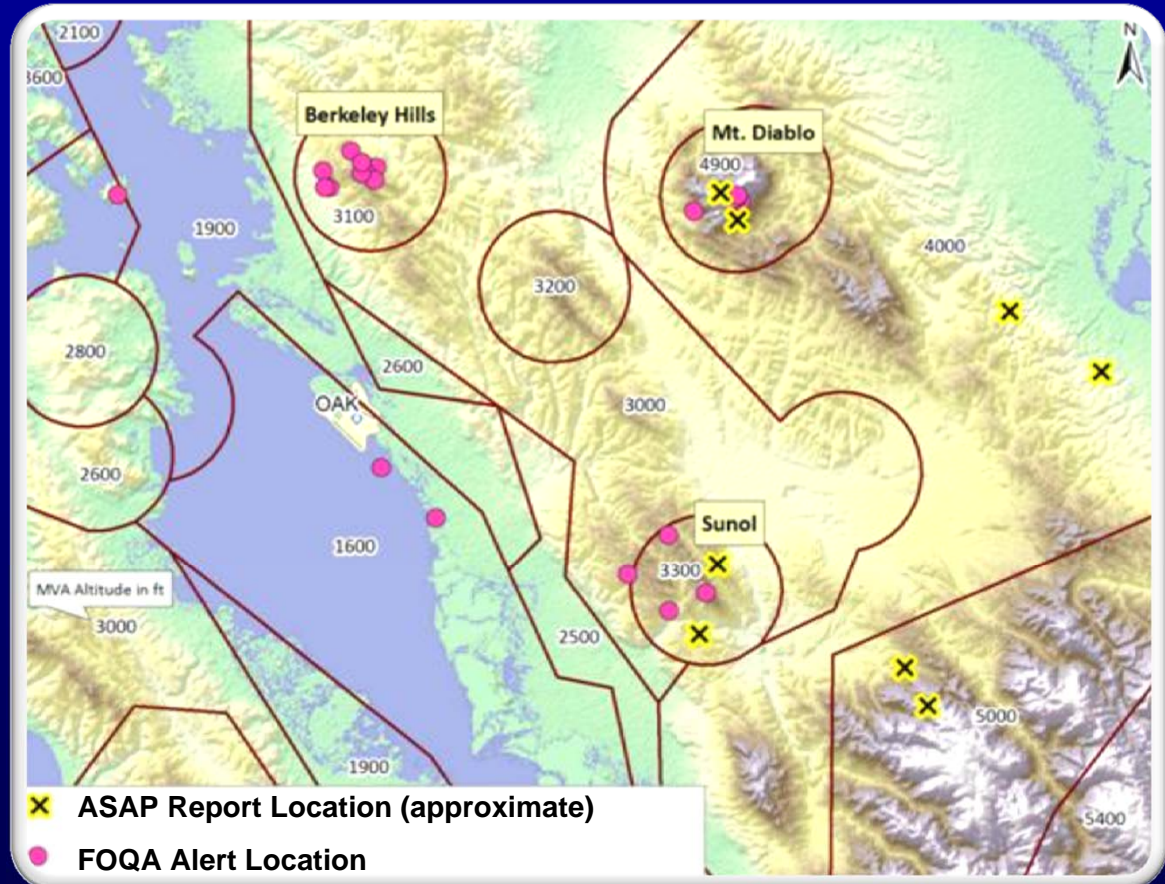
# DATA FUSION PROVIDES VALUABLE INSIGHTS



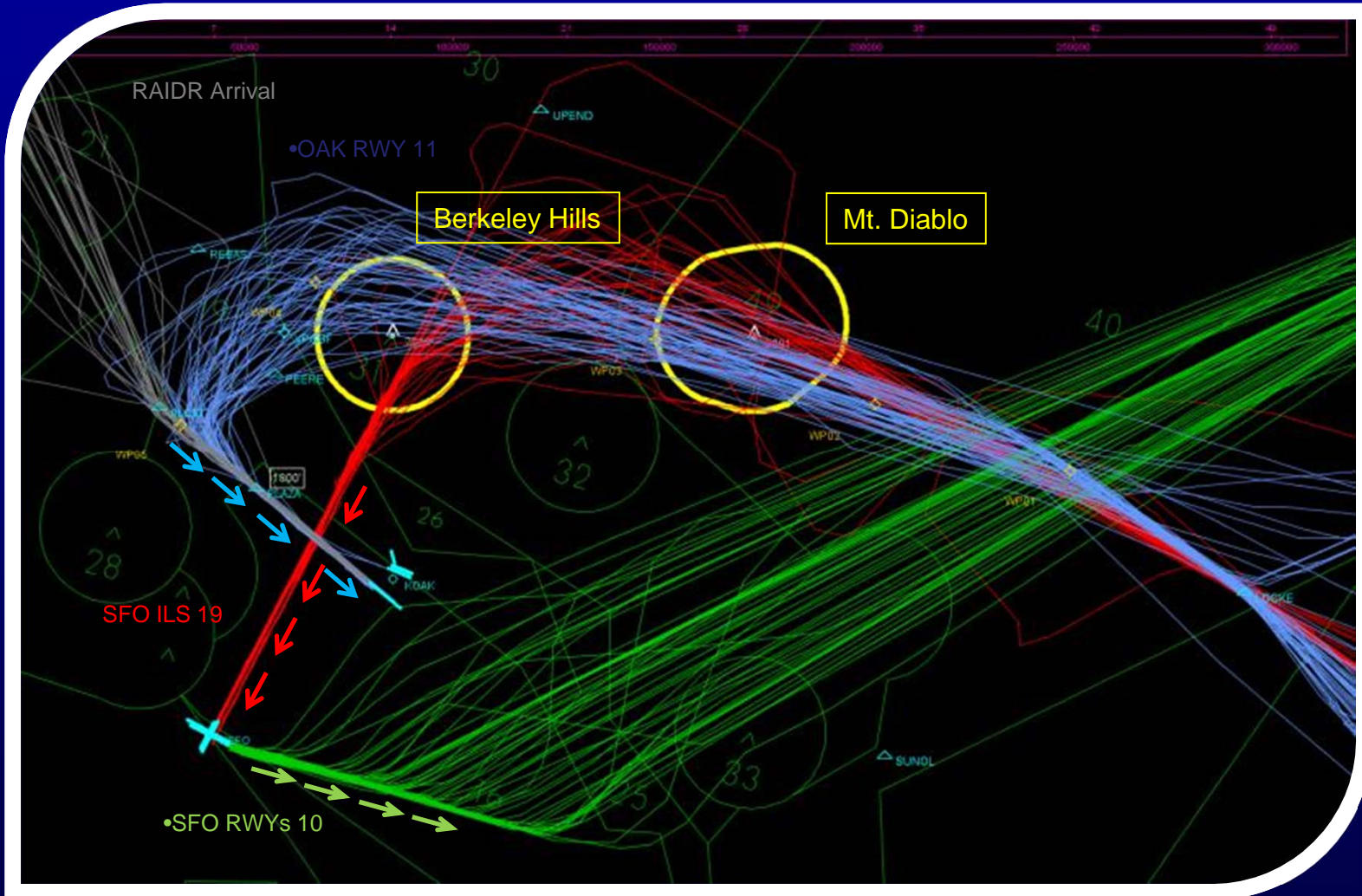


# TAWS Alerts Case Study

- Collaborative analysis by CAST and ASIAs identified hotspots for TAWS alerts involving OAK arrivals
- In parallel, a proposed RNAV/RNP approach was developed for OAK runway 11
  - Procedure would not address all alerts since it was developed without the benefit of results from TAWS study
- CAST modification to approach added an initial segment to move flights away from Mt. Diablo to minimize TAWS alerts

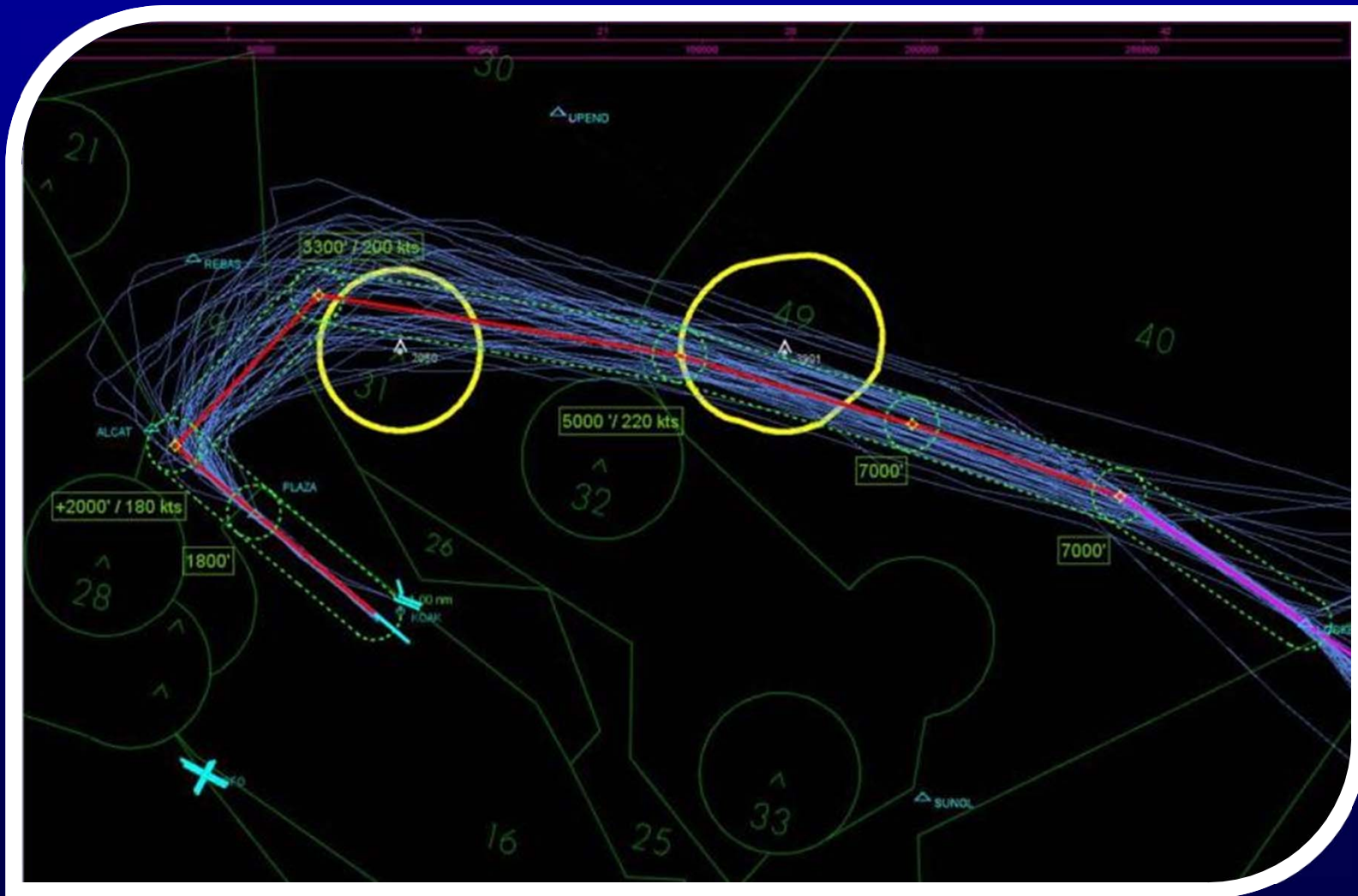


# Existing Oakland Traffic Flows





# PBN Solution at Oakland



# Improving Aviation Safety

