EASA
European Union Aviation Safety Agency

Safety Intelligence – Going Global

Your safety is our mission.

An Agency of the European Union

Introduction and Panel Members

- **John Monks** (Director of Safety and Security - British Airways)

- **Erick Ferrandez** (Head of Safety Intelligence and Performance - EASA)
- **Steven Gottlieb** (Director of Accident Investigation and Prevention – FAA)
- **Yannick Malinge** (Senior Vice President and Chief Product Safety Officer – Airbus)
- **Jon Horne** (President, European Cockpit Association)
- **Jens Hennig** (VP Operations – GAMA and Co-Chair FAA GAJSC Safety Analysis Team)

Sharing Intelligence at Global Level

→ What is the need and value to be gained from putting intelligence together at global level?

→ What would such a global collaboration look like and what would be the goal?

The Challenges and Barriers to be Overcome

→ What are the challenges with sharing data or intelligence at global level and how can we ensure the protection of information?

→ How can we create the needed analytical capacity and collaboration at global level to make sure that we get something meaningful from the effort involved?

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Questions from the Floor

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Location details: *e.g. FIR, airport, city, country, Long./Lat. defined block*

Risk threshold	Risk Category										
	Airborne			On Ground			Physical risk to crew or passengers		Health and Safety		
	Weapons of War	Terrorism	ATC or Infrastructure flaws	Weapons of War	Terrorism	ATC or infrastructure flaws	Airport or Transport	Accommodation	Disease	Crime	Local infrastructure failings (eg roads, buildings)
Critical – do not fly											
Significant – update daily and prepare to avoid											
Notable – actively monitor for change											
Minor – for awareness only											

Layered safety intelligence sharing

Without raw data sharing – analysis, outcomes and

Move through layers as trust develops

1) Specific outcomes from data programme shared on data-owner initiative

2) Consideration of release of outcomes in targeted area, on request of partner

3) All in-region safety insights or existing Use Case outputs shared automatically

4) Use Case request by foreign partner

5) Use Case initiation by foreign partner