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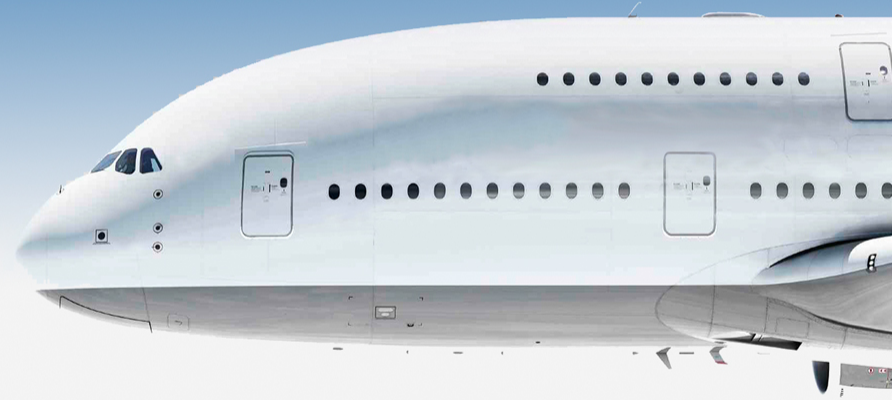
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SESSION 8

Safety Performance Measurement





Overview

- Measuring safety performance
- Safety information sharing & exchange
- Progress reporting
- Responsibilities for evaluation
- ICAO reporting tools



Measuring Safety Performance

- Safety performance of GASP is measured by series of metrics
 - as defined by GASP indicators
- Elements used to measure safety performance related to GASP include
 - number of fatalities (main indicator)
 - accident rate
 - fatal accident rate
 - priority PQs for safety oversight system
 - safety oversight index
 - SSP foundational PQs
 - PQs related to safety management





Safety Information Sharing & Exchange

- Through NASP, State sets national goals and targets
 - and determines series of SEIs to achieve them
- State also uses GASP indicators related to targets
 - to measure if SEIs attain their desired outcomes





Safety Information Sharing & Exchange

- Safety info collected by State serves dual purpose
 1. identify & prioritize SEIs to mitigate safety risks as part of planning process
 2. measure effect of SEIs as part of safety assurance process





Safety Information Sharing & Exchange

- Safety information is used to determine if goals and targets are met
 - at national level
- Safety information sharing and exchange is at centre of SPM
- RASGs play key role
 - measuring safety performance
 - evaluating success of GASP / RASP
 - at regional level





Progress Reporting

- Timely & accurate reporting of safety information is critical
 - at international, regional and national levels
 - to verify whether goals are being achieved
 - to monitor implementation of SEIs of roadmap
- ICAO, RASGs, and partner organizations publish reports on safety
 - to monitor progress of their safety goals
- Analysis of multiple safety performance indicators is essential
 - to assess safety performance globally





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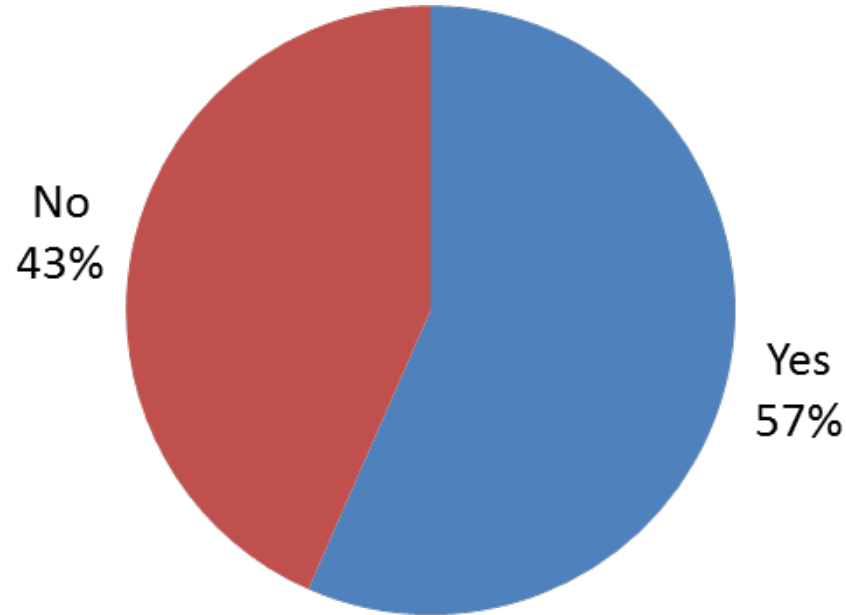


GASP Questionnaire

Safety Performance Measurement



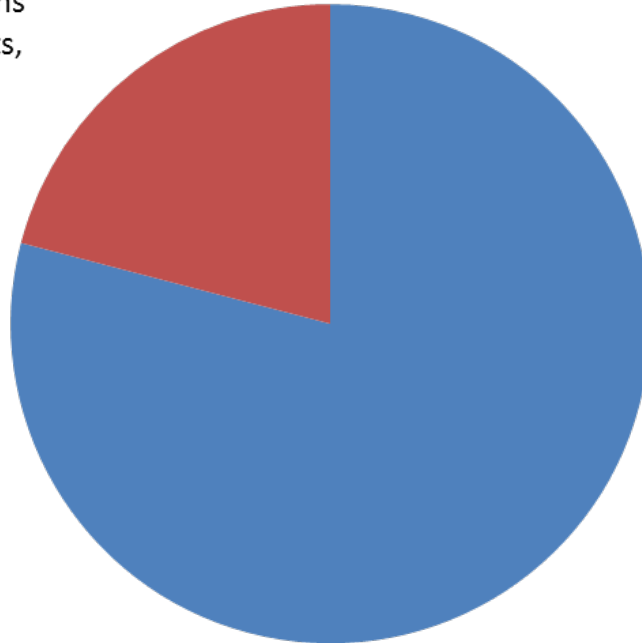
Does your State/organization publish an annual safety report?





How is annual report communicated to relevant stakeholders?

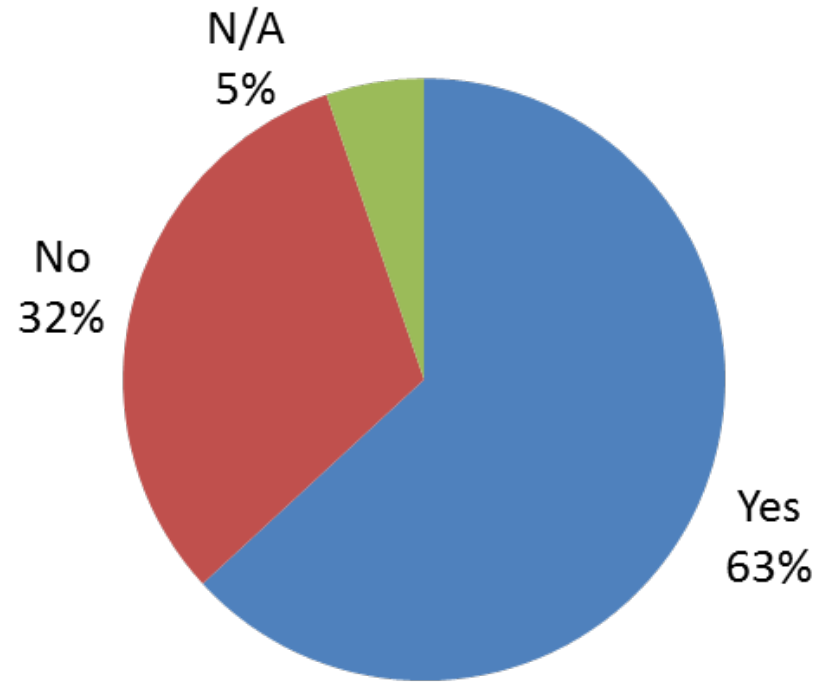
Internal
communications
(emails, reports,
meetings)
21%



Public website
79%

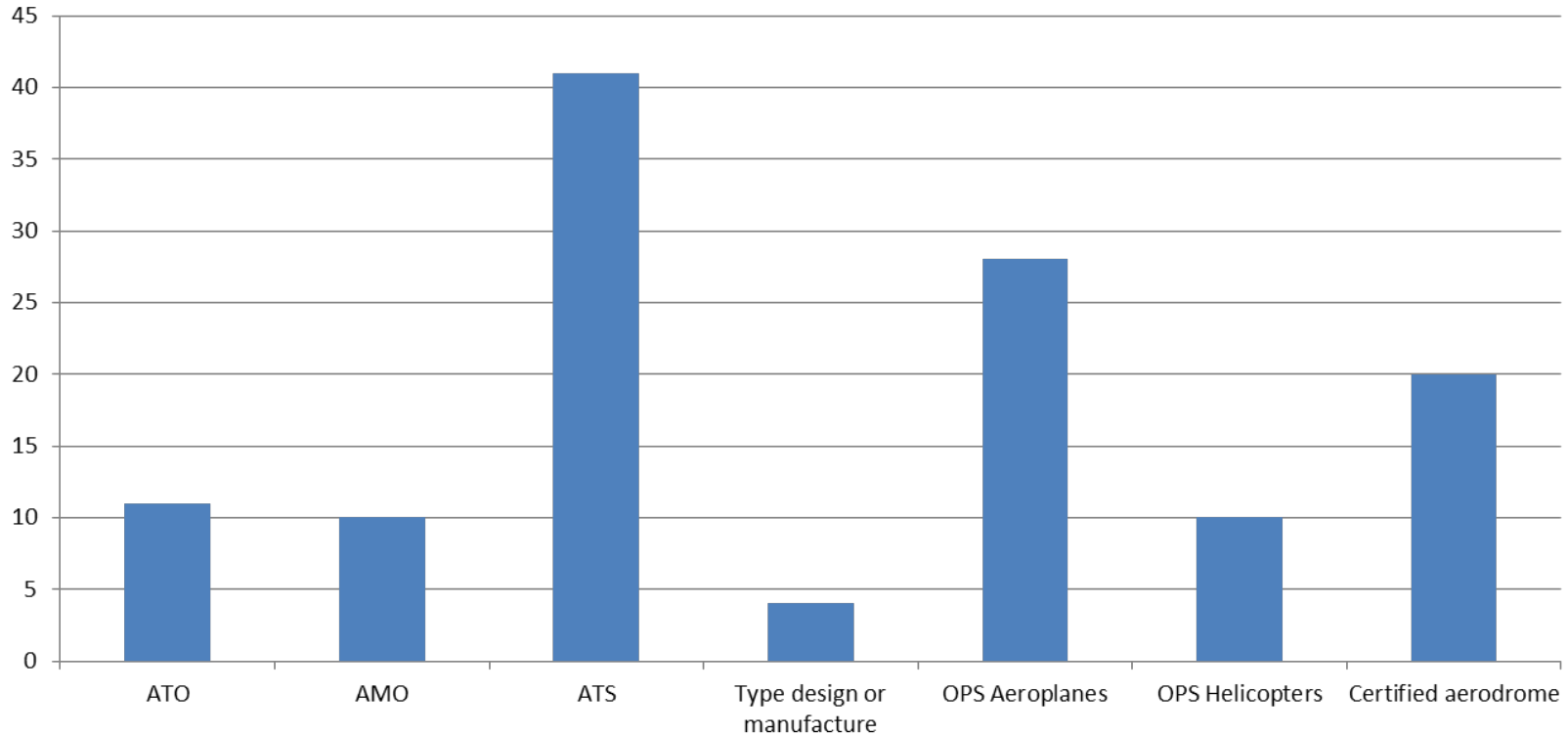


Do State's service providers publish annual safety report?



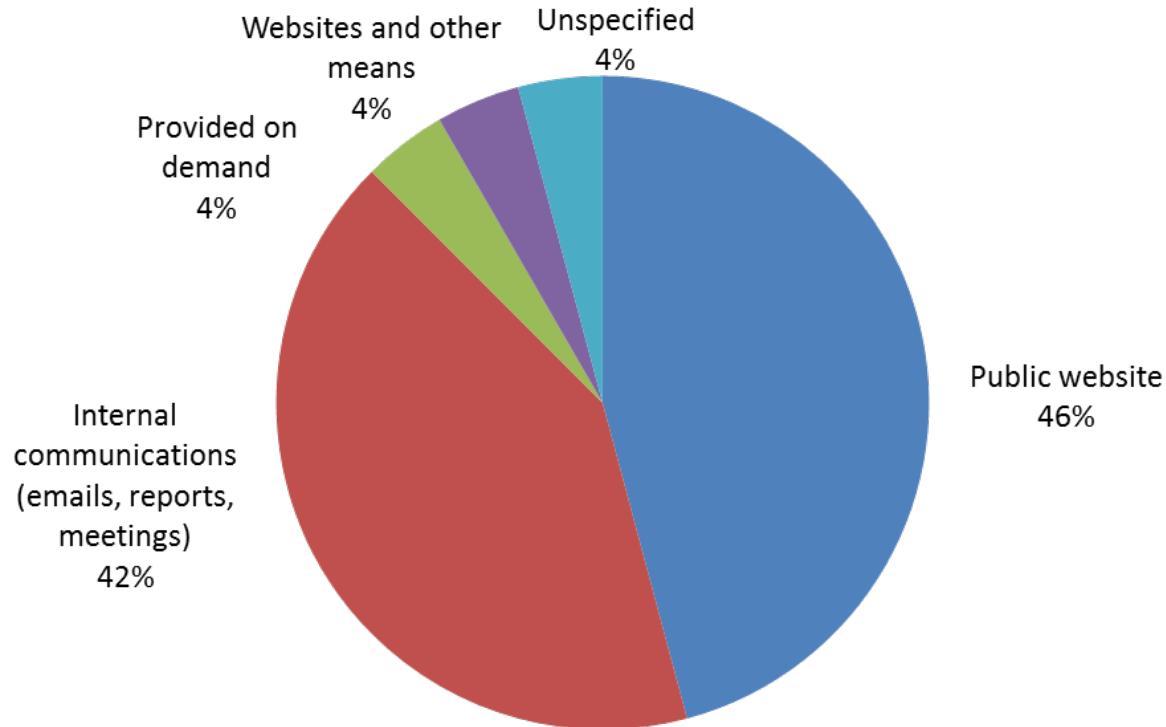


Breakdown by service providers





How is service provider's report communicated to stakeholders?





Responsibilities For Evaluation

- RASGs are responsible to continuously evaluate progress of GASP goals and targets
 - presented in RASPs
 - to determine if these were met within timeframe
- Each State is responsible for submitting pertinent information from NASP to RASG
 - to enable compilation of regional results
- ICAO Regional Offices are responsible to work with RASGs to produce report
 - which is submitted to ICAO Headquarters
 - serves as basis of *State of Global Aviation Safety Report*
 - presented to Assembly
- Results of evaluation also serve as feedback for revision of subsequent GASP editions



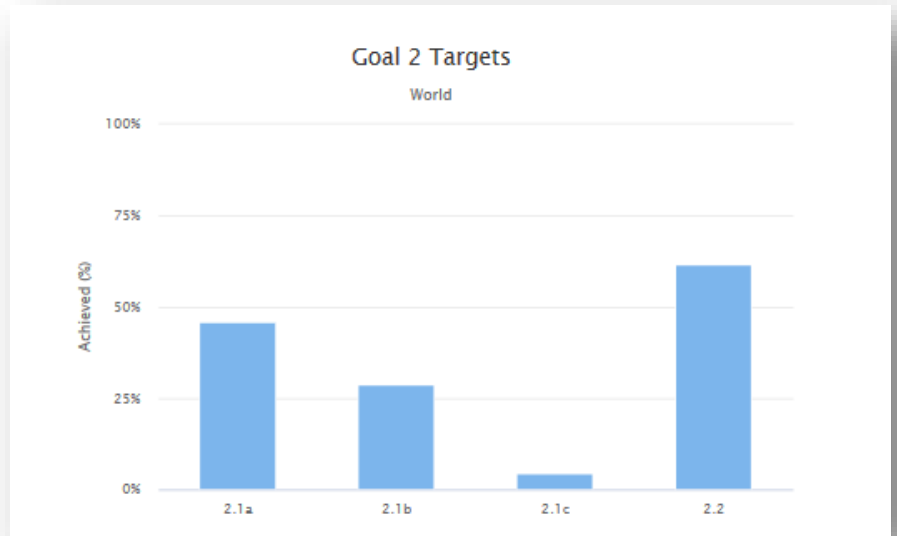
GASP Dashboards

Target 2.1 - All States to improve their score for the effective implementation (EI) of the critical elements (CEs) of the State's safety oversight system (with focus on priority PQs) as follows: By 2022 – 75% By 2026 – 85% By 2030 – 95%

Target 2.2 - By 2022, all States to reach a safety oversight index greater than 1, in all categories

World

Target 2.1a - by 2022, States should reach 75% Effective Implementation	States that have reached 75%	85/185 (45.94%)
Target 2.1b - by 2026, States should reach 85% Effective Implementation	States that have reached 85%	53/185 (28.64%)
Target 2.1c - by 2030, States should reach 95% Effective Implementation	States that have reached 95%	8/185 (4.32%)
Target 2.2 - by 2022, States should reach Safety Oversight Index >1 in all categories	States that have all SOIs >1	114/185 (61.62%)



www.icao.int/safety/GASP/Pages/GASP-Dashboards.aspx



Emerging Issues & Ops Safety Risks Portal

Title *

Choose one

State Name

International/Regional Organization

ICAO Region

RASG Concerned

Description of the Issue

Hazard Type

- Natural
- Technical
- Economical

Risk Assessment

Choose based on the risk matrix here:
<http://aviationsafetyblog.asms-pro.com/hubfs/images/AviationRiskManagementCycleMatrix.png>

Area of Impact

High Risk Category (HRC)

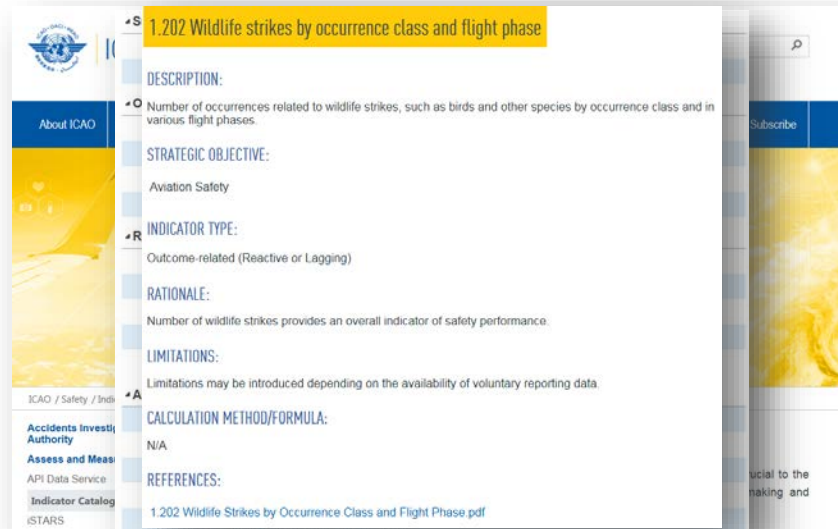
CICTT Taxonomy

- ABNORMAL RUNWAY CONTACT (ARC)
- ABRUPT MANEUVER (AMAN)

<https://portal.icao.int>



Indicator Catalogue



The screenshot shows a web page for the ICAO Indicator Catalogue. The main heading is "1.202 Wildlife strikes by occurrence class and flight phase". The page is structured with a left sidebar containing navigation links like "About ICAO", "Accidents Investigation Authority", "Assess and Measure", "API Data Service", "Indicator Catalogue", and "eSTARs". The main content area includes sections for "DESCRIPTION:", "STRATEGIC OBJECTIVE:", "INDICATOR TYPE:", "RATIONALE:", "LIMITATIONS:", and "CALCULATION METHOD/FORMULA:". The "DESCRIPTION:" section states: "Number of occurrences related to wildlife strikes, such as birds and other species by occurrence class and in various flight phases." The "STRATEGIC OBJECTIVE:" is "Aviation Safety". The "INDICATOR TYPE:" is "Outcome-related (Reactive or Lagging)". The "RATIONALE:" states: "Number of wildlife strikes provides an overall indicator of safety performance." The "LIMITATIONS:" states: "Limitations may be introduced depending on the availability of voluntary reporting data." The "CALCULATION METHOD/FORMULA:" is "N/A". The "REFERENCES:" section lists "1.202 Wildlife Strikes by Occurrence Class and Flight Phase.pdf".

www.icao.int/safety/Pages/Indicator-Catalogue.aspx



Points to Remember

- Safety information sharing & exchange is at centre of SPM
- Safety information needed to determine if goals and targets are met at national level
- Need to measure effect of SEIs as part of SA process for NASP
- Each State is responsible for submitting pertinent information from NASP to RASG >>> ICAO tools available



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