



**Thirty Third Pan America — Regional Aviation Safety Team Meeting
(PA-RAST/33)**

Quito, Ecuador, 13 to 15 August 2018

Agenda Item 5: Updates in aviation safety data

GLOBAL SAFETY INFORMATION PROJECT STATUS REPORT

(Presented by Flight Safety Foundation)

EXECUTIVE SUMMARY	
<p>The Global Safety Information Project (GSIP) is a worldwide initiative that guides the aviation community’s response to challenges that may emerge from safety data collection and processing systems (SDCPS). GSIP focus areas include safety data collection, safety data analytics, safety information protection, and safety information sharing. The intent of this working paper is to provide a status update on GSIP, introduce future project plans, and discuss potential integration opportunities.</p>	
Action:	<p>The Meeting is invited to:</p> <ol style="list-style-type: none"> 1) note the information contained in this paper; 2) participate in the Safety Performance Survey (flightsafety.org/safetysurvey) and provide comments on Safety Performance Handbook development; 3) provide FSF with feedback on the published GSIP Toolkits (flightsafety.org/gsip/gsip-toolkits); 4) discuss any relevant matters as appropriate.
<i>Strategic Objectives:</i>	<ul style="list-style-type: none"> • Safety
<i>References:</i>	<ul style="list-style-type: none"> • flightsafety.org/gsip

1. INTRODUCTION

1.1 The Global Safety Information Project (GSIP) is led by Flight Safety Foundation (FSF) with support from the United States Federal Aviation Administration (FAA) and the Commercial Aviation Safety Team (CAST). While GSIP is primarily focused on the Asia-Pacific (APAC) and Pan America (PA) ICAO regions, influence and interest in other regions of the world has steadily grown since 2015. GSIP currently has a stakeholder base that includes both public and private sector contributors from each of the ICAO regions.

2. PROJECT HISTORY

2.1 In 2015, FSF and FAA signed a cooperative agreement that initiated GSIP. In the agreement, FAA stated that the “information generated by the SDCPSs is crucial to the identification and mitigation of risk in commercial aviation” and GSIP “will play an important role in enhancing safety for the flying public.

2.2 Between 2015 and 2018, FSF conducted over 25 GSIP focus group sessions, workshops, and conferences in 15 countries throughout the APAC and PA regions. FSF also hosted a four-part GSIP webinar series to connect with additional global aviation safety stakeholders. Additionally, FSF developed and administered multiple surveys to gather quantitative data detailing the current state of global SDCPSs and safety risk management practices. The combined inputs of GSIP participants facilitated the development and publication of the GSIP toolkits discussed in section 3 of this working paper.

2.3 Detailed summaries of each year’s significant activities, findings, and recommendations are available in the annual GSIP Reports (flightsafety.org/gsip/gsip-reports/) as well as previous information papers and working papers presented at Regional Aviation Safety Group – Pan America (RASG-PA).

3. GSIP TOOLKITS

3.1 In 2017, FSF published three SDCPS-focused toolkits. These toolkits are designed to assist the global aviation community in elevating their safety risk management capabilities and information sharing practices. Each toolkit contains data-driven recommendations and best practices identified by industry for the development and maturation of various safety data collection systems, data analysis methods, information sharing practices, and safety information protections. The toolkits are designed for a wide range of domains including Air Navigation Service Providers (ANSPs), Airlines/Aircraft Operators, Airports, Manufacturers, Maintainers, and Regulators.

3.2 The GSIP toolkits are organized by intensity level, a term developed by FSF to describe the relative sophistication of SDCPS practices. The Level One Intensity Toolkit contains safety data collection, analysis, and sharing methods typically associated with a foundational Safety Management System (SMS). The Level 2 and Level 3 Intensity Toolkits each contain progressively more advanced insights and practices.

3.3 The toolkits are publicly available at (flightsafety.org/gsip/gsip-toolkits/). FSF encourages feedback on toolkit contents.

4. SAFETY PERFORMANCE MONITORING

4.1 Through the Global Safety Information Project, FSF has learned that States and Service Providers need supplemental guidance on safety performance monitoring. Although ICAO provides definitions and standards for safety performance monitoring in Annex 19, *Safety Management* and Doc 9859, *Safety Management Manual (SMM)*, FSF found that there are differing interpretations and ways that States and Service Providers implement and practice these standards and recommendations.

4.2 In response to this finding, FSF is developing a Safety Performance Monitoring Handbook. To facilitate the development of this handbook, FSF seeks to 1) learn how States and Service Providers currently monitor safety performance, 2) identify how safety performance monitoring differs across regions, domains, and stakeholders, and 3) gather best practices and insights from a wide variety of global aviation safety practitioners to help close the identified gap.

4.3 In 2018, FSF developed a Safety Performance Survey to develop a baseline understanding of current safety performance monitoring practices, current industry challenges, and potential opportunities that could be used to help guide the development of effective and targeted guidance materials.

4.4 To communicate survey results to the global aviation community, survey responses will be de-identified and integrated into a publicly accessible Safety Performance Dashboard. The dashboard will enable users to develop on-demand safety performance insights through advanced analytical capabilities. Users will be able to customize how they view and interact with survey response data through a set of filters, including responses by ICAO region and organization type (e.g. airline, airport, Regulator). This interactive filtering capability enables users to conduct targeted deep dives into all meaningful aspects of the survey, such as understanding which Safety Performance Indicators (SPIs) or risk areas (e.g. CFIT, LOC-I, NMAC, Runway Safety, Maintenance) are considered most important to different aviation domains across ICAO regions.

4.5 To supplement the dashboard, FSF is currently developing an Interim Safety Performance Survey Report detailing initial survey results. A final Safety Performance Survey Report will be completed prior to the end of September 2018. FSF will publish both the interim and final reports on the flightsafety.org website.

4.6 FSF believes the development of the Safety Performance Monitoring Handbook will equip States and Service Providers with the guidance needed to align safety performance monitoring practices with the ICAO vision for safety, as outlined in the ICAO Global Aviation Safety Plan (GASP). To ensure harmonization and alignment with existing and emerging ICAO standards and guidance, FSF is actively engaged in the ICAO GASP 2020-2022 development process through participation in the Global Aviation Safety Plan Study Group (GASP-SG), as well as other supporting subgroups.

5. FUTURE GSIP EVENTS

5.1 Prior to the end of September 2018, FSF will host a live, interactive GSIP webinar aligned with Pan America time zones. When appropriate, FSF will engage with the PA-RAST Secretariat to distribute event announcements to PA-RAST participants. The webinar will also be announced on the flightsafety.org website when dates are finalized.