GSIP
GLOBAL SAFETY INFORMATION PROJECT
IASS 2017

FLIGHT SAFETY FOUNDATION
independent • impartial • international

Making the most out of the Industry's Safety Data

DIFFERENT TYPES OF HAZARDS

Past → **Present** → **Future**

Past
- **Reactive**
Data from past outcomes or events

Present
- **Proactive**
Data from real-time situations

Future
- **Predictive**
Information about possible negative future outcomes

DIFFERENT TYPES OF ANALYSIS

Descriptive

1 What has happened?

Predictive

2 What could happen?

Prescriptive

3 What should we do?

DATA SOURCES

Accidents
• Investigations

Airline Data Collection
• Safety Reports • Investigations • Audits • Flight Data Monitoring

Regulator Data Collection
• Surveillance • Investigations

OPERATIONS

Maint

Inflight

Planning

Flt Ops

GSIP INTENSITY OF RISK MANAGEMENT

Level 1

- Accident/Incident Reports
- Mandatory Occurrence Reports
- Employee Voluntary Reporting Programs

Level 2

- Automated/System-based Data (FDM/FOQA, ATC Radar, ACARS)

Level 3

- Observational Data (LOSA, NOSS, M-LOSA, R-LOSA)
- Study of Multiple Data Sources

PERFORMANCE RESULTS

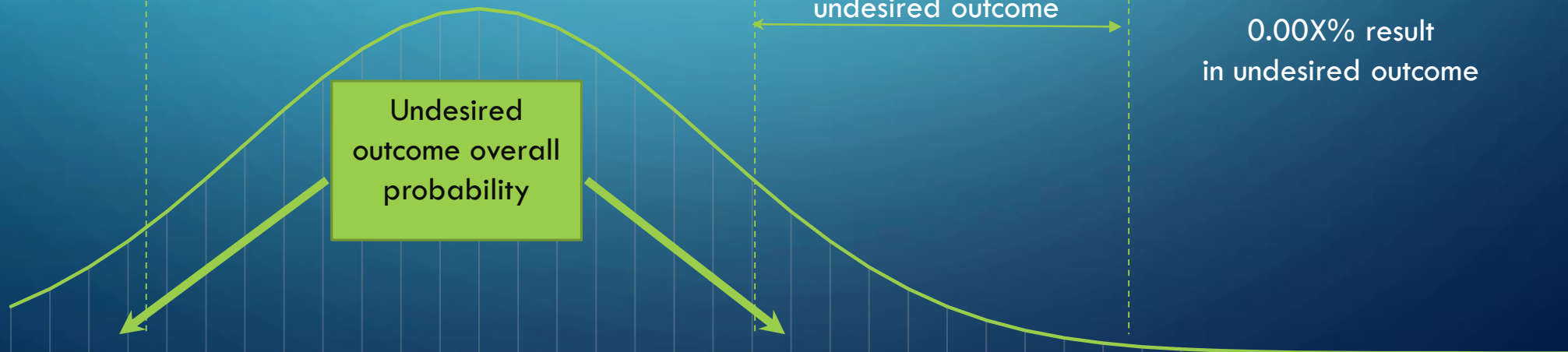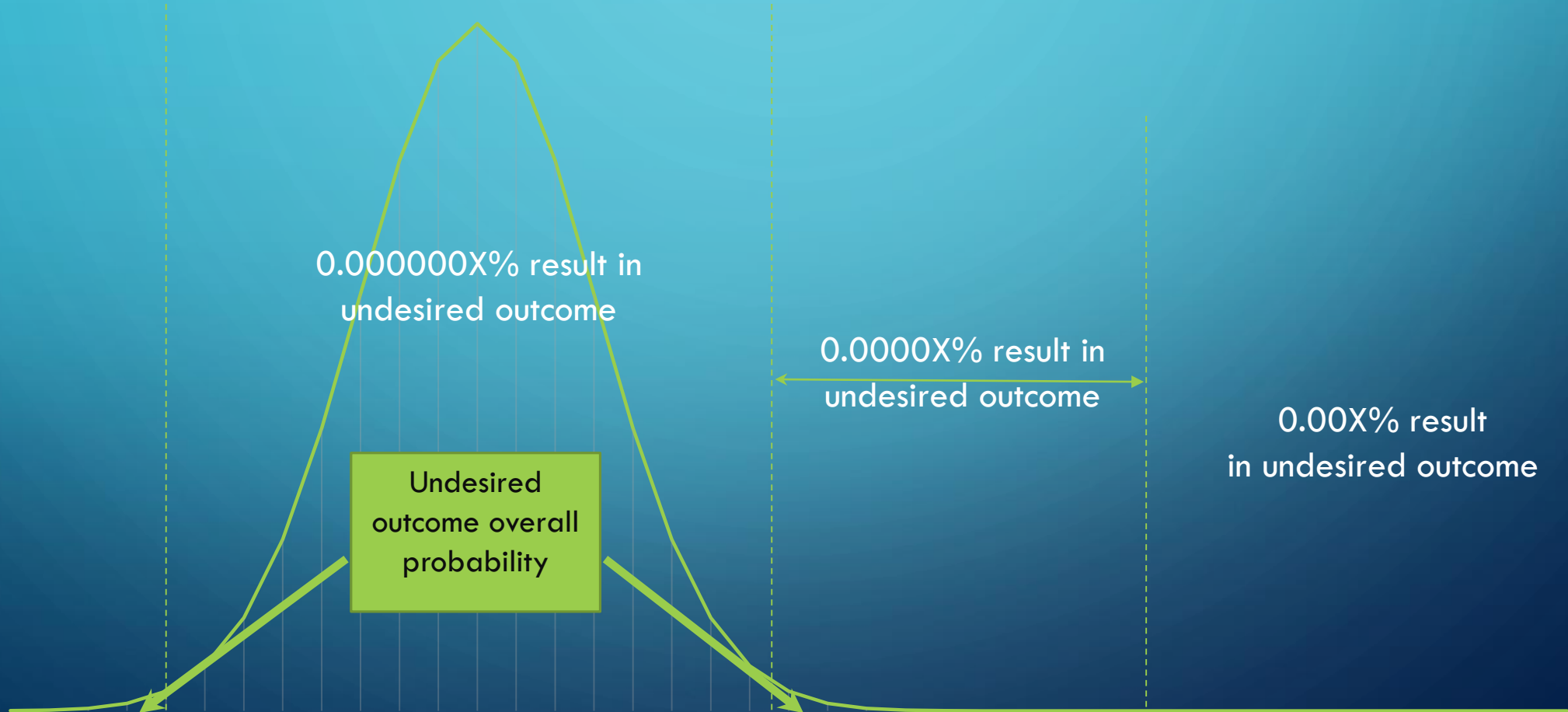Unacceptable   Acceptable   Unacceptable

0.000000X% result in
undesired outcome

0.0000X% result in
undesired outcome

0.00X% result
in undesired outcome

Undesired
outcome overall
probability

SAFETY PERFORMANCE INDICATORS

- Much misunderstanding about SPIs and their targets

- GSIP suggests carefully selecting the main indicators and their associated targets

- Use other operational performance metrics as needed to understand your overall performance

WHAT COMES NEXT?

Execute the Plan

Operate

Gather Data

Conduct Analysis

Build a Plan

Advise Operator

Operate

Use Data as gathered