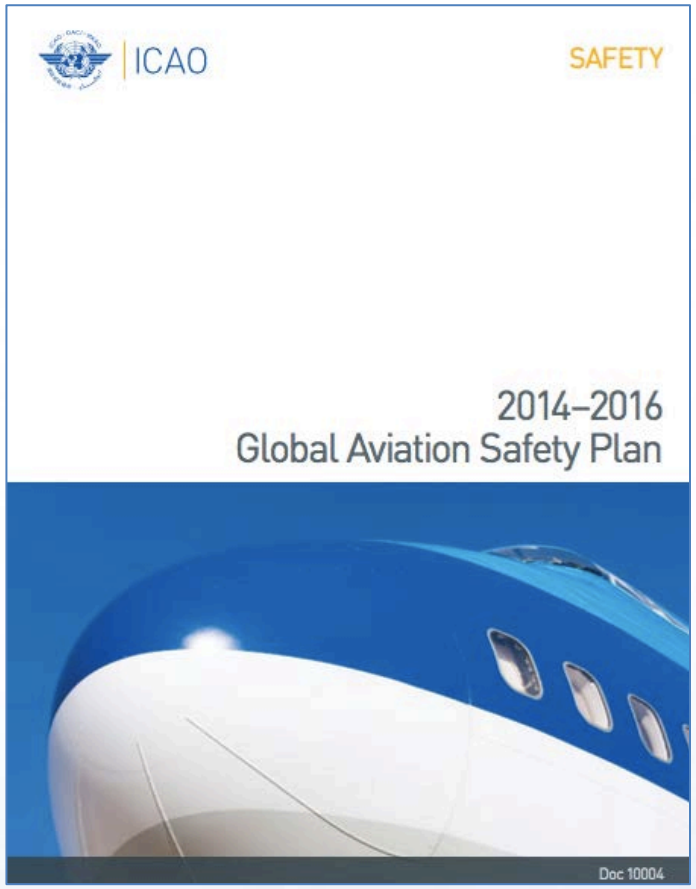
GSIP UPDATE - RASG PA/ESC

May 4, 2017

GSIP OBJECTIVES

- Assessment
- Workshops
- Toolkits

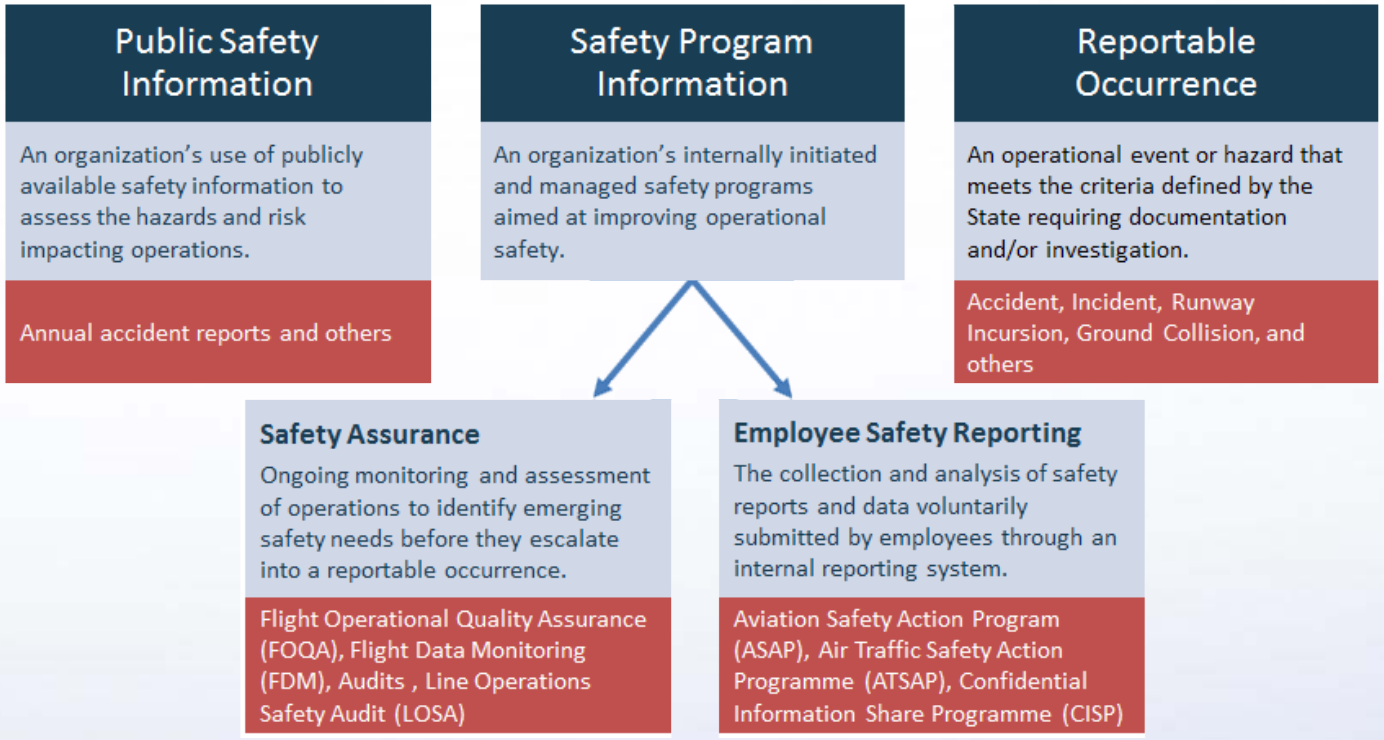


WORKSHOPS & TOOLKITS

FRAMEWORK OF GSIP TOOLKITS

	SMS basic level	Expanded level	Advanced level	Industry level
Data Collection	Data are collected to adequately monitor the normal hazards an organization may encounter and to support a functioning SMS.	Data are collected to understand both the hazards and exposure to operations with those hazards (e.g., flight data acquisition systems).	Data are collected to advance understanding of primary causes and contributing factors (e.g., monitored data through LOSA).	Data are collected to utilize and contribute to a larger industry understanding through bow tie organization of events (e.g., data collection with industry partners).
Data Analysis	Data are analyzed to determine acceptable risks. Safety performance indicators are monitored regularly for displaying status against objectives.	Data are analyzed to understand all direct hazards and their impact on undesired outcomes. Multiple hazards are each examined for their influence on risk.	Data are analyzed to understand all potential direct and indirect hazards and their impact on undesired outcomes.	Data are analyzed to understand all industry impacts on safety. The math behind paths leading to and from an undesired state are well understood.
Information Sharing	Information sharing of performance results is comprehensive within an organization (e.g., within one organization).	Information sharing of performance and key areas of linked performance is performed among divisions or industry peers at detailed levels (e.g., ANSP to ANSP).	Information sharing is across the industry for key risks and mitigations. Generally this is through presenting detailed independent investigative work in the data (e.g., ANSP to airline).	Information is shared and managed across the industry for benchmarking capabilities and emerging conditions. Cooperative analysis is conducted (e.g., pooled data).
Information Protection	Individuals and organizations are protected against disciplinary, civil, administrative and criminal proceedings, except in case of gross negligence, willful misconduct or criminal intent.	The protection extends to certain mandatory safety reporting systems. In Annex 13, the protection extends to final reports and investigation personnel.	Further protection mechanisms may be in place to implement just culture principles and cross-industry support for strong safety reporting cultures.	Protection is formalized at the highest level between countries through memorandums of understanding or similar agreements.

SAFETY DATA CATEGORIES



Aircraft Flying Parameters	Aircraft Landing Parameters	Aircraft De-acceleration Parameters	Airport Taxiway Navigation	Airport & Runway Readiness	General
Unstable approach	Touchdown point	Runway remaining at 80 kts	Taxiway excursion	Runway lights	Occurrence reports
Localizer/Glideslope deviation	Hard landing	Braking effort	Abnormal stops on runway or taxiway	Runway condition	Non adherence to SOP
Descent rate, High descent rate	Long landing, Long flare	Deceleration distance and method usage	Taxi speed	Runway markings	Runway incidents
Altitude crossing runway threshold, Speed Low/High over runway threshold	Short landing	Late thrust reverser deployment		Runway signage	Air traffic events (Tower/Ground Control/Clearance Delivery)
Approach parameters	Landing pitch attitude			Facility malfunctions or interference (G/S interference/navaid failures)	Air turnback
Bank angle	Alignment with centerline			NOTAMS	Availability of RESA
FDP rate for a particular runway	Tail strike			Runway design	Crew performance during non-precision approaches
Rolling vibration with angle change				Runway inspection data	Number of runway safety reports received per quarter
Sink rate GPWS alert				Runway pavement conditions	Participating in runway safety team - RST
Takeoff pitch attitude				Runway slope	Similar call signs
Unstabilized approach rate versus Go-around rate				Runway incursions	Types of approaches available and being performed

RUNWAY SAFETY – WHAT SPI DO YOU USE?

WORK TO DATE

- Year 1& 2 Reports on the Assessments and Workshops posted on flightsafety.org
- Toolkits describing the framework posted on flightsafety.org
- Members version of Level 1 of the toolkits on flightsafety.org

WORK LATER THIS YEAR

- Webinars on Each Level of Intensity
- Detailed Toolkits covering Each Level of Intensity
- Workshop(s) – Asia Pacific
- SPI Survey for GSIP participants & FSF members