

ODA3 INSTITUTE

EXECUTIVE BRIEF

GAISSF™ v1.0 Aerospace Sector Implementation Guide - Executive Brief

Executive decision context for aerospace AI assurance

GAISSF-SEC-050 | Informative sector guidance | Draft for Publication
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Why this matters

Aerospace AI failures may propagate through physical platforms, operational decisions, long-lived supply chains and constrained update paths. Governance therefore has to connect models and data to exact configurations, human authority, safety and mission processes, and evidence that remains valid after change.

Board and executive decisions

- Define which executive and engineering authorities may accept AI-related residual risk.
- Require an authoritative inventory spanning embedded, ground, enterprise, supplier and hosted AI.
- Prioritise systems by physical/mission consequence and intervention feasibility, not by AI label.
- Require exact model/data/software baselines and supplier change notification.
- Ensure cyber containment and rollback decisions are coordinated with safety and mission authority.
- Fund evidence, monitoring and independent assurance for high-consequence systems.

Operating model

GAISSF-SEC-050 separates embedded aviation ML, aviation enterprise and ground AI, onboard space autonomy, ground-segment AI and Physical AI. Where D9 applies, use GAISSF D9 alongside PAI-SF™ v1.0 as applicable; CSX-PAISF-004 is mapping only and does not establish equivalence, evidence sufficiency or automatic conformance.

Material limitations

- No direct conversion to DAL, SIL or other formal assurance level.
- No generalised aerospace-AI financial loss estimate; credible public actuarial data is insufficient.
- No approval of the example architectures or use cases.
- Military, classified and export-controlled applications require separate legal and assurance scoping.
- Control implementation does not eliminate residual risk.

Publication status

The GAISSF-SEC-050 package is Draft for Publication, classified Public, with External Review Open. Technical baseline reconciliation is complete. Aerospace engineering, safety/mission, human-factors, legal/regulatory, accessibility/editorial and explicit final release approvals remain open as Final Publication gates.