



# DSNA Integrated Management System



DSNA Integrated Safety Initiative  
The next generation SMS



DSNA

MSQS – DSNA Safety Manager



## Share analysis with others (LRST, CPS, FABEC, SISG, CANSO,...)

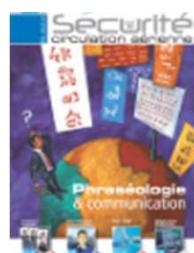
## Our existing SMS



## Just culture, reporting

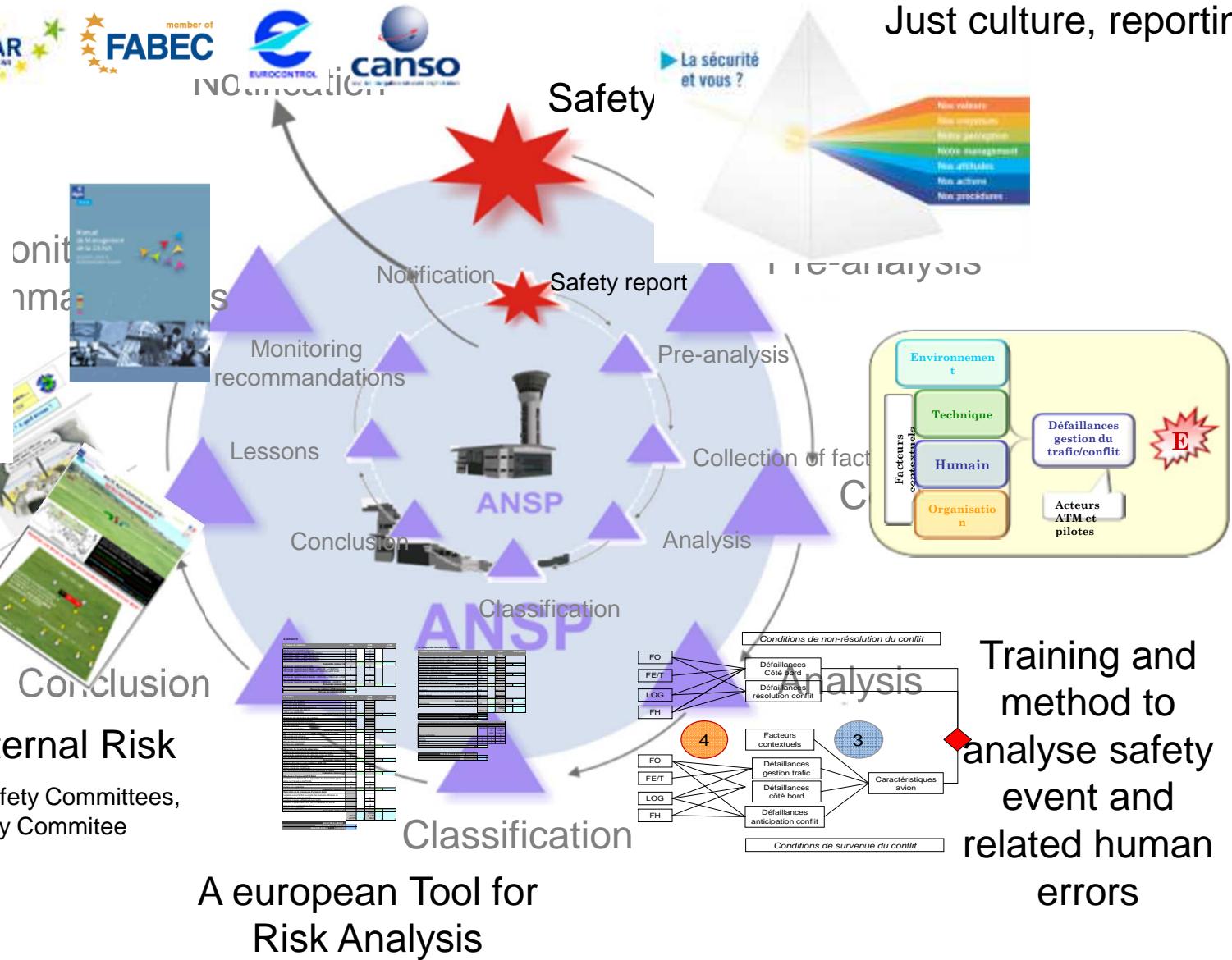
# Lessons learnt and monitoring actions

## Integrated Management System



## A look at internal Risk

## ACC/APP Local Safety Committees, National Safety Committee



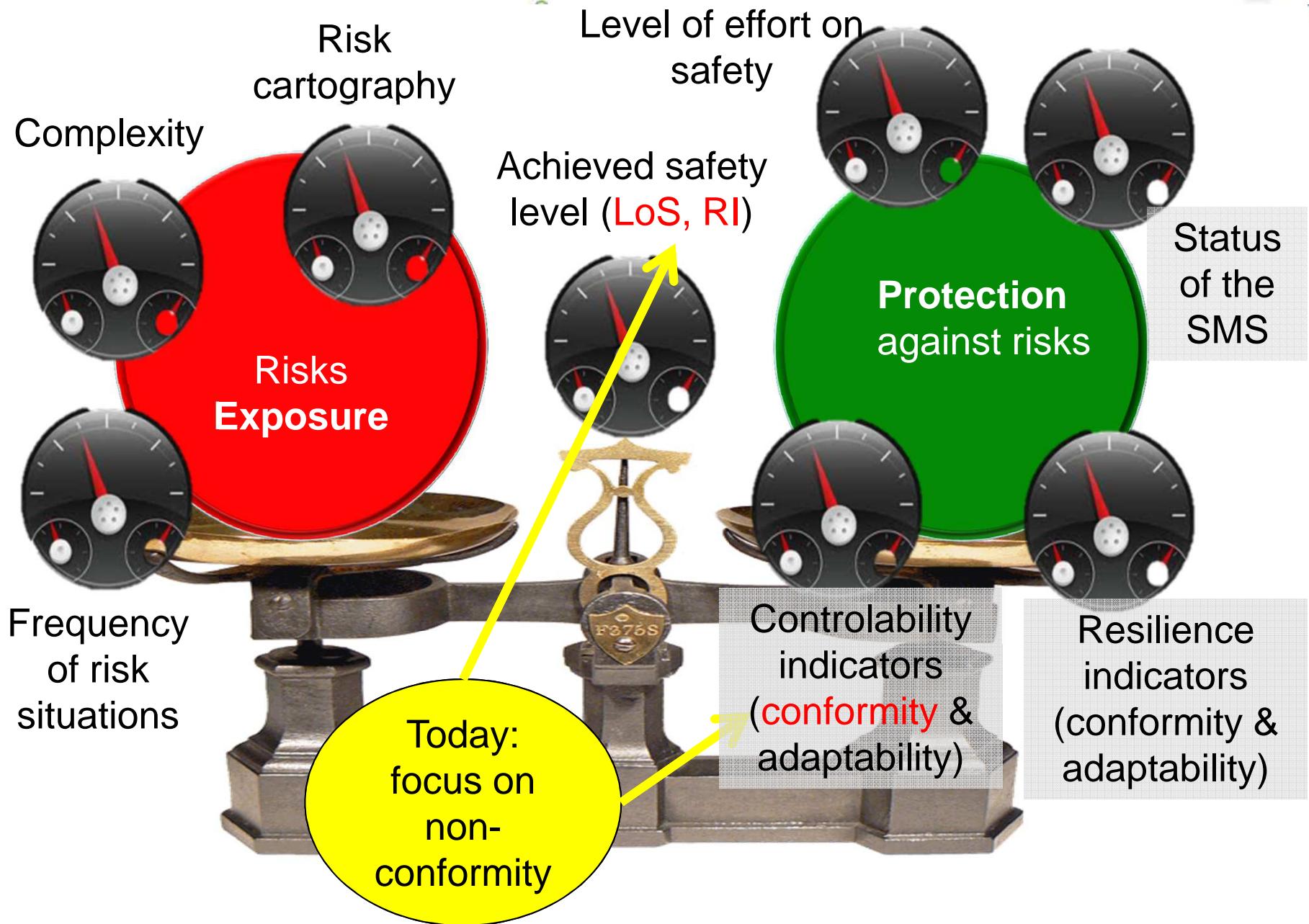
# A european Tool for Risk Analysis

## (Risk Assessment Tool RAT)

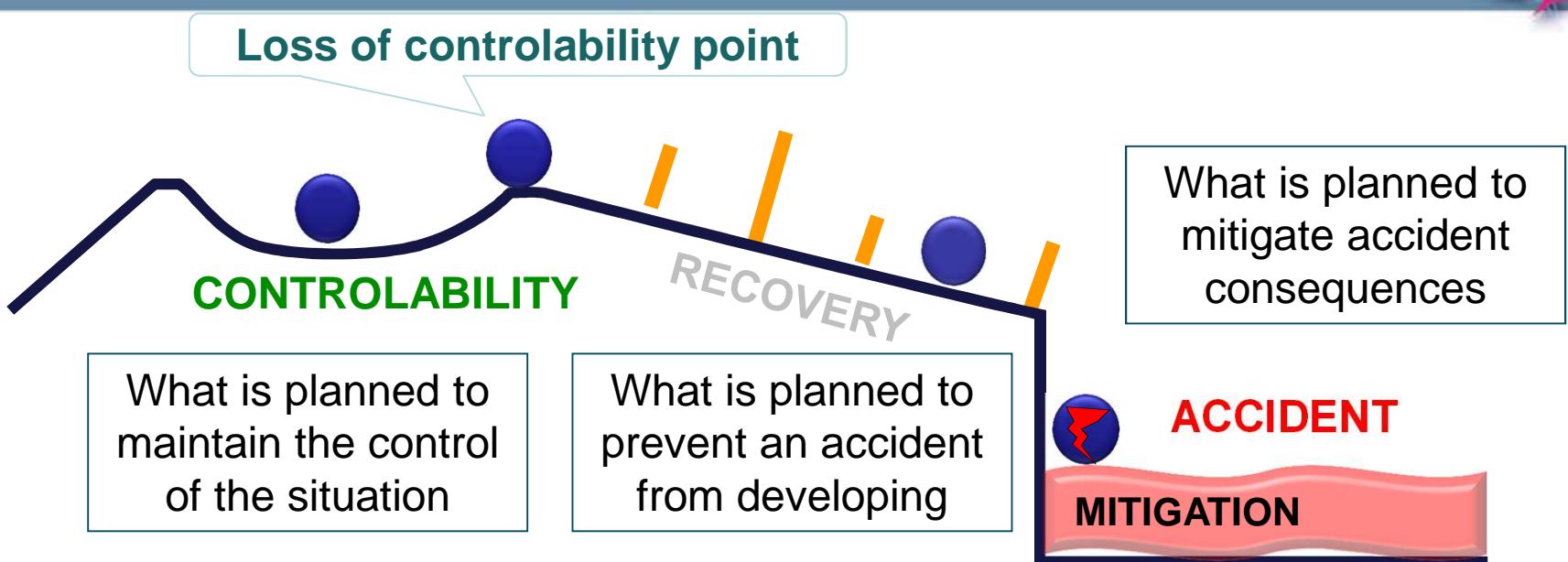
;

**But do we really have the SMS  
we need and deserve ?**

# ► Managing conformity or managing safety ?



# What is our real safety model?



- **Conflicts prevention:**  
Airspace design, trajectories, flow management
- **Conflicts resolution:**  
Detection, separation strategies

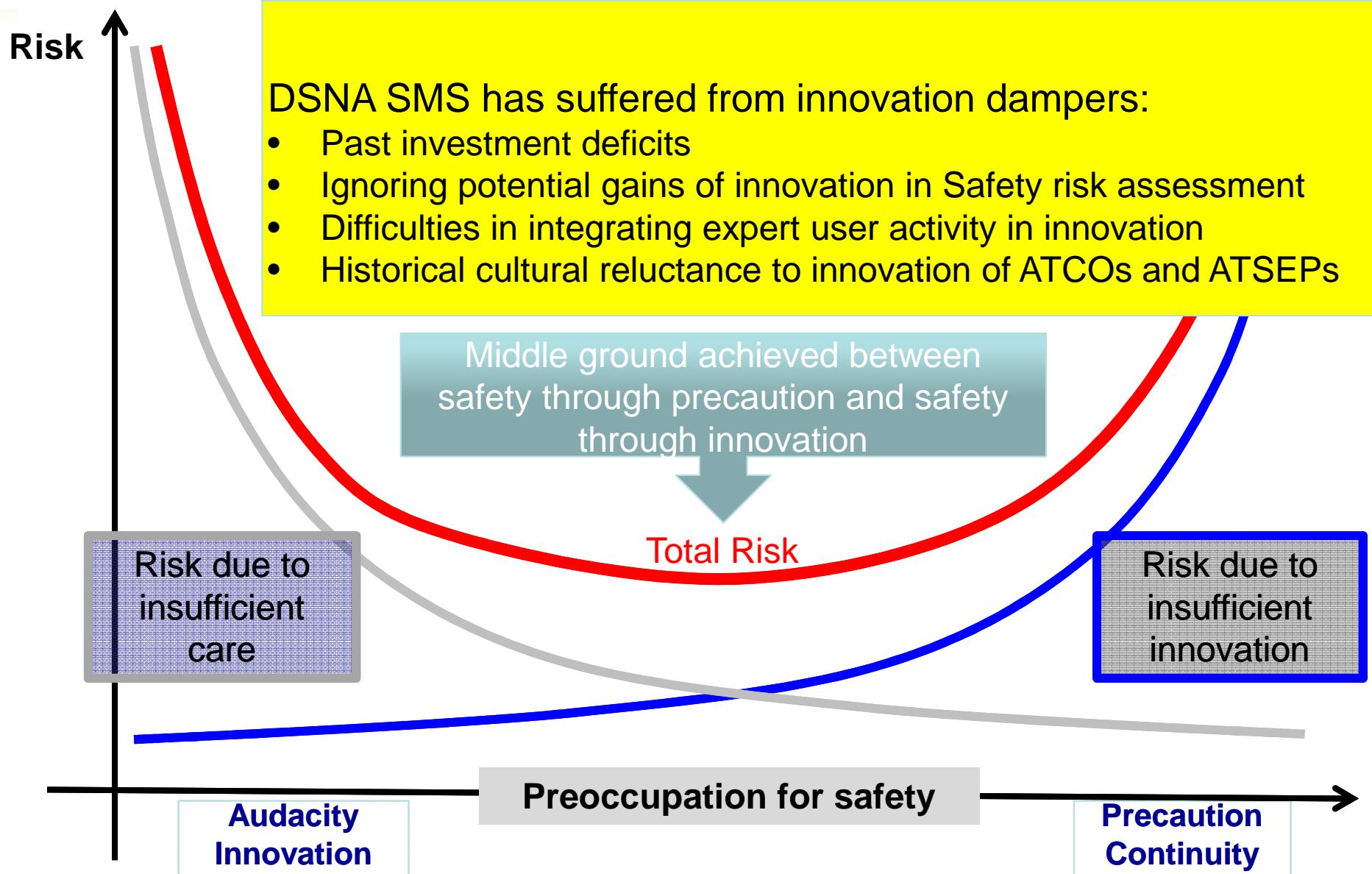
SRA focus only on reliability. Adaptive know-hows not addressed

- **Detection & emergency resolution:**  
ATCOs, STCA, emergency actions, TCAS, Pilots

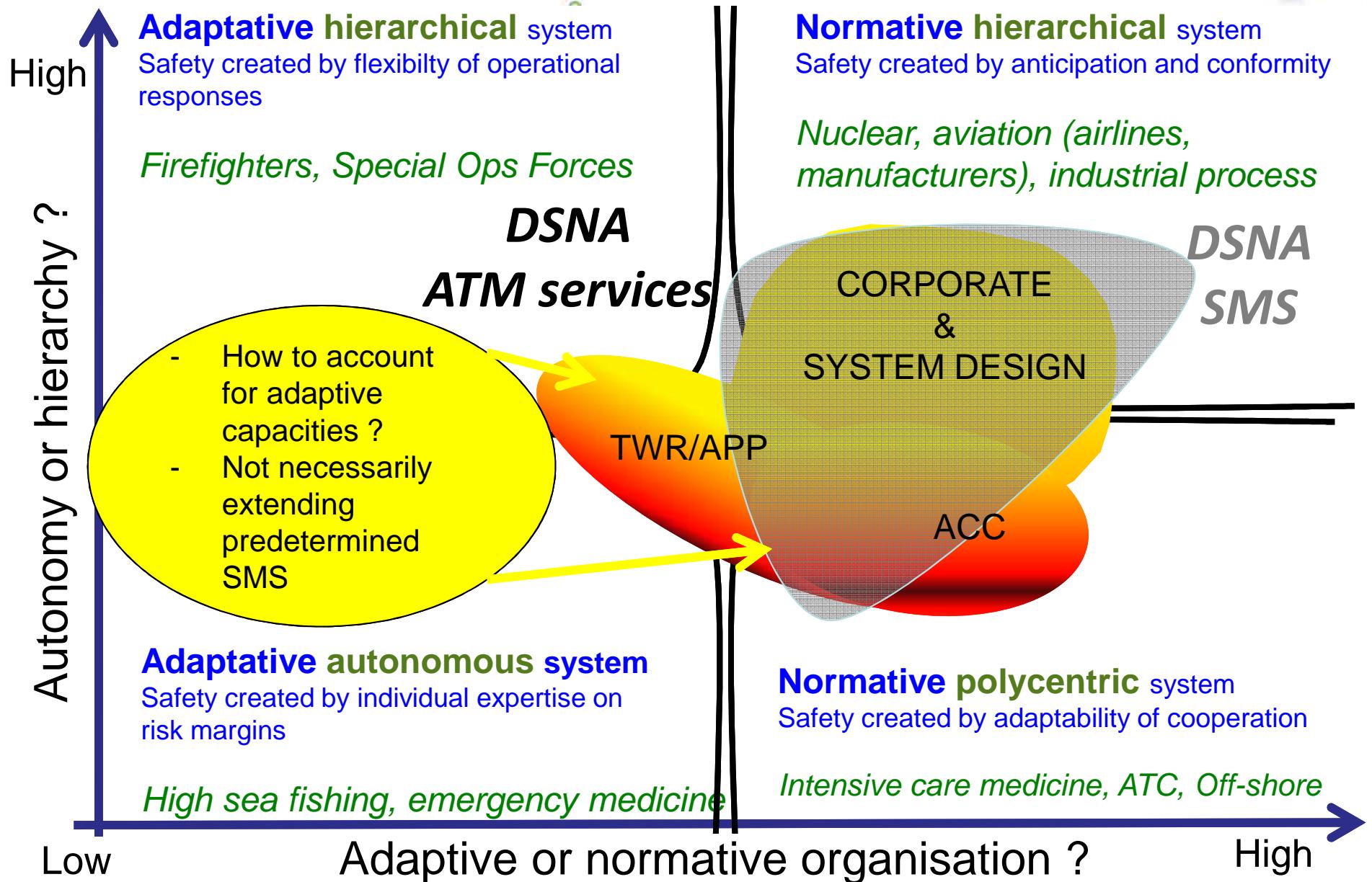
Recovery means are not considered nor evaluated in Safety analysis

- **In flight:** None
- **On the ground:**  
Fringible ILS shelters, limitation of ground speeds

# Innovation with or for safety ?



# Wich kind of SMS do we need?





## Orientations for our future SMS



- *Risk management is more than conformity management and should better take into account well-assessed risk exposure*
- *Safety model shall include explicitly control modes and recovery, in particular in systems and procedures safety cases*
- *Technology innovation will be implemented faster if safety improvements counterbalance risk associated with change*
- *SMS regulations should better take into account the fundamentals of ATM, as embedded adaptability and decentralised decision-making*



*Thank you*