Network Manager
nominated by
the European Commission

EUROCONTROL

ASMT v5

Larnaca, 21st May 2015

ES2 WS01-15 – INTER FAB SAFETY WORKSHOP

"Safety Tools to Support SMS – Implementation at regional level

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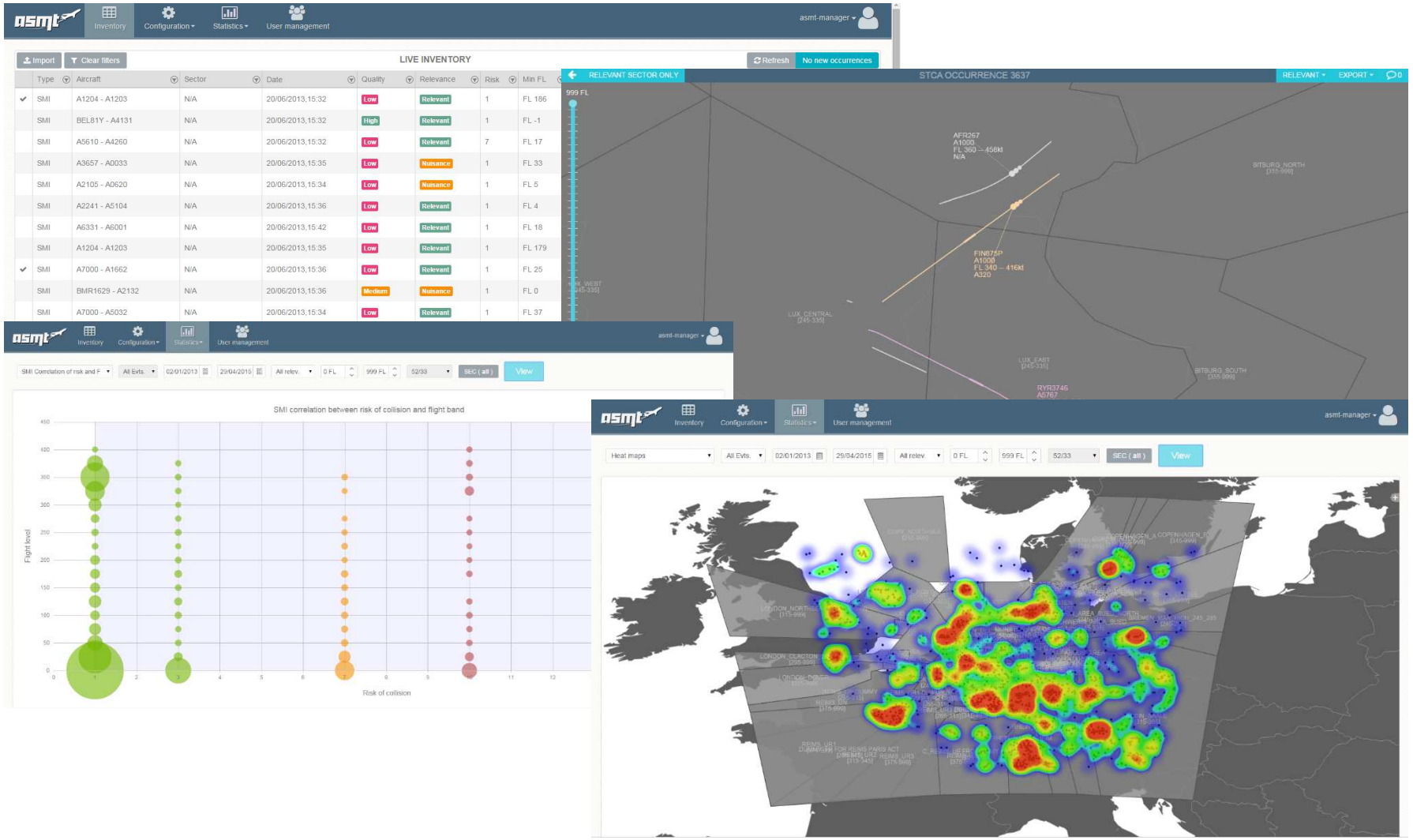
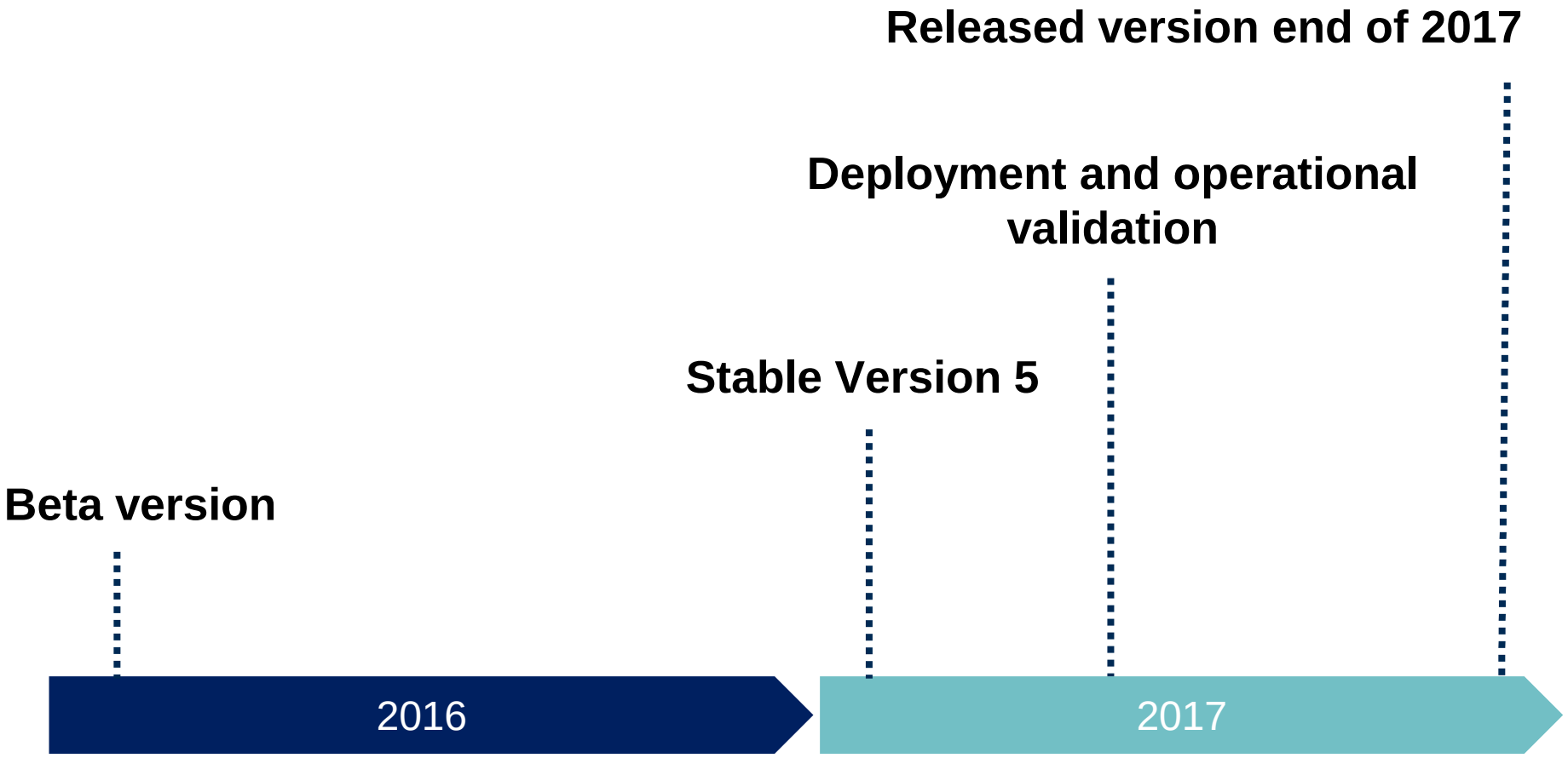
ASMT 4 – Current deployed version



From ASMT 4 to ASMT 5



Why a new version is needed?

- **Improve suitability and usability**
- **Collect more types of safety events**
- **Integration with other SAF Tools and other information**

Which are the sources of input?

- **Feedback from users**
- **Current and forthcoming European regulation**
- **Internal review at EUROCONTROL level**
- **Vision: looking forward to make ASMT a**

SAFETY DATA INTELLIGENCE TOOL FOR THE BENEFIT OF OPERATIONS

Improve suitability and usability

- **Suitability > Usefulness of the tool**
  - Normalisation of events (e.g. by traffic load)
  - Customise the relevance categorization
  - Semi-automated production of documents with different statistical analyses and level of details

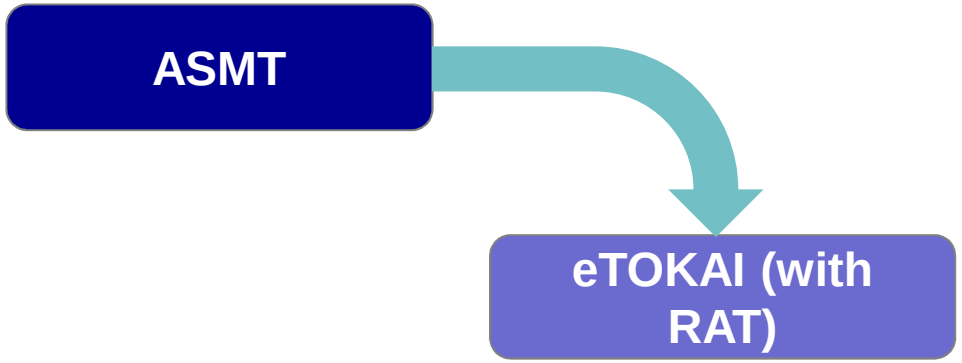
- **Usability > Ease of use**
  - **Speak the language of the user** (proper ATM terminology!)
  - **Improve** the **intuitiveness** of the user interface
  - Place inside the software **more contextual help** and **videos**
  - **Support better the filtering of air traffic** (e.g. VFR vs. VFR, military vs. military etc.)

Collect more types of safety events

- Runway Incursions
- MSAW (from the ground-based SNET)
- Go-around
- Final approach overshoots (e.g. parallel runways)
- …?

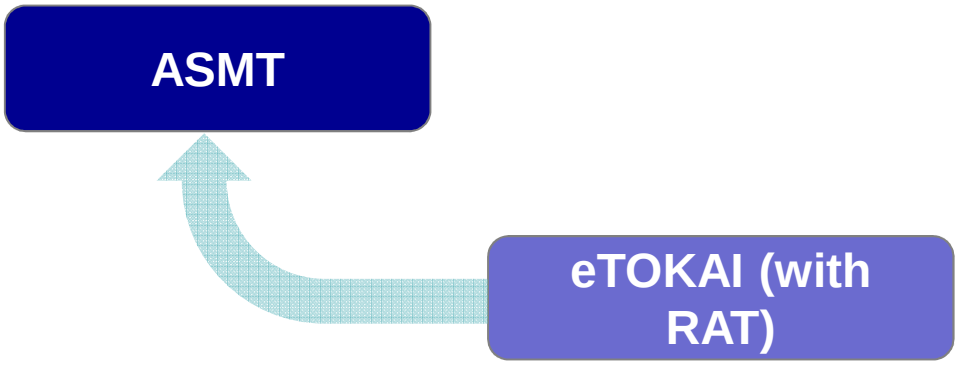
- **Rationale:**
  - Meet regulation
  - Meet users' needs

Integration with other SAF Tools: ASMT>eTOKAI



- **Risk of Collision**
- **TCAS triggering**
- **Ground safety nets triggering**
- General information (Date, Time, LAT&LONG, safety nets triggered…)
- Aircraft information (callsign, type of traffic, flight rules, departure, destination…)
- Altitude / FL (actual, cleared, vertical profile…)
- Airspace type and sector
- Information related to conflicting pair of a/c in case of SMI (rate of closure, horizontal and vertical geometry of encounter, minimum separation achieved…)

Integration with other SAF Tools: eTOKAI>ASMT



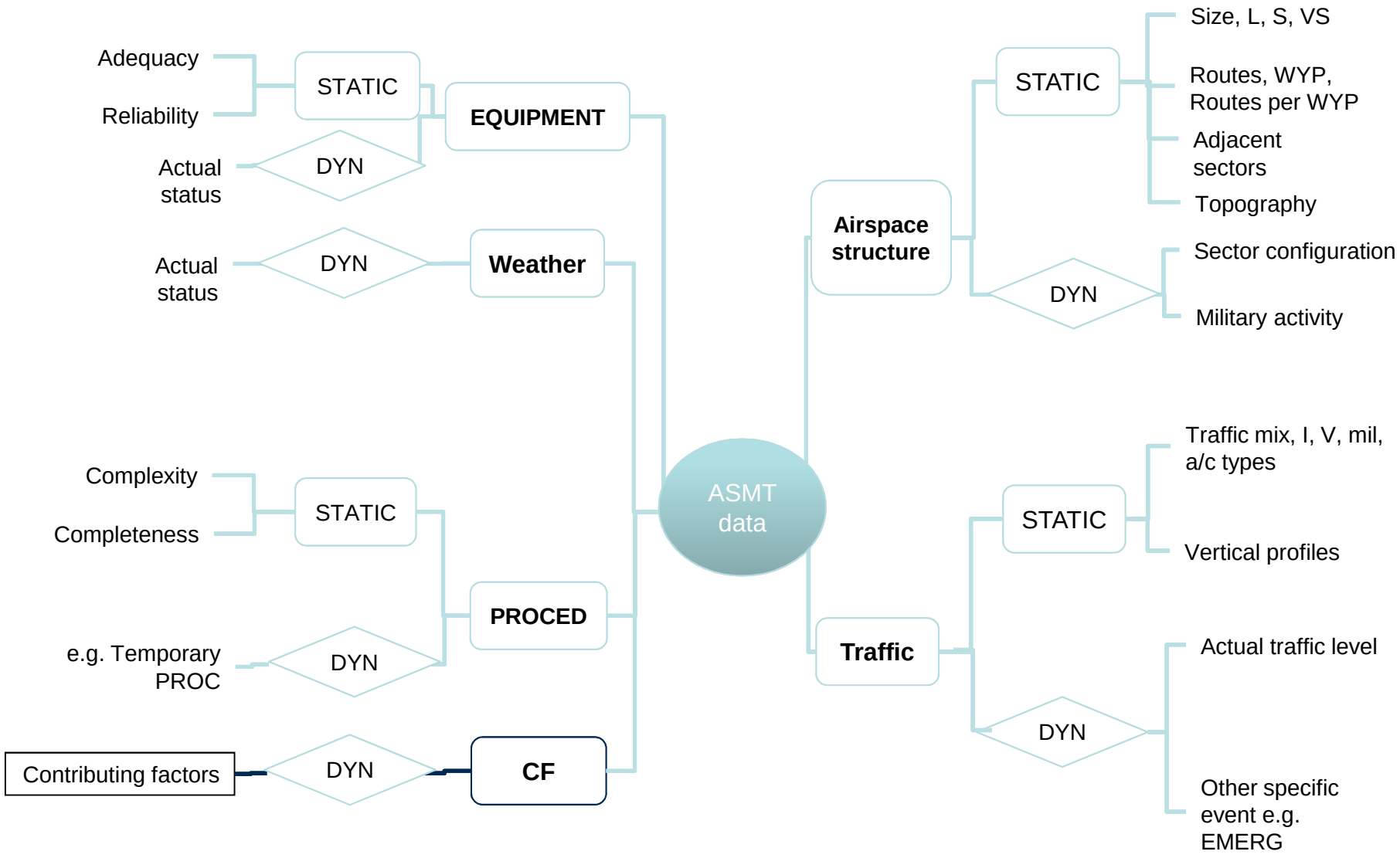
- Expert human judgement (i.e. analysis done by safety officers looking at the events)
  - Explanatory factors
  - Human judgement

- Other sources of information used during the analysis (e.g. data on weather conditions, report on equipment status etc.)

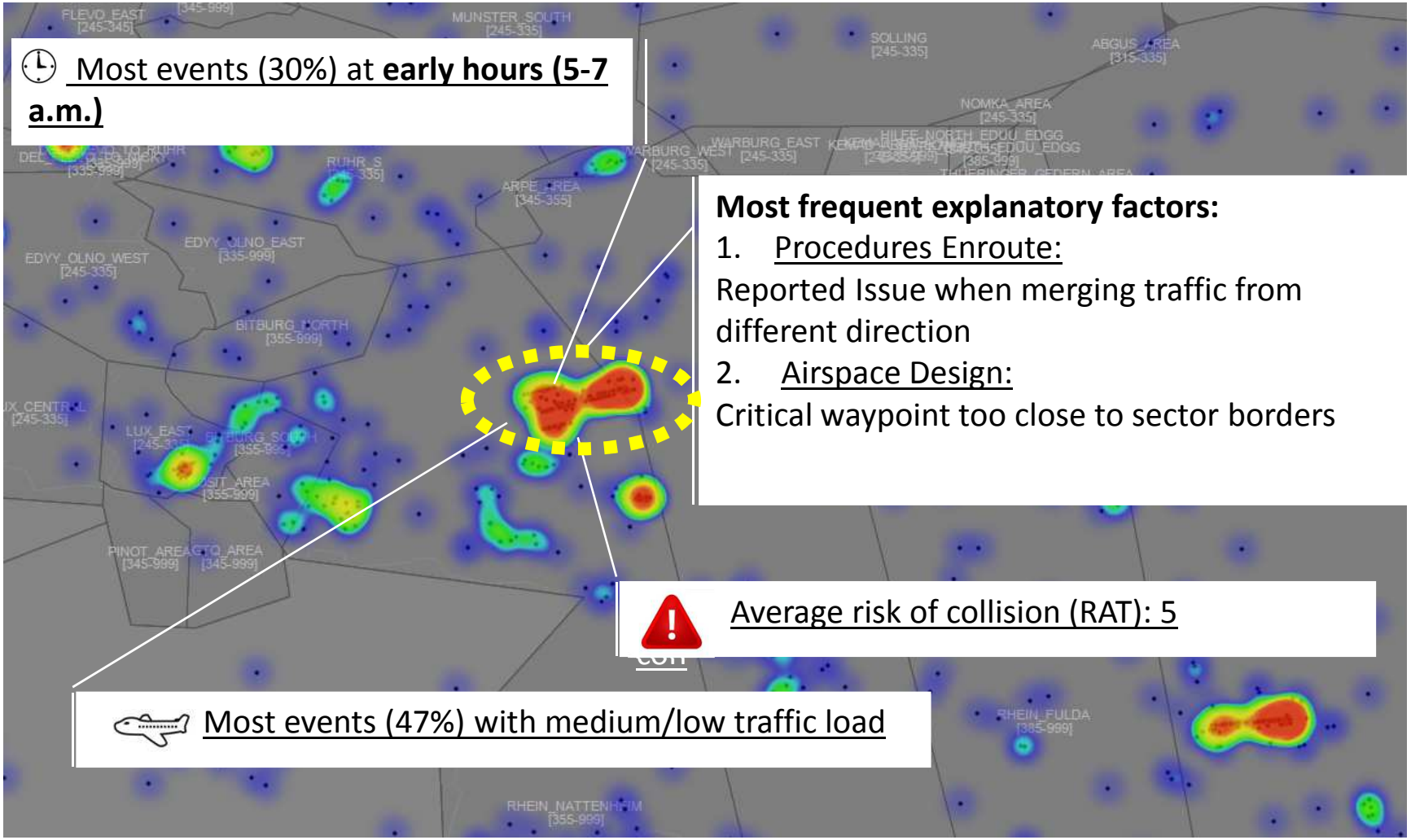
Integration with other sources of data

- **Network metrics**
  - Type of sector
  - Dimensions
  - Complexity of waypoints (e.g. number of airways crossing)
  - **…**
- **Traffic metrics**
  - Traffic load
  - Complexity with regard to vertical movements
  - Delays
  - …

Possible mindmap



Envisioning future analysis with ASMT



Discussion

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