Network Manager
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ASMT – Considerations for FAB Implementation

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ES2 WS01-15 - INTER-FAB SAFETY WORKSHOP

"Safety Tools to Support SMS – Implementation at regional level

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Considerations for discussion

- ASMT installed in each FAB member
- Intended use of the tool has to be harmonized with the agreed ways to exchange safety data between members
  - Which events?
  - De-identification?
  - Timeframe?
  - …
- Intended use in line with local ASMT Policy

1. Scale up data collection and analysis from local level to FAB level

- FAB members to produce locally a set of agreed analyses enabled by ASMT and then put them together;
- Basically: adding numbers to represent FAB performance
- **ASMT would help answering agreed questions, like:**
  - Number of events (e.g. SMI) and severity (by risk of collision)
  - Distribution with respect to FL
  - Location of hotspots
  - …

2. Track issues at FAB level

- Is safety at local level **traded off** with safety in the neighbouring ANSP of the FAB?
  - This would mean that **safety at FAB level is not improved overall**
  - Looking for correlation between particular operations located in one member and the effect on the other side
  - E.g. identifying **patterns of climbs / descents near the borders** that are more likely to generate issues for one of the involved ANSP
- **ASMT would help answering questions like**:
  - Are hotspots concentrated on one side on the border only?
  - What traffic flows are concerned?
  - Do recurrent patterns emerge from the events collected?

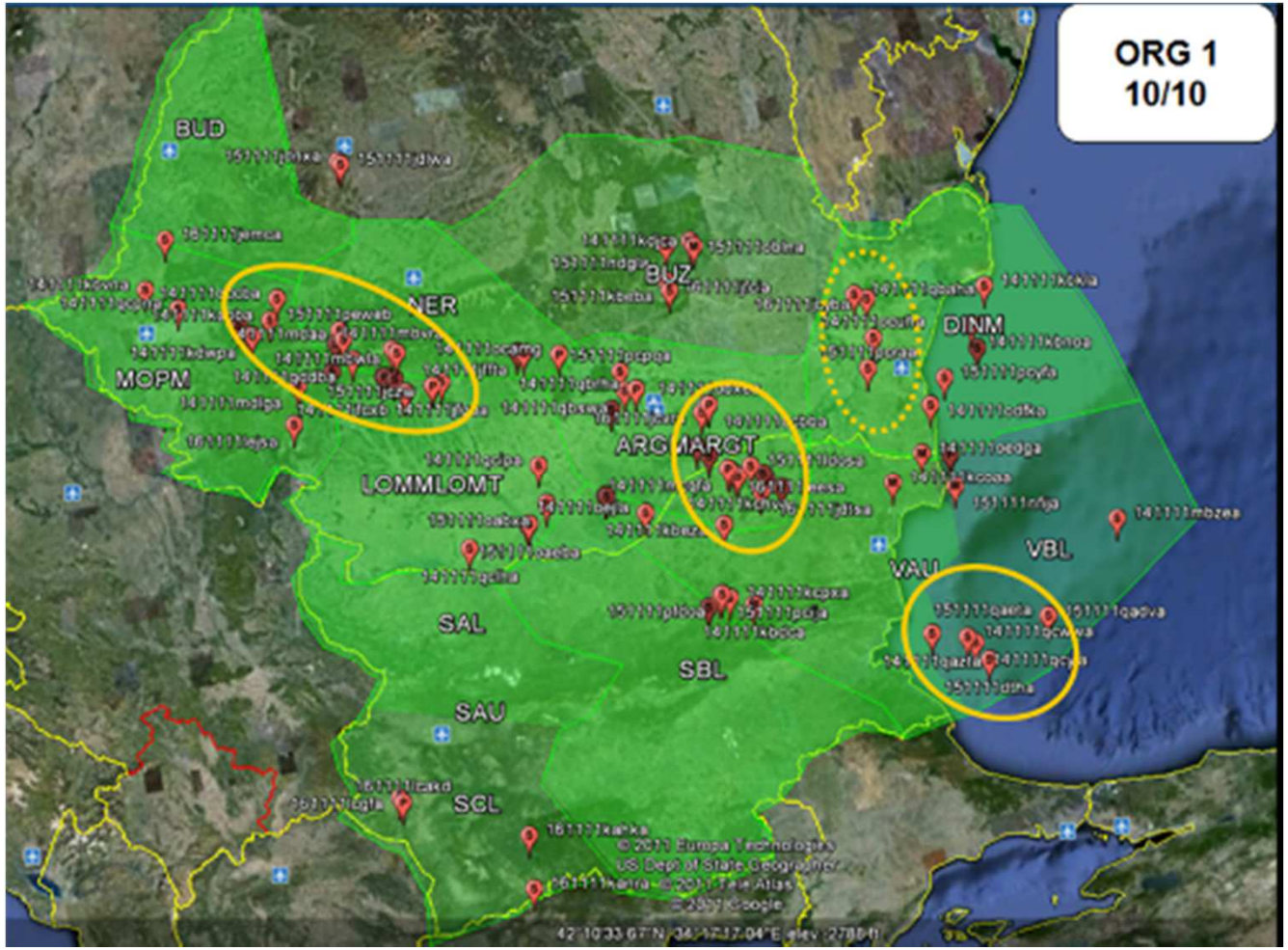
3. Identify variations in the FAB safety performance after operational changes

- What is the impact of operational changes inside one of the FAB members?
  - Example: changes in **procedures** and/or **airspace design**.
  - The changes improve safety in one FAB member, **but do they have side effects on neighbours inside the FAB**?
- **ASMT would help answering questions like:**
  - Are safety issues emerging in new areas after the changes?
  - What are the characteristics of these issues?
  - Overall, is safety improved or not?

4. Real Time Simulations to validate airspace organisation

- ASMT used as a predictive tool as an additional input in measuring safety performance at system level
- What would be the impact of a specific airspace organisation on the safety performance of the FAB?
- RTS data collected with ASMT re- used to implement the airspace and find the best safe strategy
- Example questions:
  - Are safety issues increased in certain areas?
  - Overall, which airspace organisation does better in relation to safety performance?

Early experience – Danube FAB RTS (2011-2012)



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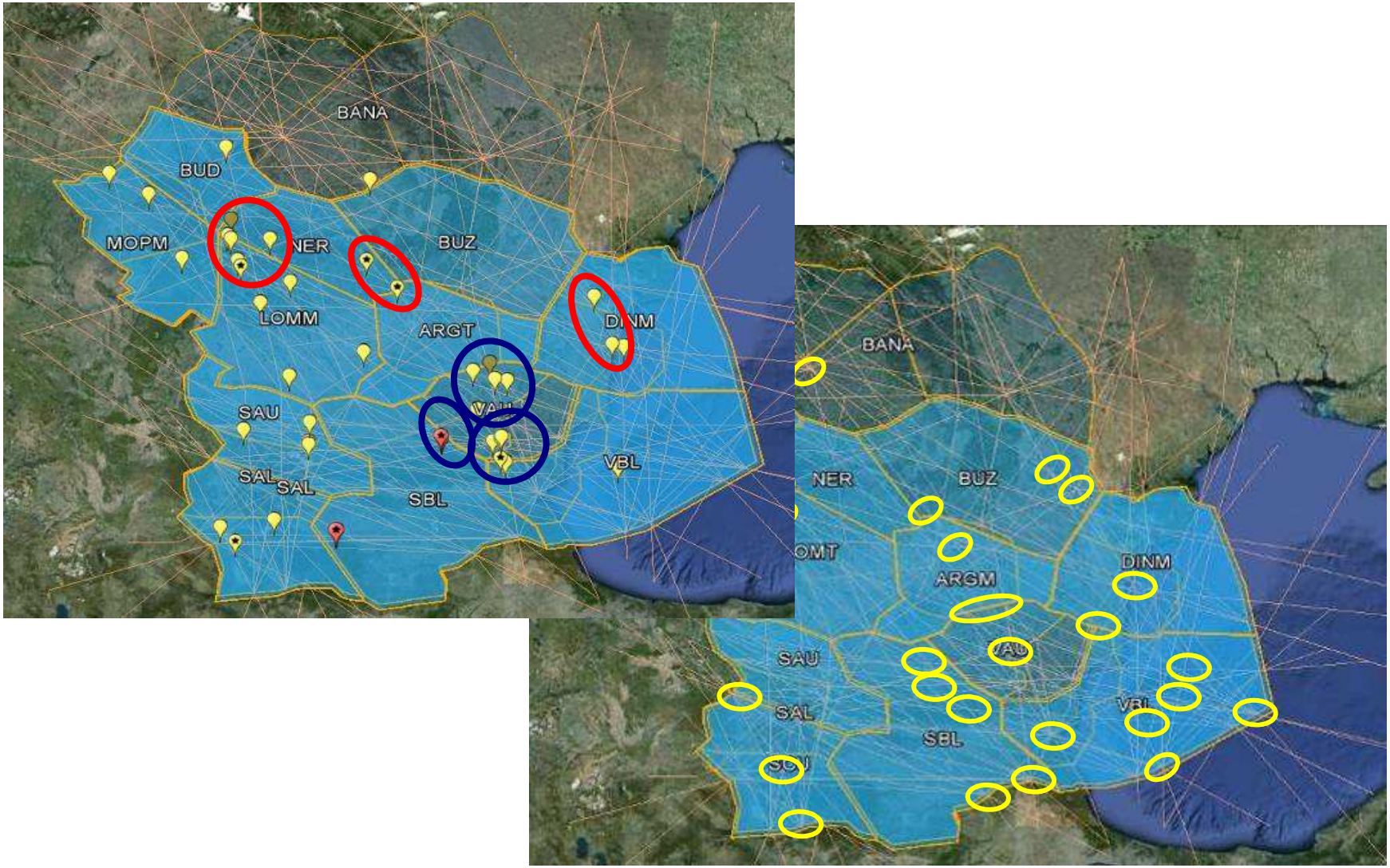

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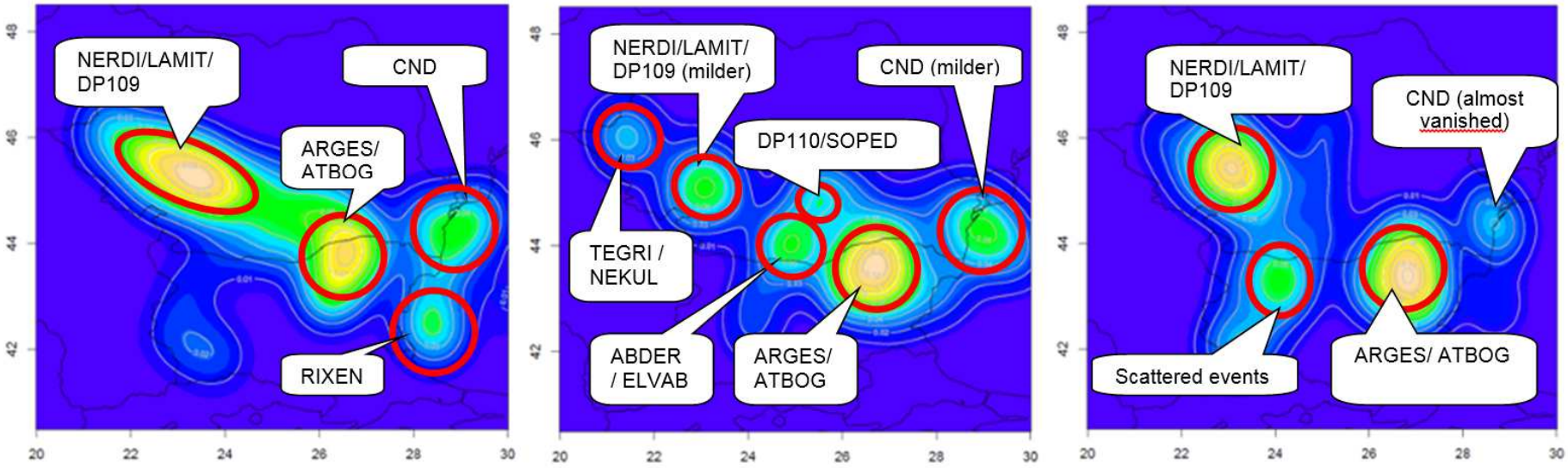

- Results were compared to debriefing conclusions to look for contributing factors
  - E.g. coordination burden, limited space for vectoring, critical positions of waypoints etc.

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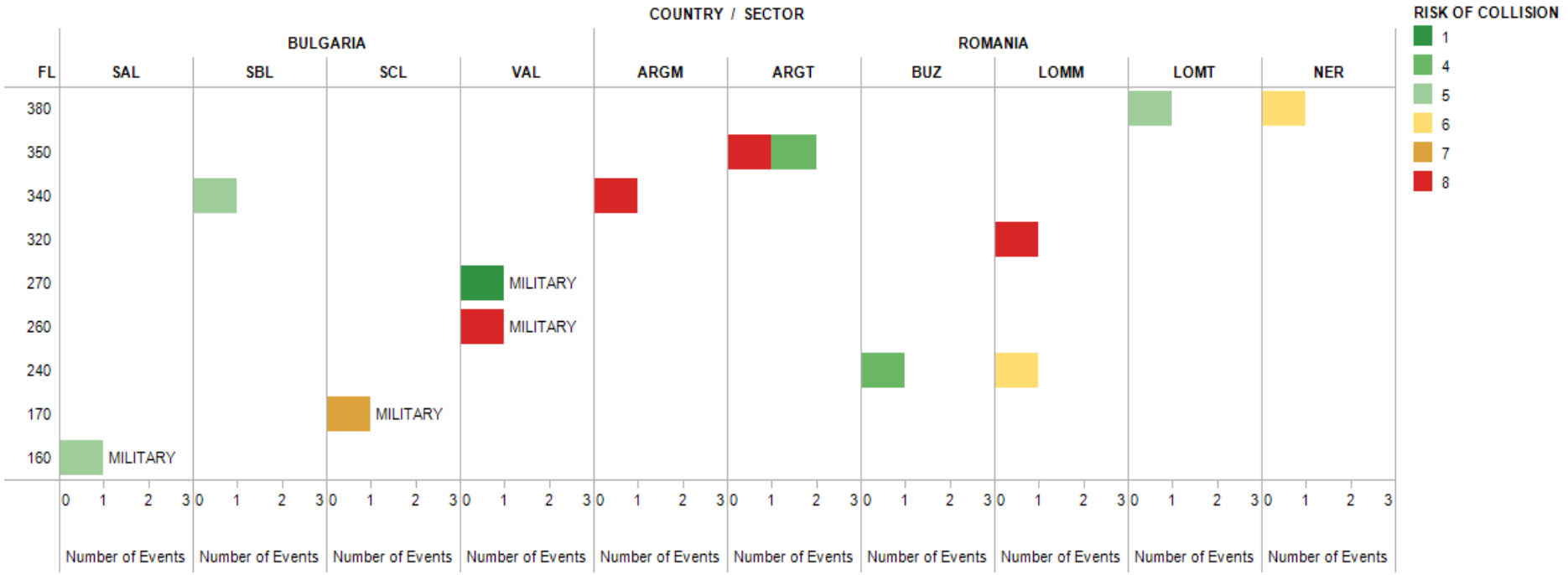

Discussion

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