

*SHARING THE AIRSPACE IS AN ART*

# NEFAB Safety Case development

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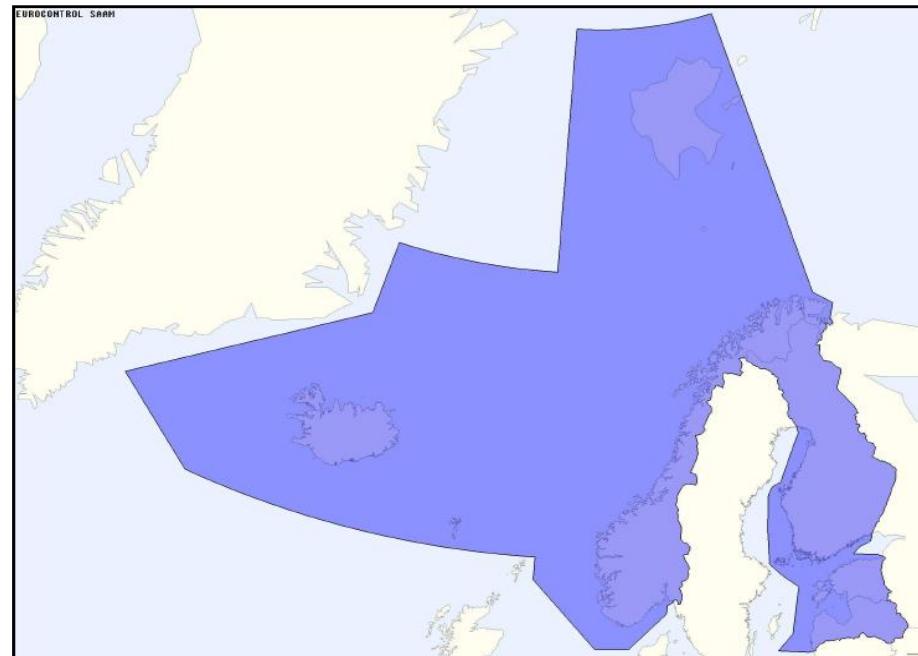
North European ANS Providers

[www.neaproviders.com](http://www.neaproviders.com)



# NEFAB Area, States and Service providers

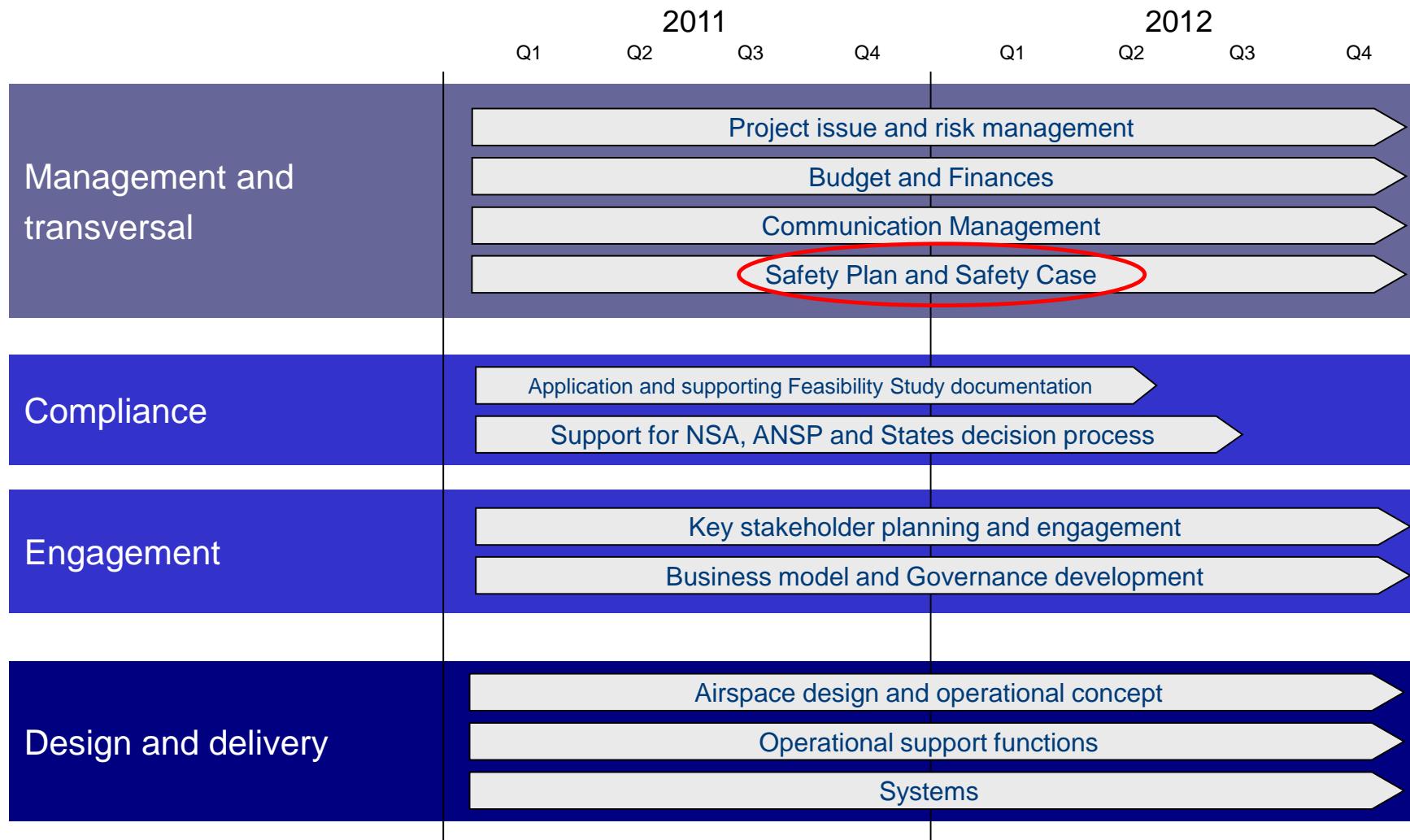
State	ANSP
Estonia	EANS
Finland	Finavia
Iceland	Isavia
Latvia	LGS
Norway	Avinor



All airspace

Service provision – en route services

# Project main work streams.



# NEFAB safety assessment track

## Objective:

Produce documentation containing sufficient evidence and arguments to demonstrate the safe operation of the ANS within NEFAB from the date of declaration (2012), enabling the States to declare the FAB in accordance with the requirements laid down in SES regulations.

## Goals:

- Deliver a safety assessment for the establishment of NEFAB
- Deliver a safety assurance process for the NEFAB project
- Deliver a preliminary safety case/safety management plan for the implementation of a FAB

# NEFAB safety assessment track

## Scope of working arrangements:

- Mapping of NEFAB project activities
- Identify and collect existing SMS
- Assess national SMS and define gaps
- Define NEFAB SMS alignment requirements
- Plan for alignment
- Identify NEFAB safety issues
- Scope the preliminary safety case
- Deliver NEFAB project safety plan

# NEFAB safety assessment track

## Deliverables:

*Safety Plan* for the establishment and implementation of NEFAB

*Preliminary Safety Case* for the implementation of NEFAB  
(based on the activities in the safety plan)

*Safety Assessment – identified safety objectives, defined safety requirements*

- *Both for the declaration of NEFAB and operational changes introduced by NEFAB*

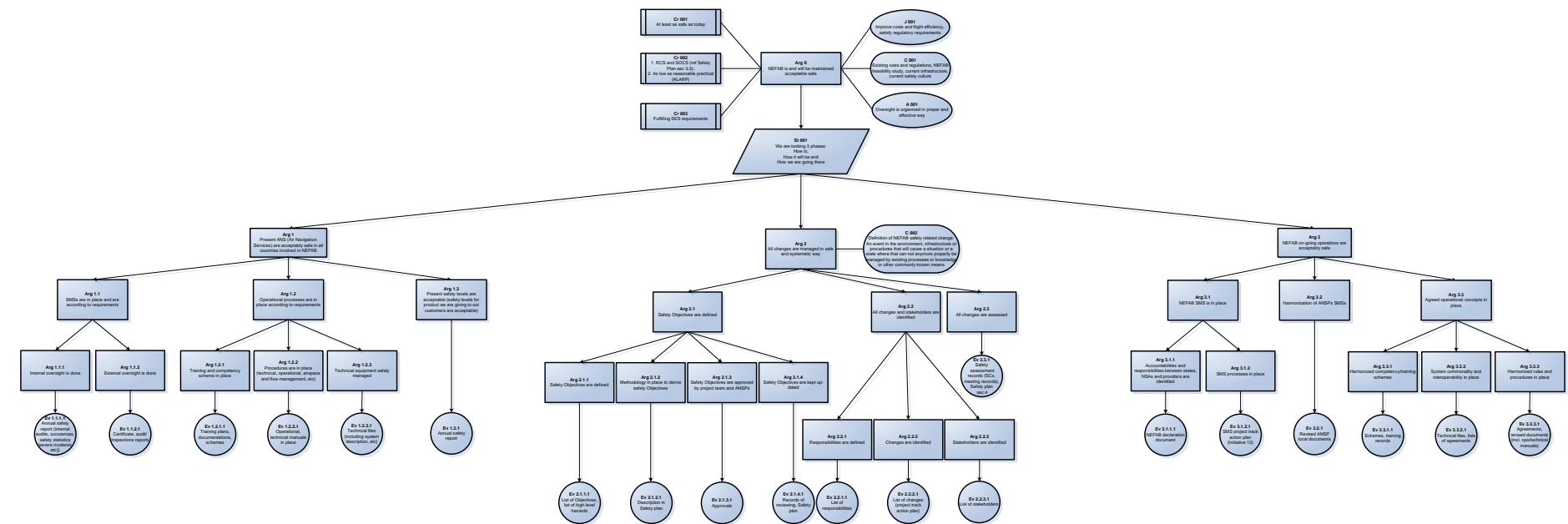
*Safety Assurance* - arguments, evidence and assumptions to support the objectives and requirements

# NEFAB safety assessment track

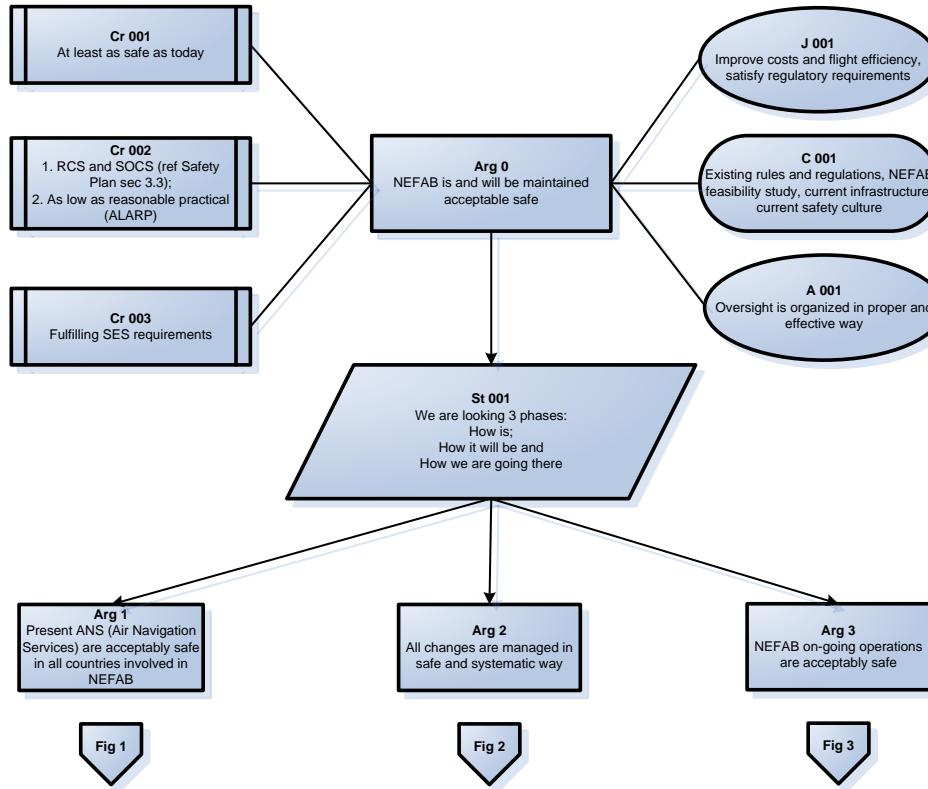
## Safety Case Background:

- Members of the group from 6 ANSP (Norway, Sweden, Finland, Island, Latvia and Estonia).
- EUROCONTROL Safety Case Development Manual as a base guidance.
- Argument that supports the overall claim that the NEFAB is and will remain acceptably safe

# NEFAB preliminary safety case



# NEFAB preliminary safety case



## Strategy St001.

We are looking at 3 phases: How it is, how it will be and how we are getting there.

The strategy used for NEFAB main safety argument is to take care of three different phases: The current one, how to handle the changes and after the certain change is implemented, how to prove that the future operation is acceptably safe.

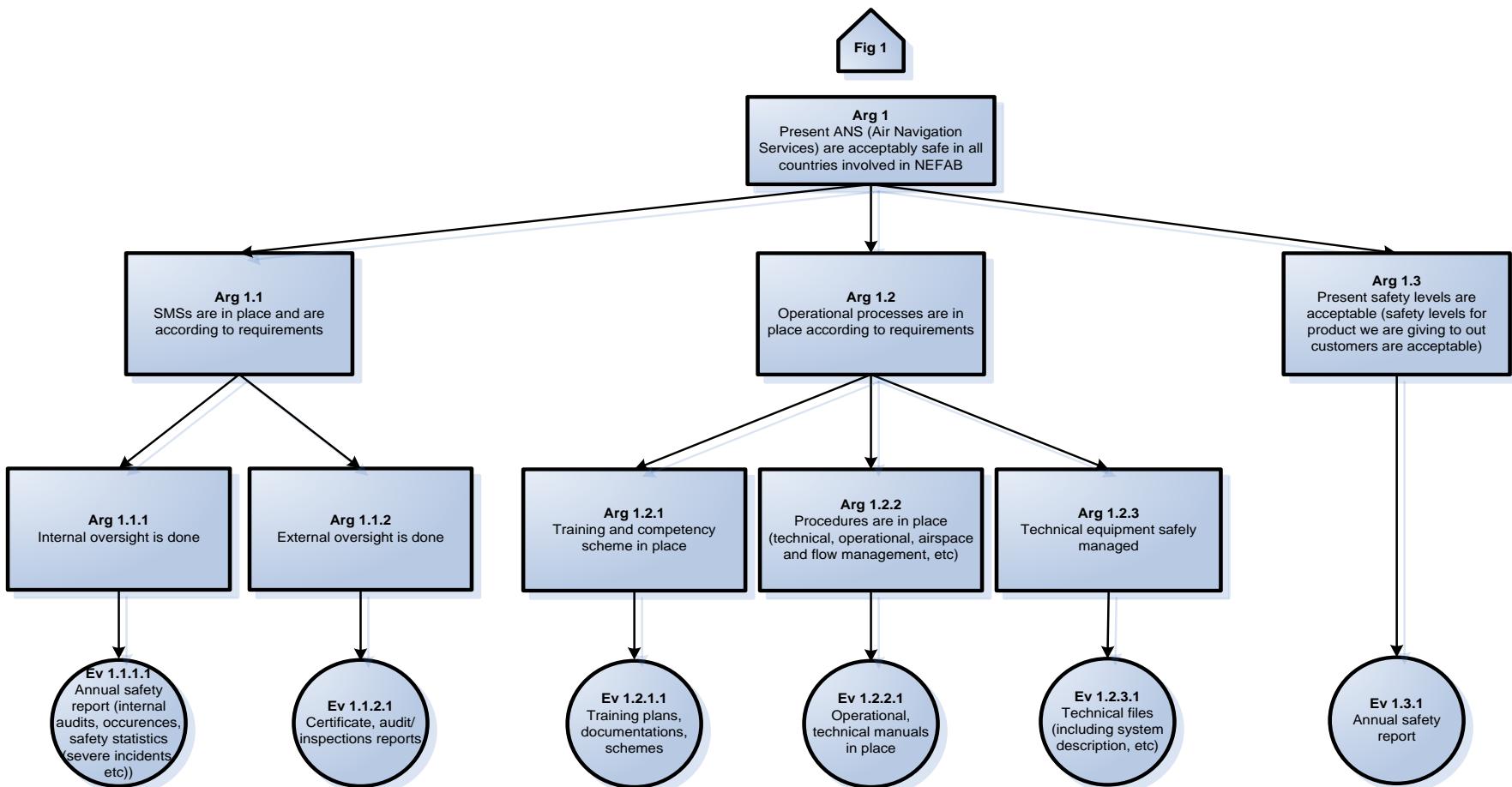
# NEFAB preliminary safety case

## Arg1. Present ANS (Air Navigation Services) are acceptably safe in all countries.

*The purpose of that argument is to assure that air navigation services currently provided in all involved NEFAB countries are acceptably safe. It will mainly be done by showing that systems are in compliance with existing requirements.*

- SMS are in place and in accordance with requirements
- Operational processes are in place according to requirements
- Present safety levels are acceptable (safety levels of product we are giving to customers are acceptable)

# NEFAB preliminary safety case



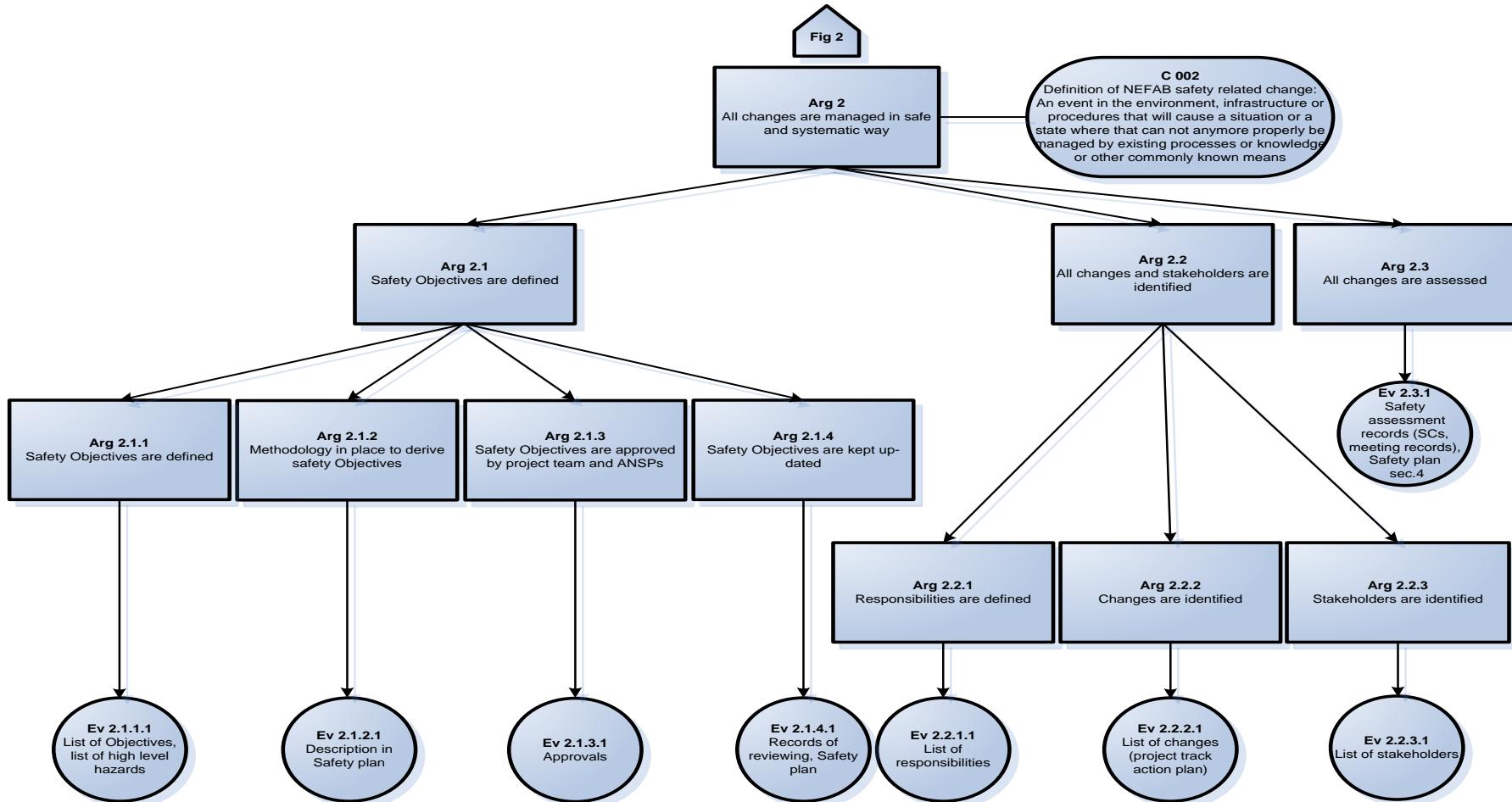
# NEFAB preliminary safety case

## **Arg2. All changes are managed in safe and systematic way.**

*The purpose is to show that all planned changes for NEFAB will be managed in an acceptably safe and systematic way.*

- Safety objectives are defined
- All changes and stakeholders are identified
- All changes are assessed

# NEFAB preliminary safety case



# NEFAB preliminary safety case

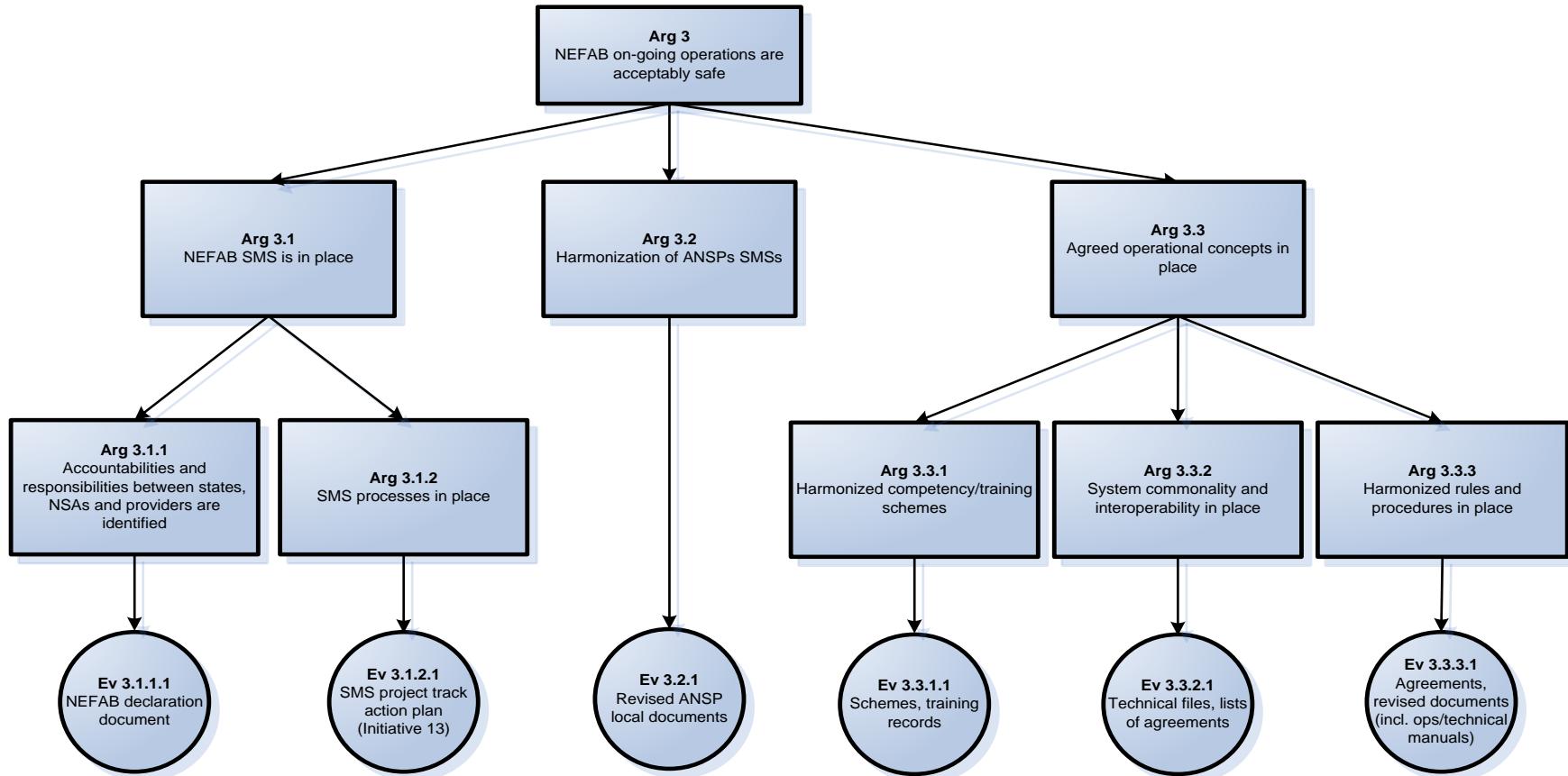
## Arg3. NEFAB on-going operations are acceptably safe.

*The purpose is to show that after the implementation of a certain change, the on-going operations will be acceptably safe.*

- Agreed operational concepts in place
- NEFAB SMS is in place
- Harmonization of ANSPs SMSs

# NEFAB preliminary safety case

Fig 3



# NEFAB preliminary safety case

## Summary:

- Safety case argument structure based on 3 pillars:
  1. Present ANSP are acceptably safe
  2. All changes are managed in safely manner
  3. NEFAB on-going operations are acceptably safe
- Evidence items have been identified
- Stakeholder reviews underway
- Further development under review

## NEFAB VISION:

- BY 2012 NEFAB IS ESTABLISHED
- BY 2015 AIR NAVIGATION SERVICES ARE HARMONISED AND OPTIMIZED, AND NEFAB IS THE BEST PERFORMING AIRSPACE IN EUROPE.



# Thank you!

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