



UK – Ireland FAB Status Update



“Challenges of the forthcoming second reference period RP2”

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Agenda

Introduction to FAB

FAB Progress to date

- Safety Management Arrangements
- FAB Safety Case
- DSOT Trial
- Joint Safety Activity Harmonisation - Point Merge

FAB Plan 2012 - 2015

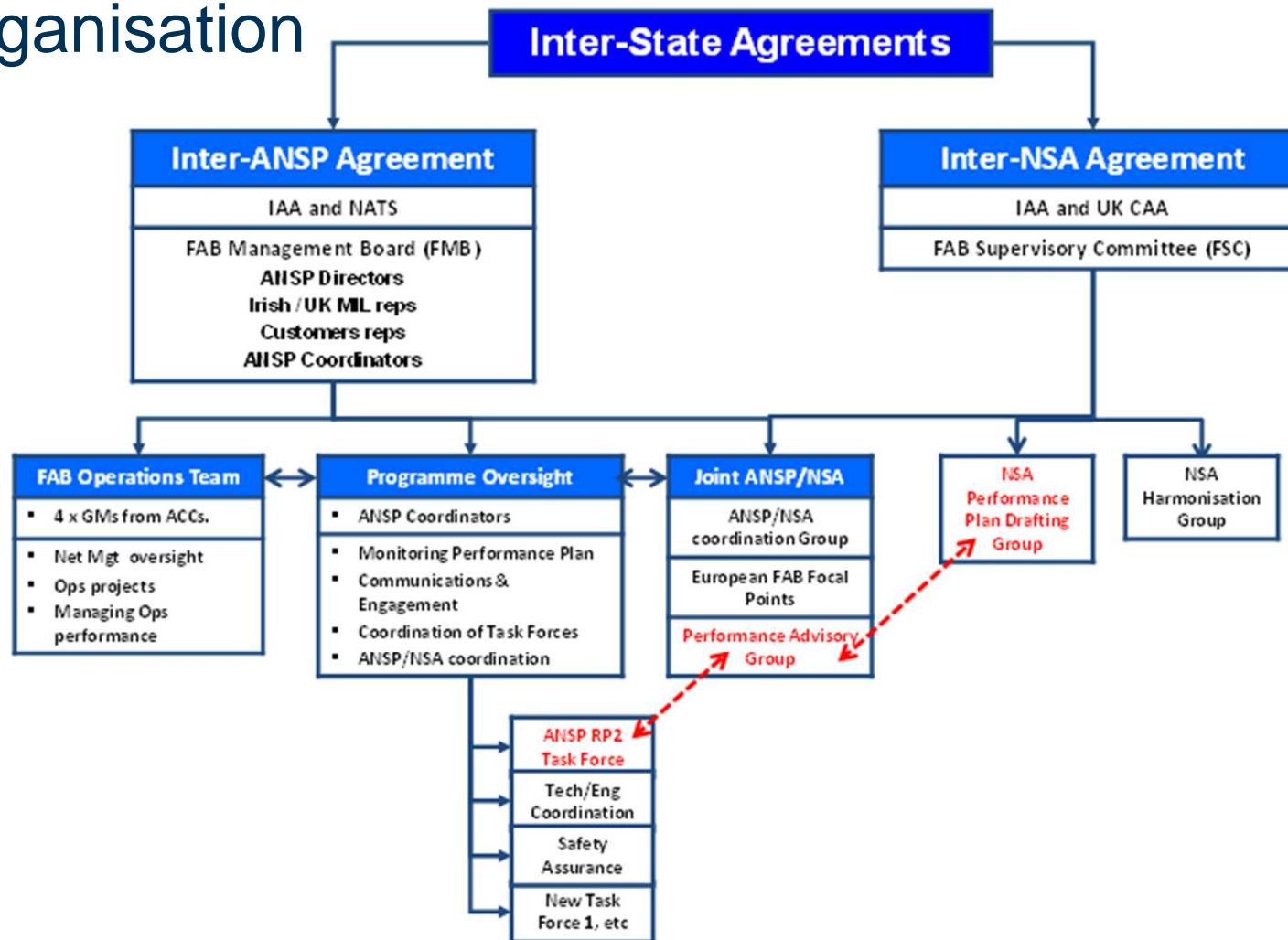
- SWG-7 Safety Culture Improvement. IAA NATS Joint Just Culture Policy
- SWG-8 Action Plan for Operational Safety Survey
 - Day to Day Safety Surveys (Safety in the Wild study)

FAB Deliverables

UK-Ireland FAB

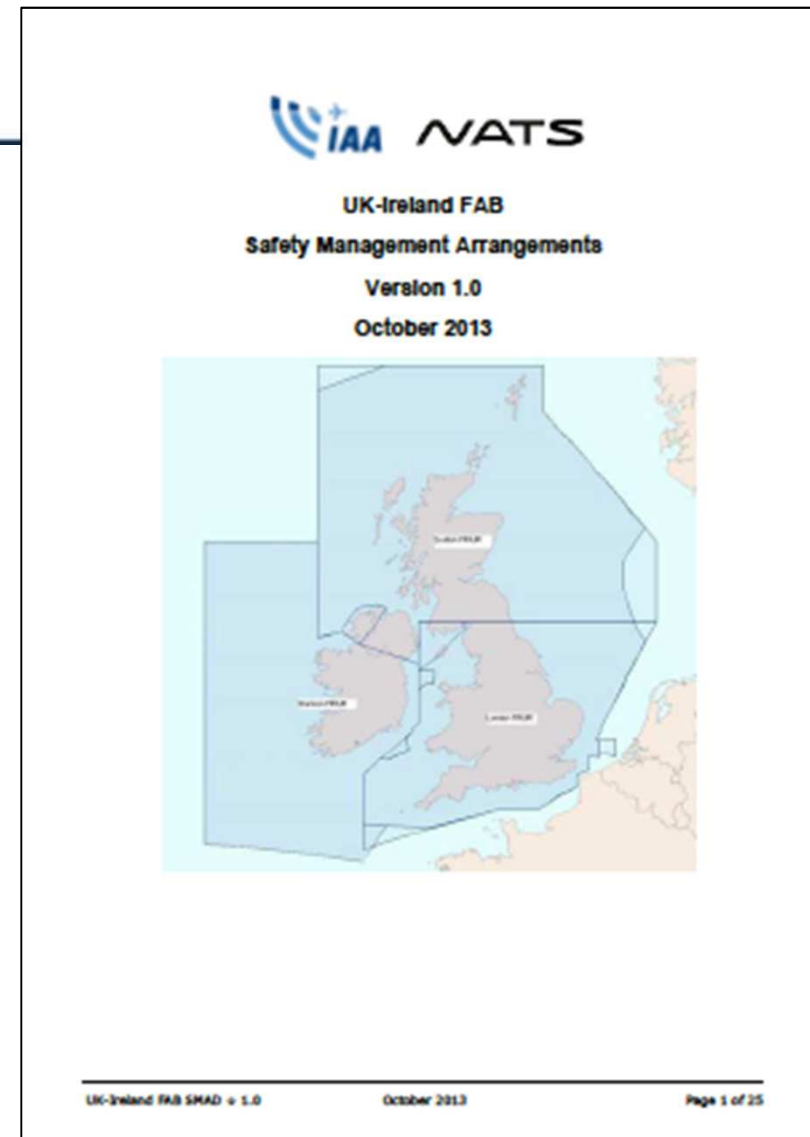
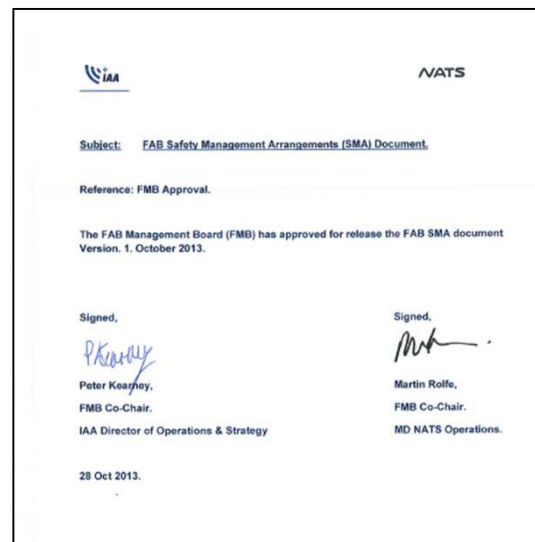


FAB Organisation



Status

FAB Safety Management Arrangements document agreed by FMB Co-Chairs



FAB Strategy

The Safety Management Arrangements document is produced as a means of maintaining a harmonised approach to Safety Management between the UK NATS and the Irish Aviation Authority

This provides a more closely aligned approach to safety within the UK-Ireland Functional Airspace Block

NATS and the IAA have followed the same approach to safety management for over 10 years

Our strategy is more of the same

FAB Safety Policy

Our safety commitment is to strive continually to improve our operational safety performance and to minimise our contribution to the risk of an aircraft accident as far as is reasonably practicable. In order to fulfil this commitment, we have a formalised, explicit and proactive approach to systematic safety management which:

Defines the safety organisation with clear lines of safety accountability;

Promotes a climate of safety awareness and understanding throughout the organisations;

Monitors achievement against safety objectives and predictive indicators of safety performance;

FAB Safety Policy

Ensures that everyone understands the role they play in delivering operational safety performance, has the capability to discharge their role and recognises that they have an individual responsibility for the safety of their actions;

Encourages all staff to report operational safety concerns within a Just Culture such that appropriate improvement actions can be taken;

Seeks out and adopts good operational and safety management practices;

Engages with external stakeholders to share safety improvement opportunities;

Complies with all applicable safety standards and requirements.

As Chief Executive Officers of NATS and the IAA, we are totally committed to this safety policy and to the provision of the necessary resources to support its implementation and maintenance.

NATS & IAA SMMs

Safety Policy

Safety Principles

Safety Policy and Objectives

- Management commitment and responsibility
- Safety accountabilities
- Appointment of key safety personnel
- Coordination of emergency response planning
- SMS documentation

Safety Risk Management

- Hazard identification
- Safety risk assessment and mitigation

Safety Assurance

- Safety performance monitoring and measurement
- The management of change
- Continuous improvement of the SMS

Safety Promotion

- Training and education
- Safety communication

Governance

FSC etc

FMB etc

Mandate	IAA Compliance	NATS Compliance	Development
Common Requirements			
SES Performance IR			
SES FAB IR			
ICAO Annex 19			

Configuration status of all procedures within the scope of the FAB Safety Management Arrangements

NATS Procedures

Harmonisation Process

IAA Procedures

Configuration Status

Must be kept harmonised:

- Safety Policy
- SP102, Management of Safety Accountabilities
- SP201, SMS Continuous Assessment
- SP300, Safety Reporting and Investigation
- SP302, Evaluation of the Safety Significance of ATC incidents
- SP303, Evaluation of Causal Factors in ATC Incidents
- SP400, Safety Planning
- SP401, ATM Risk Assessment and Mitigation
- SP406, ATC Procedures Safety Analysis

This means we cannot change our harmonised procedures without agreement

FAB IR SAFETY CASE Requirements

Requirements

- Common safety policy
- Arrangements dealing with accident and incident investigation
- Plans on addressing safety data collection, analysis and exchange
- A description of the safety management system in place
- Responsibilities setting safety targets, safety oversight
- Assurance that safety assessment and mitigation has been conducted before introducing operational [FAB] changes
- **Note these requirements are on the state rather than the ANSPs**

Agreed at the FAB Management Board and FAB Supervisory Committee
Maintained and updated

DSOT Project

- Trial the concept of dynamic sectorisation across the FAB
- Prerequisite – deployment and interface with iTEC and COOPANS systems
- 1st Phase DSOT trial 9th Jan – 18th September 2014 delegating portion of Rathlin (West) from NATS to IAA
- 16 core objectives, 75% met to date
- Further phases being considered

DSOT Benefits

- 16 core objectives, 75% met to date
- Joint letter of approval, Joint reviews, Joint plans, Joint workshops,
- Common safety argument, separate assurance documents (in the same format)
- Candidate to explore further harmonisation

FAB Working Examples

Safety Activity Harmonisation; Point Merge Dublin Airport.

- Implemented in Dublin on 13 December 2012.
- This FAB project involved substantial support and collaboration from both NATS & IAA, the UK & Irish NSA's & Military Authorities
- Interfaces part of SiTW D2D Operational Safety Survey activity in 2013/2014
- Point Merge increases capacity through maximising arrival rates and provides Continuous Descent Approaches (CDAs)
- Eradicates the need for traditional holding patterns, thereby providing reduced;
 - Fuel burn,
 - CO2 emissions,
 - Delays to passengers.

FAB PLAN 2012 - 2015

SWG-7 Safety Culture Improvement.

- **IAA NATS Joint Just Culture Policy**
- **Joint Policy agreed 2012;**
 - Agreed by IAA & NATS
 - Published Aug 2012 as a standalone document.
- **Incorporated into SMM Dec 2012.**
- **FAB State Level Target RP2**
 - (Just Culture Training)

FAB PLAN 2012 - 2015

SWG-8 Action Plan for Operational Safety Surveys

- On-going Safety activity - Safety in the Wild Study (SiTW) Day 2 Day Operational safety surveys.
- Observational safety survey activity across joint FAB interfaces allowing for identification of **safety behaviours**, **improvements** and **efficiencies**.
- “3 Way” Observations between Prestwick – Dublin - Swanick commenced in October 2013 and concluded in April 2014
- Safety efficiencies identified and improvement plan developed
- **Next phase of observations**
North Atlantic Communication Centre & Prestwick Oceanic
Q4 2014

FAB PLAN 2012 - 2015

SWG-8 Action Plan for Operational Safety Surveys

- Further safety efficiencies & activities identified.
(safety improvements)

Joint Safety Assessments and Safety Audits.

- Closely aligned safety procedures for conducting assessments & audits
- Improved safety promotion by means of increased communication and lesson sharing.

FAB Deliverables

- The FAB has provided customers with €43.5m in enabled savings
- Reduction of 48,000 tonnes of fuel (152,000 tonnes of CO₂ emissions).
- Estimated customer savings for 2012 will be €26.6m, including 25,000 tonnes of fuel (worth €18.7m). Customers will also save over 80,000 tonnes of CO₂ and €1m in reduced CO₂ emissions (ETS) charges. Additional non-fuel savings (reduced maintenance, crew and aircraft ownership costs) are estimated at €6.8m.
- In 2012 the costs for implementing and managing the FAB are estimated at €3.1m, compared with the enabled customer savings of €26.6m.
- Total cumulative enabled savings from 2008-2020 amounts to €336.5m, including 332,000 tonnes of fuel (1.06m tonnes of CO₂ emissions).

