

Politically Married

but

Living apart

**Each in own house,
with separate accounts...**

Remember Sarajevo:

“FAB Safety Case is not intended for any safety approval or safety certification.” This approach was taken into consideration for the development of almost all FABs Safety Cases.

“I am good. You are good. Together we are good!!!”

Experience Sharing to Enhance SMS
ES2 WS01-14 FAB SAFETY ROADMAPS
“Challenges of the forthcoming second reference period, RP2”
22-23 May 2014 “Casa Dell’Aviatore” - Rome



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Sharing experience:

“BULATSA and ROMATSA Common Safety Management Manual within DANUBE FAB” was developed and adopted based on the approach to keep the existing individual manuals as local ones and to detail cooperation/ coordination/ collaboration arrangements mainly focused on the interactions between the two safety management systems (such as consultation on safety indicators and safety targets, exchange of safety data, usage of same methodologies, reporting of occurrences near state borders, lesson dissemination, etc).

The Safety Management Manuals of BULATSA and ROMATSA remain under the responsibility of each ANS Provider to document their SMSs as per applicable regulations, while the Common Safety Management Manual is under the responsibility of both ANS Providers to document the interactions between the two SMSs within DANUBE FAB.

This Manual is mainly a “safety bridging” type document as it also describes the interaction between ROMATSA and BULATSA SMSs within DANUBE FAB.

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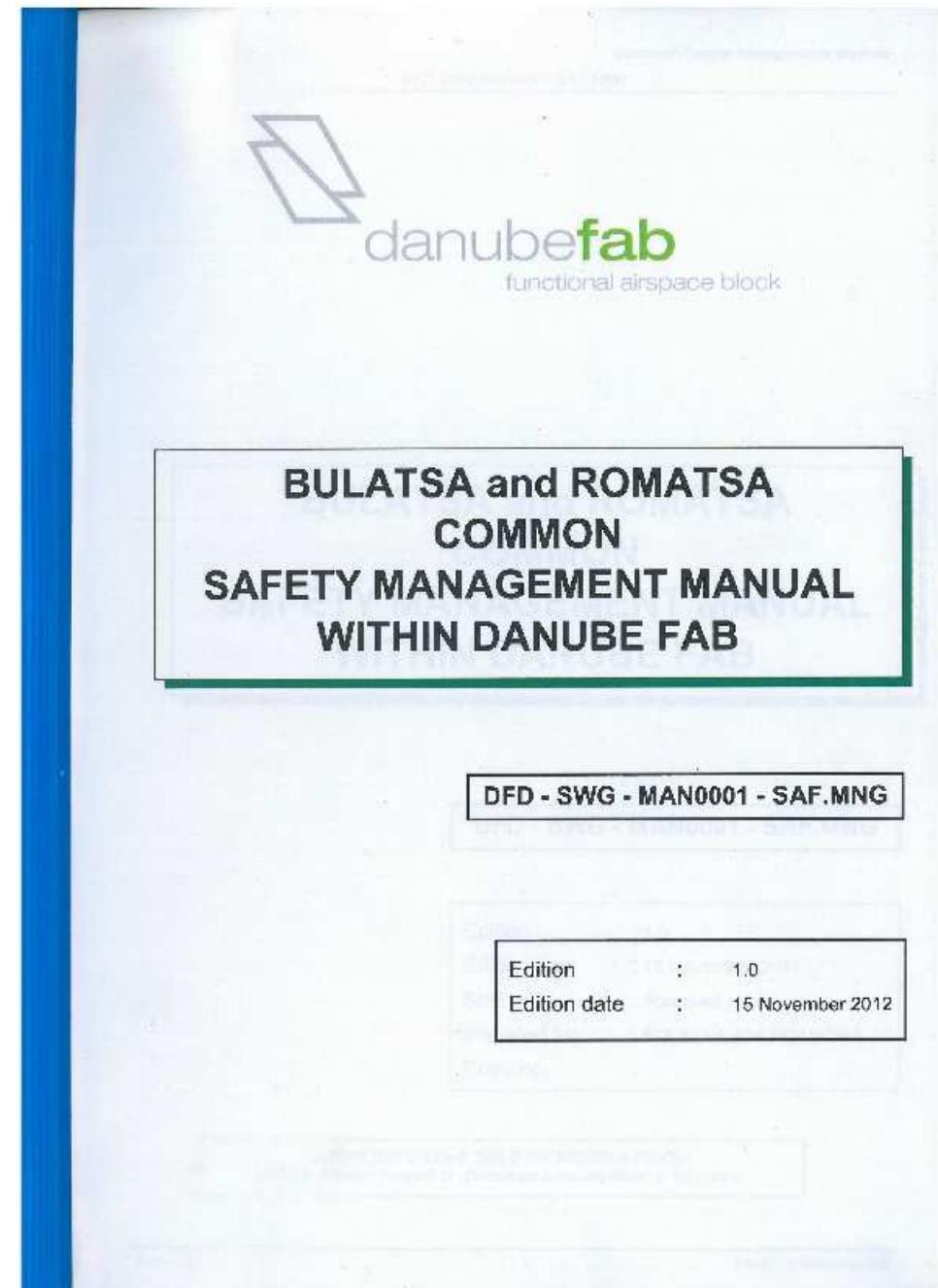


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The manual is the result of the following processes:

- **initial exchange of English language versions of the Safety Management Manuals between BULATSA and ROMATSA;**
- **review of BULATSA Safety Management Manual;**
- **review of ROMATSA Safety Management Manual;**
- **identification of possible fundamental conflicts/ differences between BULATSA and ROMATSA SMSs;**
- **identification of the interactions between BULATSA and ROMATSA SMSs within DANUBE FAB;**

- **documentation of the arrangements, including guidance, processes and tools, to deal with the identified interaction.**



Example: (excerpts from the Manual)

3.1.7. Safety Occurrences

ROMATSA and BULATSA have jointly reviewed their Safety Management Manuals regarding Safety Occurrences and agreed that:

- a) **regulatory compliance**: the procedures in place are in line with the applicable regulations related to the requirement that: “ATM operational or technical occurrences which are considered to have significant safety implications are investigated immediately, and any necessary corrective action is taken” and that “the requirements on the reporting and assessment of safety occurrences in

accordance with applicable national and Union law” have been implemented;

- b) fundamental conflicts/differences:** no fundamental conflicts/differences between safety occurrences procedures are found to exist;
- c) interactions:** reporting and investigation of common interest occurrences (cross-border, near border, impact on both ANSPs)
- d) arrangements and/or processes:**
 - collaboration arrangements regarding safety occurrences:
 - ❖ the Heads of Safety Departments will share information regarding safety data collected,

mainly focused on: reported safety occurrences, results of analysis/ investigation, including safety recommendations (on annual basis, in first trimester of each year);

- coordination/ cooperation arrangements regarding safety occurrences:**
 - ❖ the Heads of Safety Departments will share information regarding common interest occurrences (cross-border, near border, impact on both ANSPs): reported safety occurrences, results of analysis/ investigation including safety recommendations (on case by case basis).**

Our Common Safety Management Manual is now available for sharing experience, as delivered to the coordinators of EUROCONTROL Network Manager ESP+ Programme.

