



**FAB Central Europe**



# **FAB CE Safety Roadmap Challenges for RP2**

**Views of the FABCE Safety SubCommittee  
(ANSPs)**



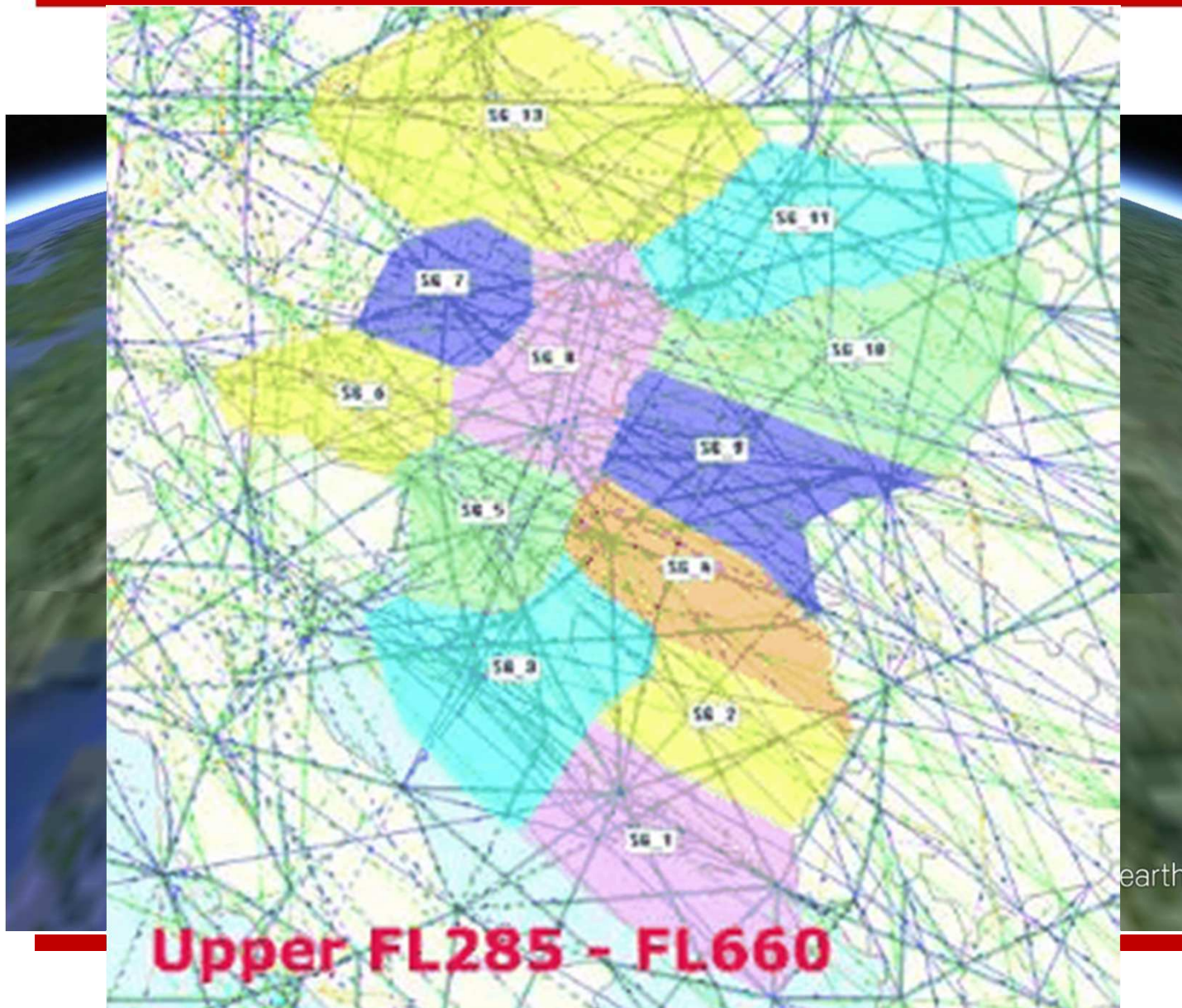
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## FABCE Basics



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## ANSPs' key data (2013)

ANSP	Controlled area [km2]	ATS Units	Staff	En route movements
ANS CR	77 100	1 ACC, 4 APP, 4 TWR, 1 AFIS	908	720 000
Austro Control	79 500	1 ACC, 6 APP, 6 TWR	1002	1 150 000
Croatia Control	158 000	1 ACC/APP, 6 APPs/TWRs, 4 TWRs	705	450 000
HungaroControl	93 000	1 ACC, 1 APP, 1 TWR	708	600 000
LPS SR	48 700	1 ACC, 2 APP, 5 TWR	466	400 000
Slovenia Control	20 400	1 ACC, 3 TWR	215	250 000

**Remark:** Currently CCL and SMATSA provide ATS within LOWER (CCL) and UPPER (CCL and SMATSA) Airspace of B&H (FIR Sarajevo). It is expected that BH ANSA will take over responsibility from CCL and SMATSA to provide ATS in LOWER up to FL325 (October 2014) and UPPER (end of 2015) Airspace of B&H.



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REGULATION (EC) No 1070/2009 OF THE EUROPEAN PARLIAMENT AND OF THE COUNCIL of 21 October 2009 amending Regulations (EC) No 549/2004, (EC) No 550/2004, (EC) No 551/2004 and (EC) No 552/2004 in order to improve the performance and sustainability of the European aviation system

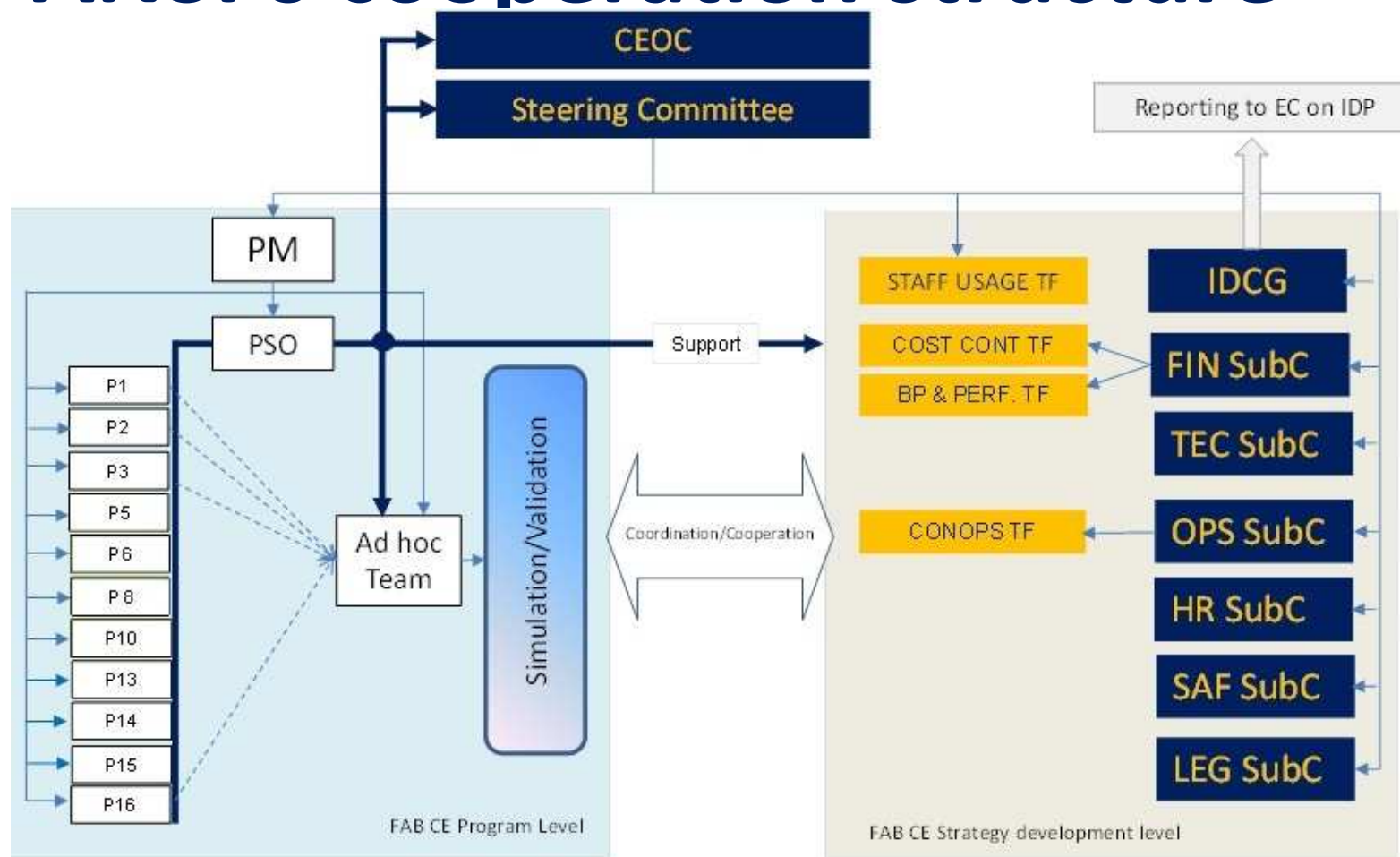
‘25. **“functional airspace block” means** an airspace block based on operational requirements and established regardless of State boundaries, where the provision of air navigation services and related functions are performance-driven and optimized with a view to introducing, in each functional airspace block, **enhanced cooperation among air navigation service providers** or, where appropriate, an integrated provider;’

## Our approach – make it simple





## ANSPs cooperation structure





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## The SMS Roadmap



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MAIN Document

The  
SMS  
Roadmap

Annex

... The main document describes the principles and the way how the roadmap is maintained



... The annex to main document is a living document and contains a list of actions organised by SoE study areas





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## The (ANSPs') FAB CE SMM



## FAB CE SMM

(1/7)

- Output of the SMS roadmap activities
- Main purpose:
  - Definition of the safety management standards applicable for common FAB CE activities performed by FAB CE “group”;
  - Harmonisation of local safety management activities.



## FAB CE SMM

(2/7)

- Main assumption – every ANSP has fully implemented its local SMS procedures and is certified by its local NSA
- Co-ordination with the regulative bodies is performed via NSA CC and the states



## FAB CE SMM – structure

(3/7)

- Introduction
- Safety Policy
- Safety Management Organisation, Accountabilities and Responsibilities
- External Services
- Competency Assurance
- Safety Occurrence Investigation and Reporting
- Safety Assessments
- Safety Surveys
- Safety Monitoring and Safety Targets
- Lessons Learned and Experience Sharing
- Safety Documentation
- SMS Implementation Planning



## FAB CE SMM

(4/7)

- During development of FAB CE SMM several Workshops were organized and focused on:
  - Safety surveys
  - Occurrence reporting and investigation
  - Common RAT usage
  - External services – on-going





## FAB CE SMM - status

(5/7)

- **Parts to be elaborated/discussed:**
  - **Safety monitoring and safety targets**
  - **LoAs between neighbouring ANSPs**



## FAB CE SMM - Safety Risk Assessment (6/7)

- **FAB CE-related change** - A change of the “ATM functional system” planned and managed within a FAB CE Group activity.

- **Change notification**

There's not a single regulator for the FAB CE, i.e. changes are notified to national NSAs. In case they are flagged as “FAB CE-related changes”, the regulators coordinate their approach at the (FAB CE) NSA CC level.



## FAB CE SMM - Safety Risk Assessment (7/7)

### – **Distribution** between FAB CE and ANSPs:

- Option A: FAB CE-level safety assessment;
- Option B: FAB CE-level generic safety assessment;
- Option C: ANSP-level safety assessment.

### – In **practice**

- Option B – only one FAB CE project so far.
- Option C – all other identified changes within projects.
- Justification: in the end, changes are implemented by ANSPs, FAB CE is not an ANSP.



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## Challenges for RP2

It seems FAB CE meets all targets well before the deadlines ....



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Union-wide targets at ANSP level for Safety Culture MO	-	-	-	-	C
ANS CR	D	D	D	D	D
Austro Control	C	D	D	D	D
Croatia Control	C	C	C	C	D
HungaroControl	D	D	D	D	D
LPS SR	C	C	C	D	D
Slovenia Control	C	C	C	D	D
BH ANSA	na	na	na	na	na
	2015	2016	2017	2018	2019

Union-wide targets set for **Safety KPI #1: Level of Effectiveness of Safety Management for Safety Culture MO** for 2019 shall be met by all ANSPs well before 2015

Remark: RP II challenge for FAB CE is that one of 7 members (Bosnia and Herzegovina) is not an EU member, so it will take some time to adopt the whole EU legislation by using ECAA Agreement as a basis for that .





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## In FAB CE, safety is paramount!

Union-wide targets at ANSP level for all other MOs	-	-	-	-	<b>D</b>
ANS CR	C	C	D	D	<b>D</b>
Austro Control	C	D	D	D	<b>D</b>
Croatia Control	C	C	C	C	<b>D</b>
HungaroControl	D	D	D	D	<b>D</b>
LPS SR	C	C	C	D	<b>D</b>
Slovenia Control	C	C	C	D	<b>D</b>
BH ANSA	na	na	na	na	na

Union-wide targets set for **Safety KPI #1: Level of Effectiveness of Safety Management for all other MOs** for 2019 shall be met **by all ANSPs before the deadline**

Remark: RP II challenge for FAB CE is that one of 7 members (Bosnia and Herzegovina) is not an EU member, so it will take some time to adopt the whole EU legislation by using ECAA Agreement as a basis for that .



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## In FAB CE, safety is paramount!

		2015 Target	2016 Target	2017 Target	2018 Target	2019 Target
Union-wide targets	SMIs	-	-	<b>&gt;= 80%</b>	-	<b>100%</b>
	Ris	-	-	<b>&gt;= 80%</b>	-	<b>100%</b>
	ATM-S	-	-	<b>&gt;= 80%</b>	-	<b>100%</b>
ANS CR	SMIs	80%	80%	<b>80%</b>	100%	<b>100%</b>
	RIs	80%	80%	<b>80%</b>	100%	<b>100%</b>
	ATM-S	80%	80%	<b>80%</b>	100%	<b>100%</b>
Austro Control	SMIs	85%	90%	<b>95%</b>	95%	<b>100%</b>
	RIs	100%	100%	<b>100%</b>	100%	<b>100%</b>
	ATM-S	90%	95%	<b>95%</b>	95%	<b>100%</b>
Croatia Control	SMIs	80%	85%	<b>90%</b>	95%	<b>100%</b>
	RIs	70%	75%	<b>80%</b>	90%	<b>100%</b>
	ATM-S	50%	60%	<b>80%</b>	85%	<b>100%</b>
HungaroControl	SMIs	100%	100%	<b>100%</b>	100%	<b>100%</b>
	RIs	100%	100%	<b>100%</b>	100%	<b>100%</b>
	ATM-S	100%	100%	<b>100%</b>	100%	<b>100%</b>
LPS SR	SMIs	100%	100%	<b>100%</b>	100%	<b>100%</b>
	RIs	100%	100%	<b>100%</b>	100%	<b>100%</b>
	ATM-S	100%	100%	<b>100%</b>	100%	<b>100%</b>
Slovenia Control	SMIs	100%	100%	<b>100%</b>	100%	<b>100%</b>
	RIs	100%	100%	<b>100%</b>	100%	<b>100%</b>
	ATM-S	100%	100%	<b>100%</b>	100%	<b>100%</b>

Union-wide targets set for **Safety KPI #2: Application of the severity classification based on the Risk Analysis Tool (RAT) methodology** shall be met by all ANSPs well before the deadline!



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**All ANSPs undertake actions to incorporate and optimise Just Culture!**

ANSP	Actions undertaken to optimise Just Culture
ANS CR	<p>CAA Declaration to Just Culture expressed its support to the implementation of Just Culture in ANS CR.</p> <p>Just Culture Memorandum and Just Culture Policy were endorsed by the CEO of the ANS CR and President of CZATCA (professional association of air traffic controllers).</p>
Austro Control	<p>Just Culture is fully implemented in the Occurrence Investigation Process.</p> <p>By start of 2014 the internal Just Culture Committee will be fully implemented.</p>
Croatia Control	<p>Mature Safety culture within CAA (Improvement Action Plan for Safety Management System) was developed.</p> <p>Strong connection/link between CAA/NSA and National accident and incident agency in term of Just Culture was established.</p>
HungaroControl	<p>By mid-2013 HungaroControl developed its Just Culture Policy and established the internal procedures for the application of JC principles with the involvement of affected staff.</p> <p>Voluntary and anonym reporting system implemented since 2012 the system can be used by all of the staff – the reports are being analysed by Safety department.</p>
LPS SR	<p>Just Culture is fully implemented in the Occurrence and Investigation Process.</p> <p>Safety investigation function is part of safety department independent from line management.</p>
Slovenia Control	<p>Just culture approach, principles are contained in Slovenia Control Safety Policy document.</p> <p>Just Culture principles are part of safety briefing for ANS units. It is envisaged that this will be done as well for CNS and AIS additionally to the scope that is contained in Slovenia Control Safety Policy document. Safety Briefings are regularly organised for ATS, CNS and AIS units.</p>



## Benefits

- **Harmonisation :**
  - RAT workshops
- **Enhanced safety information flow:**
  - Safety related change - information to neighboring ANSPs
  - LoAs – safety information exchange



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**Thank you for you attention**