



Baltic FAB Safety Roadmap Plans and challenges for RP2

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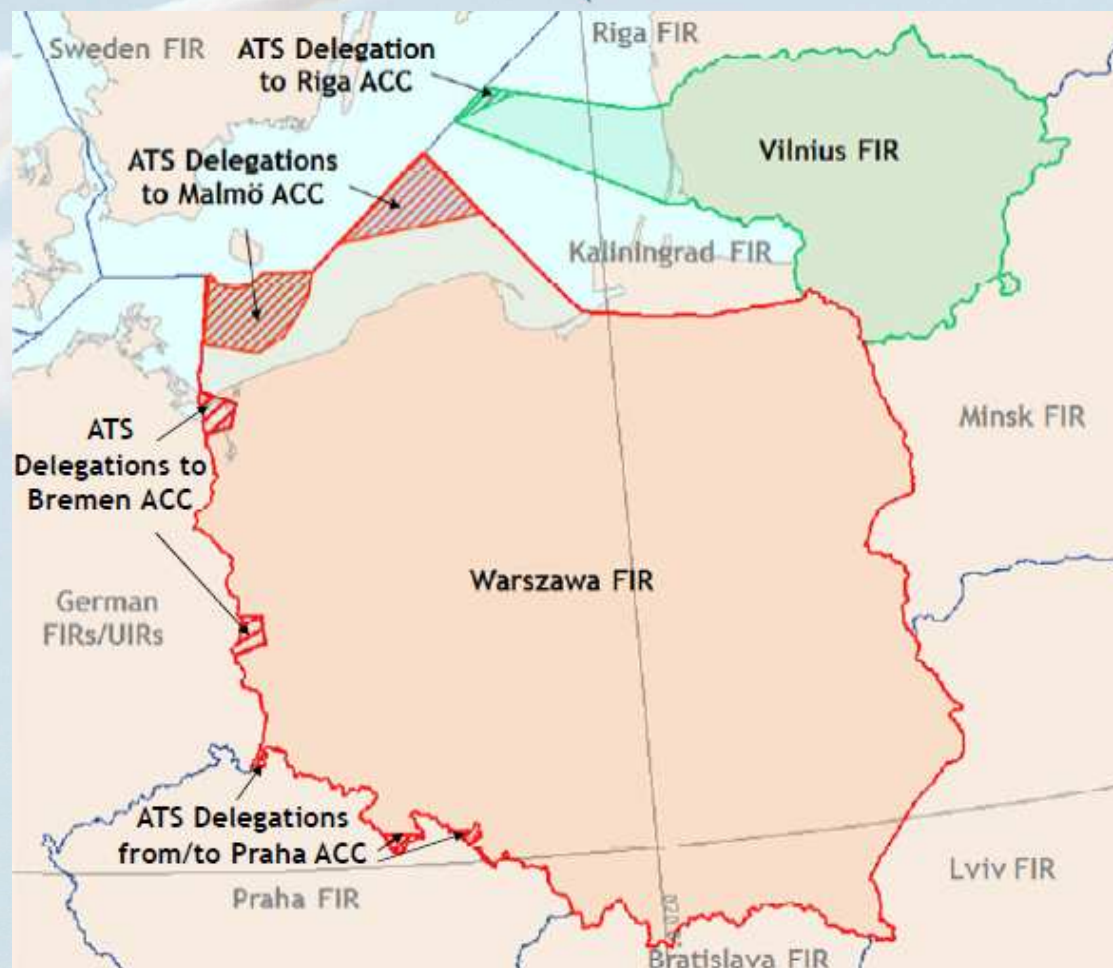
ES2-WS01-14
ROMA, 23.05.2014



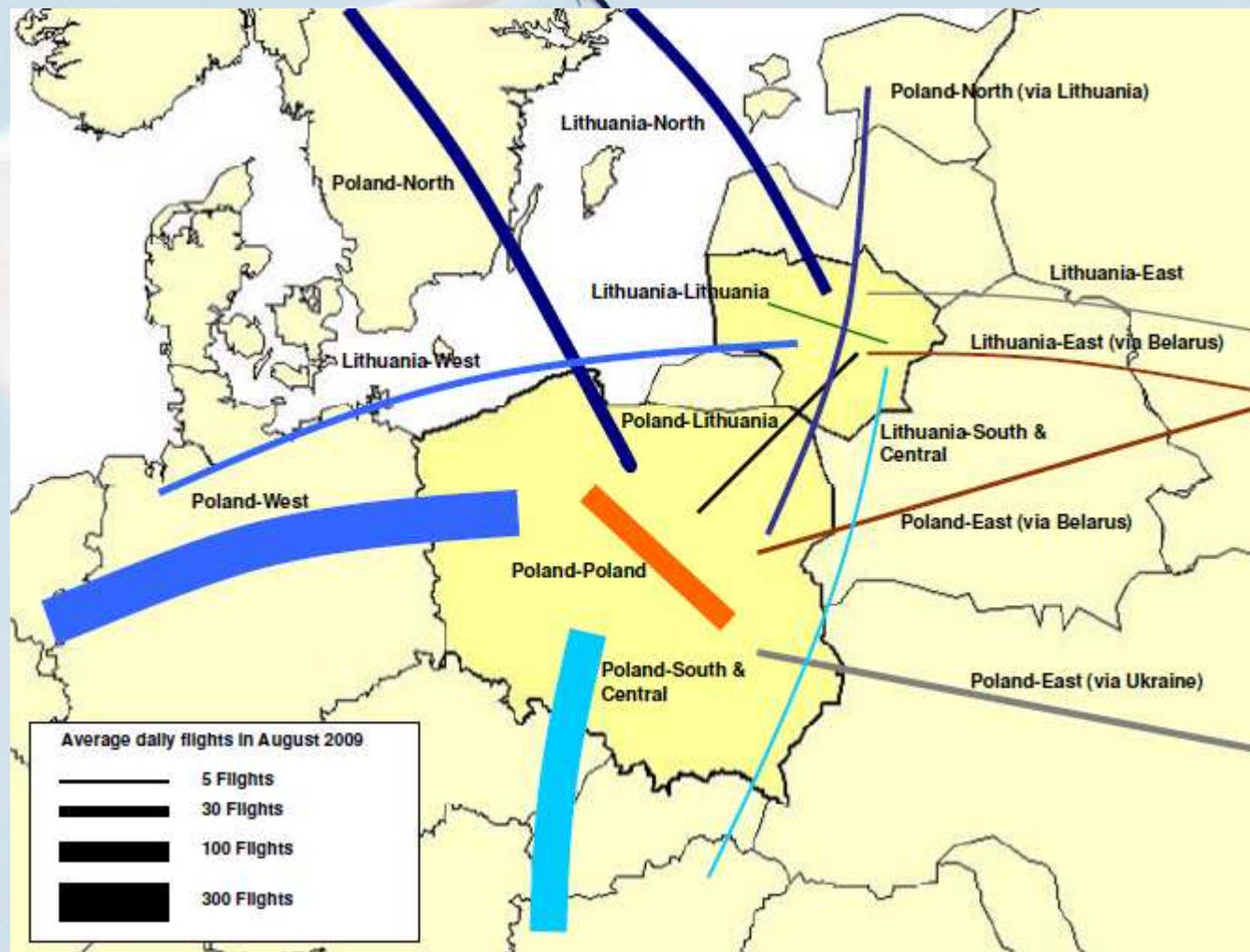
Content

The aim of this presentation is to show the current organisational structure , Implementation Program, activities and goals setup on Baltic FAB level to reach European regulation requirements for RP2 in safety domain.

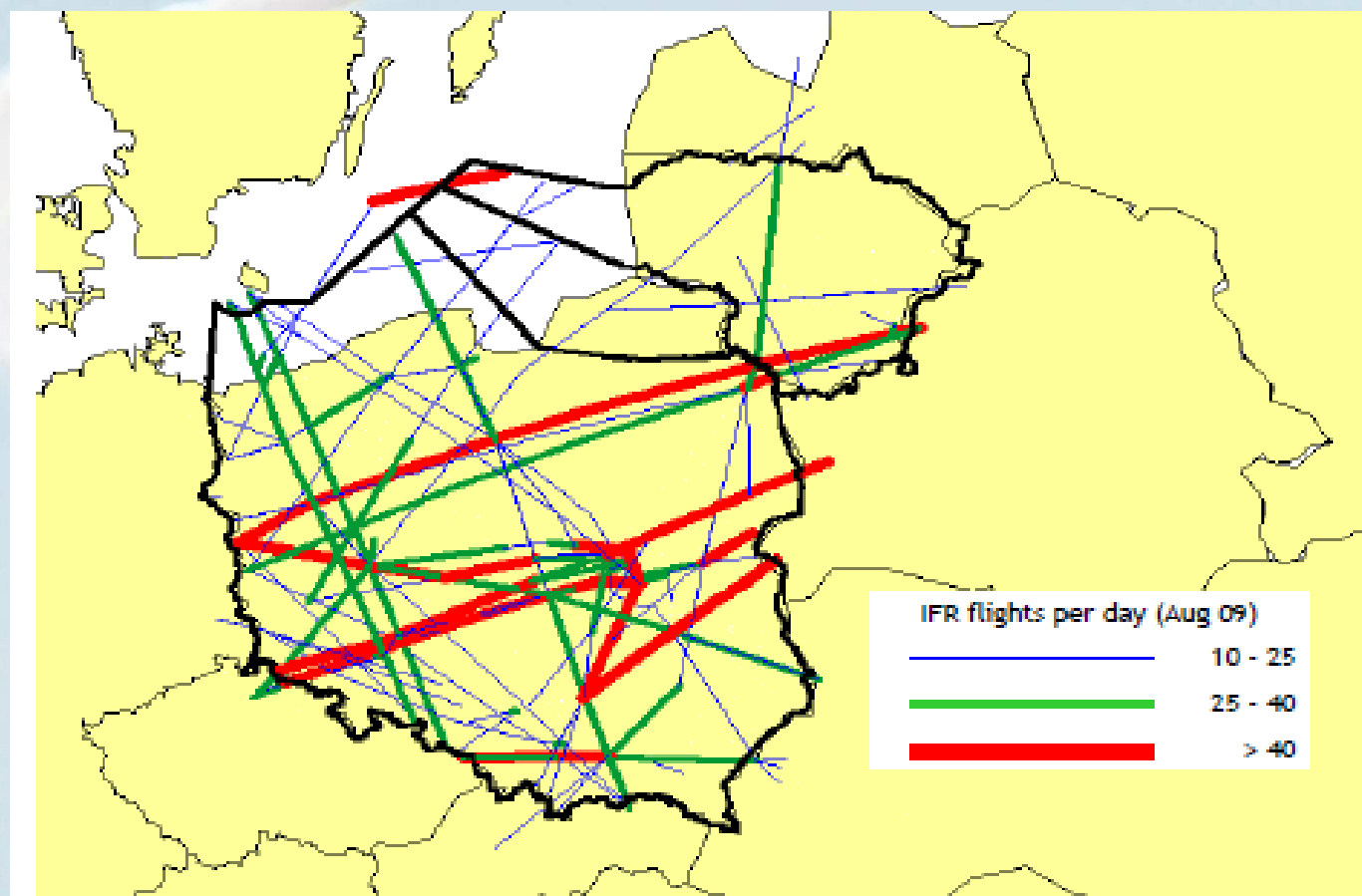
BALTIC FAB Airspace



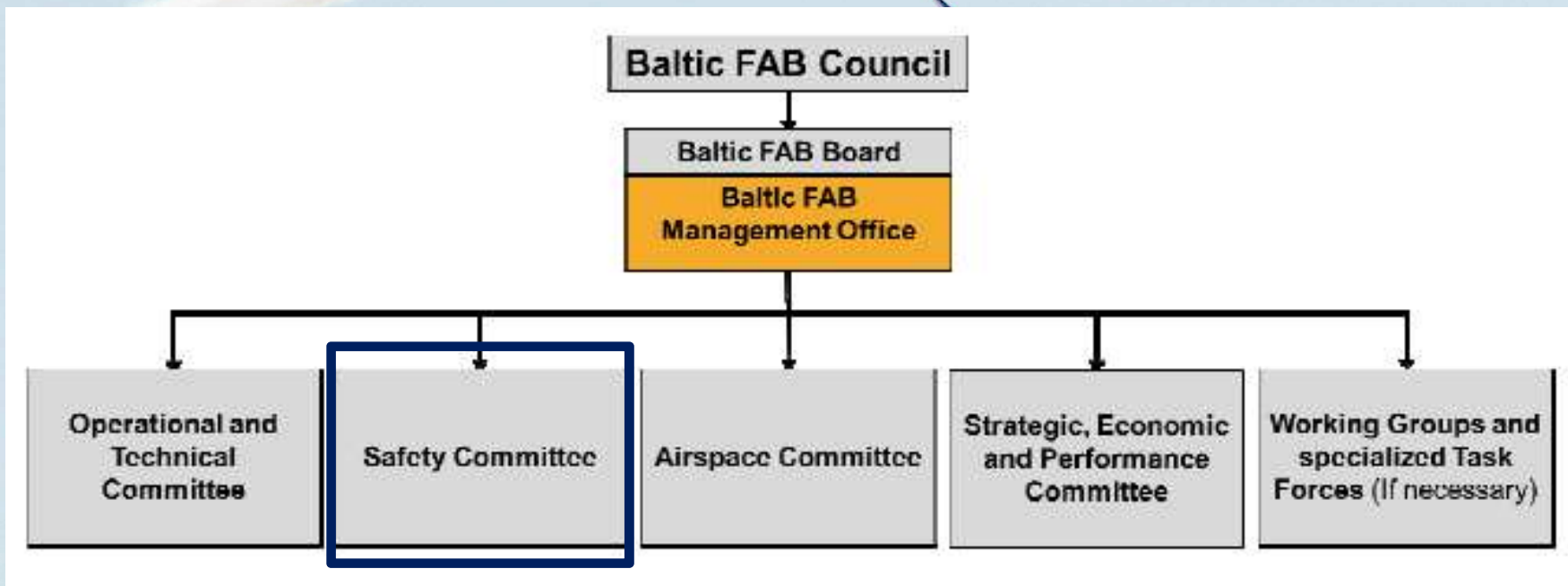
Origins and destinations of traffic using Baltic FAB airports



BALTIC FAB Traffic flows in the joint airspace



Organizational structure of Baltic FAB





Baltic FAB Safety Committee Tasks

- Supervision of Implementation of the safety related tasks at the Baltic FAB level
- Reports to the Baltic FAB Board
- Co-operation with others Committees
- Focal Point for inter-FABs activities in safety domain



STREAM 1	STREAM 2	STREAM 3
Optimization of use of Baltic FAB airspace	Optimization of ANS within Baltic FAB	Best practice sharing and Baltic FAB Development

FAB Safety Roadmap Meeting - ES2-WS01-14
Rome, 23.05.2014



Implementation Programme – Stream 1

STREAM 1

**Optimization of use of
Baltic FAB airspace**

PROJECT 1.1

ASM/ATFCM cooperation within Baltic FAB

PROJECT 1.2

Establishment of a Free Route Airspace within Baltic
FAB

Implementation Programme – Stream 1

STREAM 1

Optimization of use of Baltic FAB
airspace

PROJECT 1.1

ASM/ATFCM cooperation within Baltic FAB

Objective of this project is to address the aspects necessary to plan for the harmonised application of Flexible Use of Airspace (FUA) concept within the Baltic FAB, including airspace management and flow management.

- Joint Airspace Management Cell
- Joint Flow Management Position
- Cross border sectorisation if applicable

Implementation Programme – Stream 1

STREAM 1	PROJECT 1.2
Optimization of use of Baltic FAB airspace	Establishment of a Free Route Airspace within Baltic FAB

Objective is to implement uniform Free Route Airspace within Baltic FAB Airspace

Key enablers:

- System support – enhancement for the purposes of flight planning, flight data processing, flight data display and exchange, coordination, conflict detection and resolution;
- Procedures – new or amended procedures for the transit between FRA and the fixed route network, and new procedures where necessary for operations within FRA;
- Adaptations to airspace structures;
- Adaptations to airspace management procedures.

The first phase consists of a number of designated DCTS, available during the night time due to less traffic volume

Second phase is the implementation of FRA within the upper airspace of the Baltic FAB.

Implementation Programme- Stream 2

STREAM 2 **Optimization of ANS within** **Baltic FAB**

PROJECT 2.1

Harmonization of ANS provision and supervision rules and procedures within Baltic FAB

PROJECT 2.2

Convergence of ATM systems in the Baltic FAB ACCs and Cross Borders Service provision with Joint Contingency Service Provision

PROJECT 2.3

Optimization ATM/CNS technical infrastructure within Baltic FAB

PROJECT 2.4

Coordinated AIS provision within Baltic FAB

Implementation Programme – Stream 2

STREAM 2	PROJECT 2.1
Optimization of ANS within Baltic FAB	Harmonization of ANS provision and supervision rules and procedures within Baltic FAB

Objective of this project is to harmonize ANS provision and supervision rules and procedures

- a single set of rules and procedures that will govern ANS provided in the FAB.
- mutual recognition of licences, common training requirements and the potential integrated use of operational staff among concerned ANSPs
- Harmonized Safety Management System
- Harmonized security system
- A common or harmonized regulatory regime

Implementation Programme – Stream 3

STREAM 3

**Best practice sharing and
Baltic FAB Development**

PROJECT 3.1

Enhancement of inter-FAB cooperation and cooperation with non-EU countries

PROJECT 3.2

Best practice sharing among Baltic FAB stakeholders

PROJECT 3.3

Optimization of MET services provision model within Baltic FAB

PROJECT 3.4

Search and Rescue (SAR) Coordination service provision within Baltic FAB

SAFETY KPA

Level of effectiveness of safety management

State level

	All Management Objectives 2019
Poland	B→C
Lithuania	B→C

ANSP level

	Safety Culture 2019	All other MOs 2019
PANSA	C	C→D
ORO NAVIGACIJA	C	C→D

The percentage of application of the severity classification
based on the Risk Analysis Tool (RAT) methodology

ATM Ground		2015	2016	2017	2018	2019
EU-wide targets	<i>SMI</i>			>=80%		100%
	<i>RI</i>			>=80%		100%
	<i>ATM-S</i>			>=80%		100%
FAB Level	<i>SMI</i>	100%	100%	100%	100%	100%
	<i>RI</i>	100%	100%	100%	100%	100%
	<i>ATM-S</i>			>=80%		100%



Example of Just Culture Activities

Just Culture Prosecutors Regional
Workshop – discussion on
possibilities to adopting Aviation
Prosecution Policy



Example of Common Activities

- Baltic FAB RAT training
- Sharing of the best practices and lessons learnt



Thank you

