

CONSULTATION MEETING AGENDA- FAB SW



SAFETY

ENVIRONMENT

EN ROUTE CAPACITY

TERMINAL CAPACITY

COST-EFFICIENCY SPAIN

COST-EFFICIENCY
PORTUGAL

SAFETY



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LEVEL OF EOSM

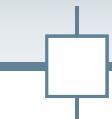
The level of EoSM is a Key Performance Indicator (KPI) with two parts:

- NSA part: evaluates the maturity of the State Safety Programme
- ANSP part: evaluates de maturity of the air navigation services provider Safety Management System

LEVEL OF EOSM – PROPOSED TARGETS

Proposed targets on the level of EoSM go beyond the European-wide targets:

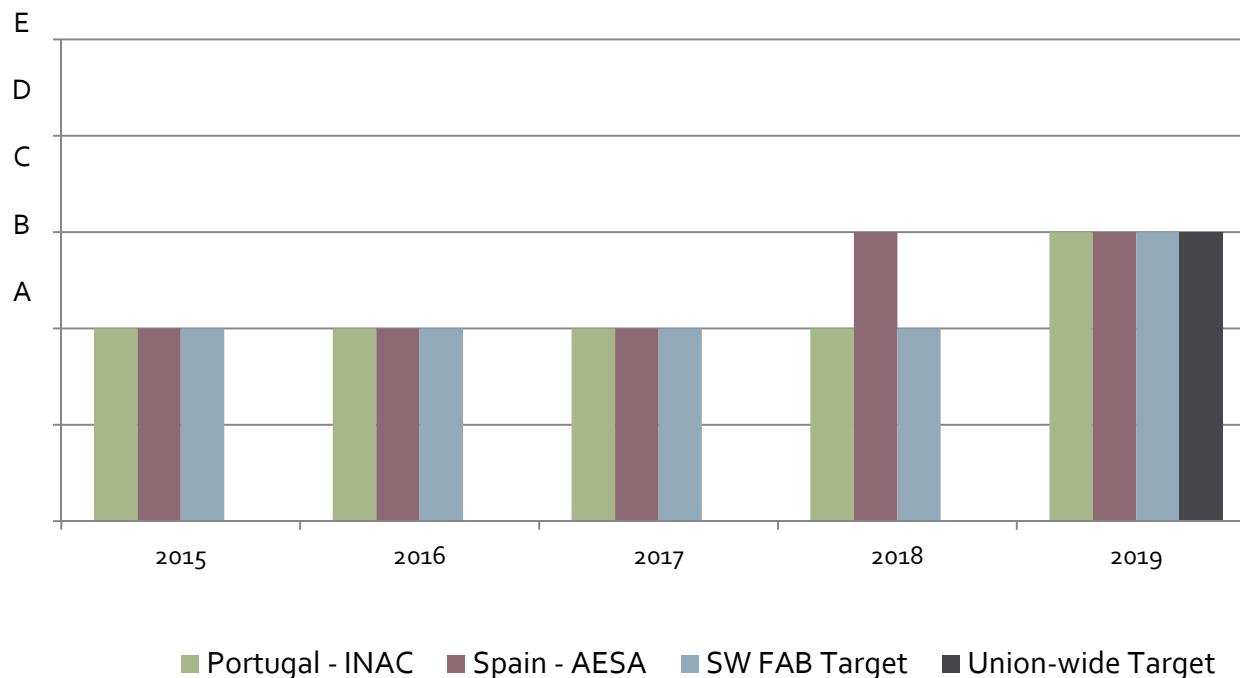
Safety KPI #1: Level of Effectiveness of Safety Management		2015	--16	--17	--18	--19
NSAs	Union-wide Target	-	-	-	-	C
	SW FAB Target	B	B	B	B	C
	Spain - AESA	B	B	B	C	C
	Portugal - INAC	B	B	B	B	C
ANSPs	Union-wide Targets	For Safety Culture MO	-	-	-	C
		For all other MOs	-	-	-	D
	SW FAB Targets	For all MOs	C	C	C	D
	AENA	For Safety Culture MO	C	C	C	D
		For all other MOs	D	D	D	D
	NAV	For Safety Culture MO ⁴	D	D	D	E
		For all other MOs	C	C	C	D



LEVEL OF EOSM – NSA part

AESA (Spanish NSA) and INAC (Portuguese NSA), shall focus on the areas in which they have lower performance levels, to reach level C of maturity by 2019.

Level of EoSM - SOWEPP targets

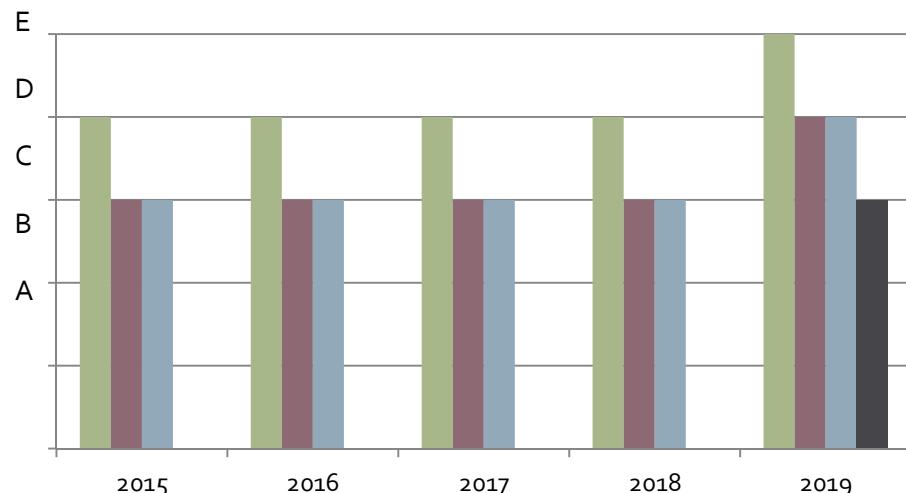




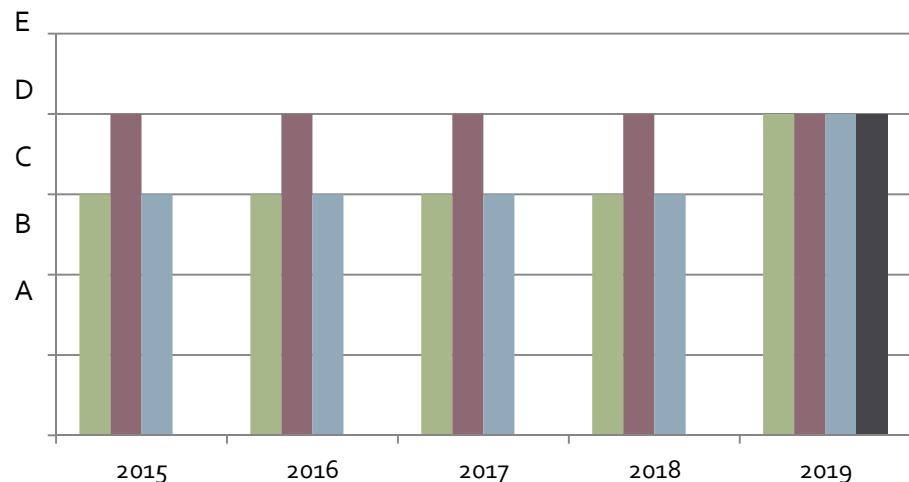
LEVEL OF EOSM – ANSP part

According to the Safety Plans of AENA (Spanish ANSP) and NAV (Portuguese ANSP), it shall be possible to achieve level D in all management objectives by 2019

Level of EoSM - ANSP targets Safety Culture MO



Level of EoSM - ANSP targets All Other MOs



■ NAV (Portugal) ■ AENA (Spain) ■ SW FAB Targets ■ Union-wide Targets



APPLICATION OF THE RAT

This KPI considers the percentage of application of the severity classification based on the Risk Analysis Tool (RAT) methodology, both in terms of ground and overall score (including the airborne part), as a minimum to:

- Separation minima infringements (SMIs)
- Runway incursions (RIs)
- ATM-specific occurrences (ATM-S)

APPLICATION OF THE RAT METHODOLOGY

APPLICATION OF THE RAT – PROPOSED TARGETS

Targets proposed in the SOWEPP are consistent with EU-wide targets:

Safety KPI #2: Application of the severity classification based on the Risk Analysis Tool (RAT) methodology			2015	2016	2017	2018	2019
Ground Score	Union-wide Targets	SMIs	-	-	80%	-	100%
		RIs	-	-	80%	-	100%
		ATM-S	-	-	80%	-	100%
	SW FAB Targets	SMIs	90%	90%	90%	95%	100%
		RIs	90%	90%	90%	95%	100%
		ATM-S	90%	90%	90%	95%	100%
	Spain	SMIs	100%	100%	100%	100%	100%
		RIs	100%	100%	100%	100%	100%
		ATM-S	100%	100%	100%	100%	100%
	Portugal	SMIs	80%	80%	80%	90%	100%
		RIs	80%	80%	80%	90%	100%
		ATM-S	80%	80%	80%	90%	100%

APPLICATION OF THE RAT METHODOLOGY

APPLICATION OF THE RAT – PROPOSED TARGETS

Targets proposed in the SOWEPP are consistent with EU-wide targets:

Safety KPI #2: Application of the severity classification based on the Risk Analysis Tool (RAT) methodology			2015	2016	2017	2018	2019
Overall Score	Union-wide Targets	SMIs	-	-	80%	80%	80%
		RIs	-	-	80%	80%	80%
		ATM-S	-	-	80%	-	100%
	SW FAB Targets	SMIs	-	-	80%	80%	80%
		RIs	-	-	80%	80%	80%
		ATM-S	-	-	80%	80%	100%
	Spain	SMIs	60%	70%	80%	80%	80%
		RIs	30%	55%	80%	80%	80%
		ATM-S	25%	50%	80%	80%	100%
	Portugal	SMIs	-	-	80%	80%	80%
		RIs	-	-	80%	80%	80%
		ATM-S	-	-	80%	80%	100%



JUST CULTURE

The aim is to increase the level of presence of a just culture:

- AESA and INAC shall work together during RP2 in close cooperation, in order to identify common areas for potential improvement towards the establishment of a common SW FAB just culture approach
- AENA and NAV Portugal shall work together to find common areas of interest and development of Just Culture during RP2. The result is intended to be reflected in a common just culture policy and enhancement plan at SW FAB level, despite of the different maturity levels