



More regulation does not make Europe safer.

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Standing Committee Safety



Where safety is being made today





**more regulation = more
safety?**



EASA, NSA, ANSP



Example 1: volume

EASA rulemaking programme, Complete set, 23 pages

CANSO priorities



Affected EASA rules (A)	Driver (B)	Task No. (old no.) (C)	Old numbering (C*)	Title (D)	Description (E)	R2 Environmental Protection R3 Flight standards R4 Product Safety R5 ATM/Airports (F)	Work method (G)	Task leading to (H)	Starting date (I)	End date (J)	Changes from RMP
CS-25	Safety	RMT.0047 (25.027)	25.027	Reduction of runway excursions (CS-25)	Develop the standards for the certification of the available new technologies aiming at reducing the number of runway excursion events	PS	Agency	Decision	2012	2013	
CS-25	Safety	RMT.0048 (25.028)	25.028	Protection From Debris Impacts and Fire, Landing gear mechanism.	Protection From Debris Impacts and Fire: Develop a new paragraph of CSFAR-25, which would cover the protection of the whole aircraft against the threat of treewheel failure. Manifested as a common priority for JAA-FAA-TCCA joint rulemaking. Landing gear mechanism: Harmonisation activity on 25.729 (a) plus AMC based on JAA RPA 25D-163	PS	Group	Decision	2009	2013	End date changed
CS-25	Safety	RMT.0572	New task. No old number	Use of similarity analysis when showing compliance to SLD icing specifications	Working group with representation of CS-25 aerodrome manufacturers will work on proposing GM and/or AMC material to further detail the AMC provisions proposed under RMT.0059 (in particular AMC 25.1420), which provides an option for applicants to use similarity to previous Type having demonstrated safe operation in SLD icing conditions. Such similarity analysis would be at the discretion of the authority to determine compliance to the new SLD rules and to take credit of positive service experience of the fleet owned by the applicant. This task would be complementary to RMT.0058(25.058).	PS	Group	Decision	2013	2013	New task
Part-26	Safety	RMT.0569	New task. No old number	Reduction of runway excursions (retrofit Part-26)	Develop the standards for the certification of the available new technologies aiming at reducing the number of runway excursion events	PS	Agency	Opinion	2012	2013	New task
Part-FCL	Safety	RMT.0198 (FCL.008 a)	FCL.008 (a)	Qualifications for flying in IMC	Review of the transposed JAR-FCL requirements for the Instrument Rating in line with the wider scope of EASA compared to JARs.	FS	Group	Opinion	2008	2013	
Part-ORO; Part-ARO; Part-ORA; Part-ARA	Safety	RMT.0460	New task. No old number	Guidance material for development of a safety risk assessment for flight operations with known or forecast volcanic cloud contamination	GM for development of a safety risk assessment for flight operations with known or forecast volcanic cloud contamination New task launched as result of RMT.0395 (OPS.089) rulemaking task	FS	Agency	Decision	2012	2013	New task launched as (OPS.089) rulemaking
ADR	Legal requirements	RMT.0137 (ADR.001 b)	ADR.001 (b)	Requirements for aerodrome operators and competent authorities (AMC/GM)	Implementing measures (AMC/GM) for the safety of aerodromes - Requirements for aerodrome operator organisations and competent authorities	ATM/ADR	Group	Decision	2010	2013	
ADR	Legal requirements	RMT.0141 (ADR.002 b)	ADR.002 (b)	Requirements on aerodrome operations (AMC/GM)	Implementing measures (AMC/GM) for the safety of aerodrome operations and safe aircraft operations at aerodromes - Requirements for aerodrome operations	ATM/ADR	Group	Decision	2010	2013	
ADR	Legal requirements	RMT.0144 (ADR.003 a)	ADR.003 (a)	Requirements on aerodrome design (CS)	Implementing measures (CS) for the safety of aerodromes - Requirements for aerodrome design	ATM/ADR	Group	Decision	2010	2013	End date and delivery
ADR	Legal requirements	RMT.0145 (ADR.003 b)	ADR.003 (b)	Requirements on aerodrome design (GM)	Implementing measures (GM) for the safety of aerodromes - Requirements for aerodrome design	ATM/ADR	Group	Decision	2010	2013	
Part-OPS; Part-CAT; AMC/GM; Part-SPA; AMC/GM; Part-NCC; AMC/GM; Part-NCO; AMC/GM; Part-SPO; AMC/GM; Part-PRO; AMC/GM; Part-NSO	Legal requirements	RMT.0289 (OPS.001 b)	OPS.001 (b)	Implementing rules for air operations	AMC/GM based on the outcome of task OPS.001(a).	FS	Group	Decision	2006	2013	End date changed to

Example 2 : quality



- “FABs are the cornerstones of the Single European Sky”.
- How adequate was the regulation when none of the FAB made it?

All FABs met EC's 6 Substantive requirements

as per EC working paper for SSC 47

Substantive Requirement	FABCE	FABEC	BlueMed	NEFAB	SW	Baltic	UK IRL	Danube	DA - SW	Total (9)
1 FAB based on OPS requirements regardless State boundaries							C			8
2 Optimised ANS provision, enhanced cooperation or integrated provider									C	8
3 Optimum use of airspace							C		C	7
4 Optimum use of technical resources							C	C	C	7
5 Optimum use of HR						C		C	C	6
6 Overall added value, CBA					C		C	C	C	6
Governance – decision making										
Total (6)	0	0	0	0	0	2/6	2/6	3/6	5/6	

Example 3: details



ATCO.C.030 Synthetic training device instructor (STDI) privileges	<p>Holders of an STDI endorsement are authorised to provide practical training on simulators and part-task trainers STD during all types of training other than pre-OJT and OJT in the validated ratings, as well as to assess practical skills for the grant of a student ATCO licence during initial training, provided that the STDI has successfully completed approved assessor training</p>	<p>STDI assess the performance of the student / trainee on a daily basis. This is one of their tasks. The Instructional techniques course should already include "how to assess". Therefore, requiring an additional assessor course for STDI assessing in initial training is superfluous. However, it is important that the STDI have done an assessor course for any assessment leading to the grant of a student ATCO licence</p>
ATCO.C.030 Synthetic training device instructor (STDI) privileges (a)	<p>Holders of an STDI endorsement are authorised to provide practical training on simulators and part-task trainers during all types of training other than pre-OJT and OJT in the validated ratings, as well as to assess practical skills during initial training, provided that the STDI has successfully completed approved assessor training.</p> <p>Where the STDI is providing pre-OJT, they shall have hold or have held the relevant unit endorsement</p>	<p>Preventing STDI from performing pre-OJT is felt to be too restrictive. An ATCO with OJTI endorsement from a unit who, for example, cannot exercise the privileges of their licence due to medical reasons, may well be able to instruct in pre-OJT for that unit. This will be beneficial as they will have the necessary understanding and knowledge of the unit.</p> <p>There is a risk, if we exclude STDI from pre-OJT, that transition training takes precedence and is unduly extended, due to economic factors.</p>



The
Old Curiosity Shop
immortalised by
Charles Dickens

Built - 1667

Antique and Modern Art

We need better, not more safety regulation

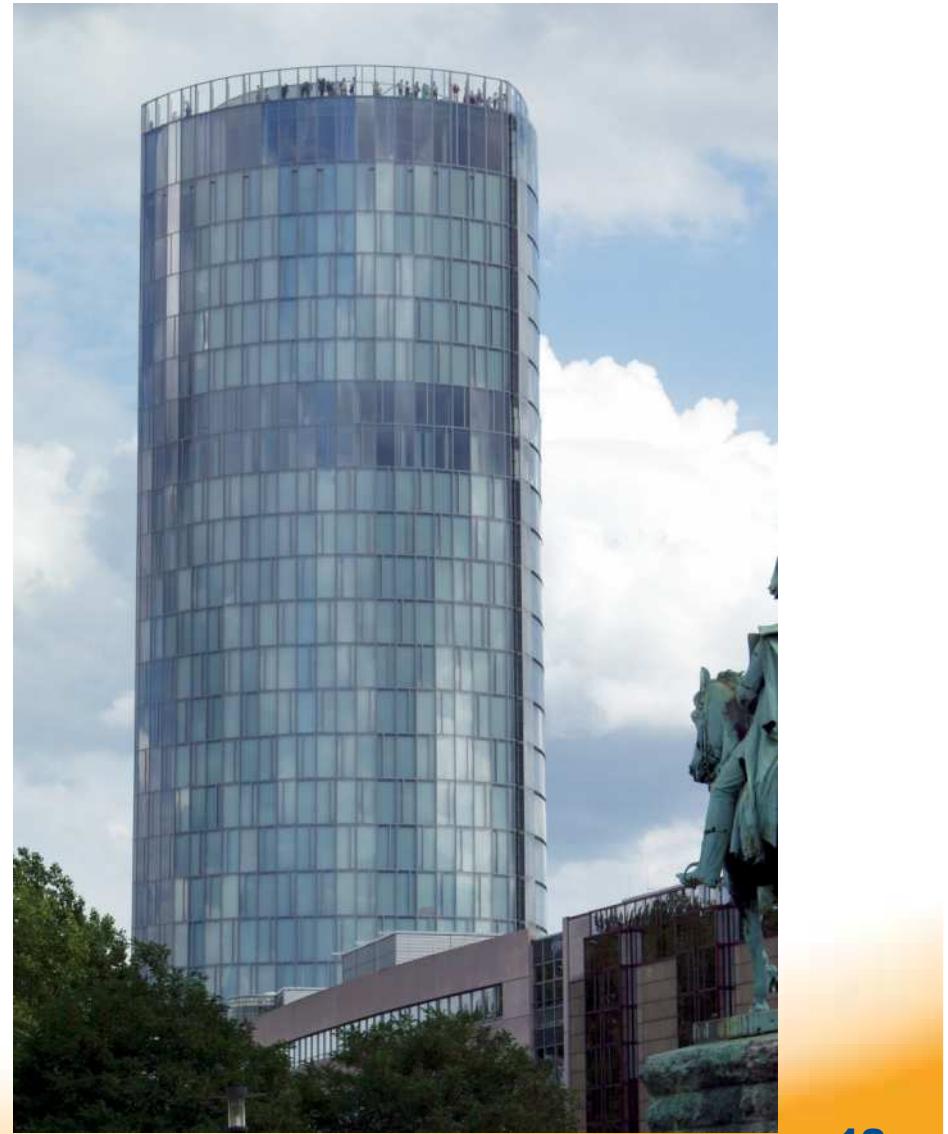


The fate of small ANSPs



How can today's safety be protected
against future regulations?

Towers



ANSPs unite! Go find the critical mass:

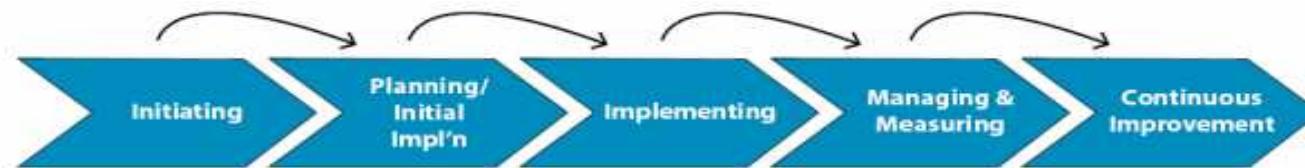


- “Economy of scale”
- Avoid fragmentation of safety activities
- Exchange data, in order to stimulate harmonization of definitions and eventually improve safety
- Cross-ANSP standardisation of the good stuff.
- Use CANSO Europe as platform
- Exploit the power of FABs

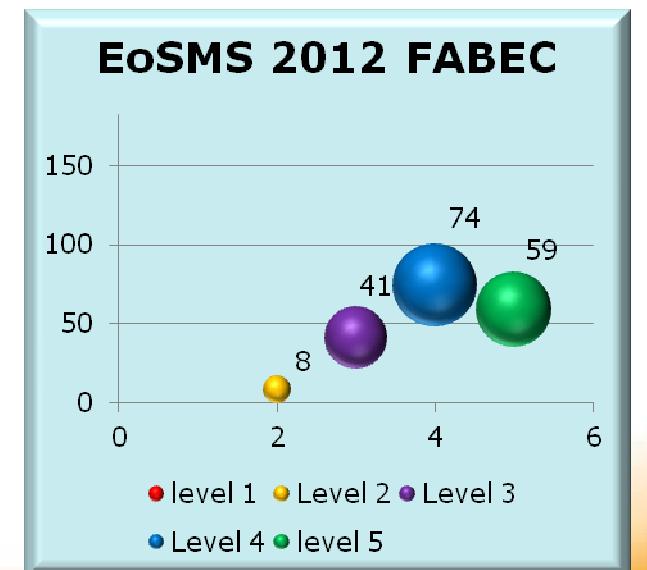
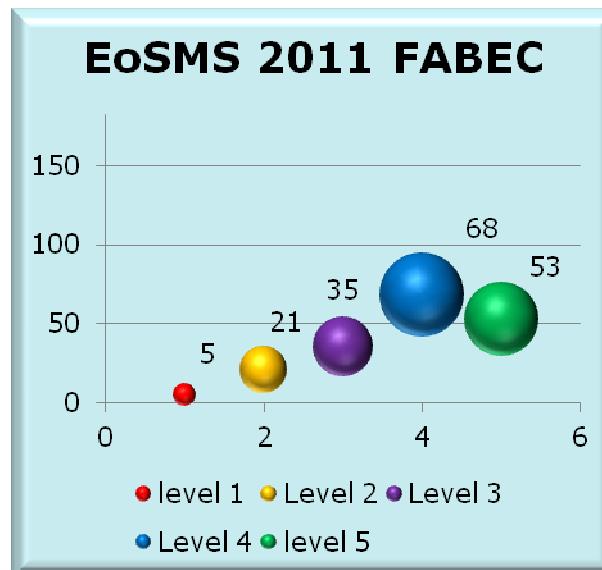
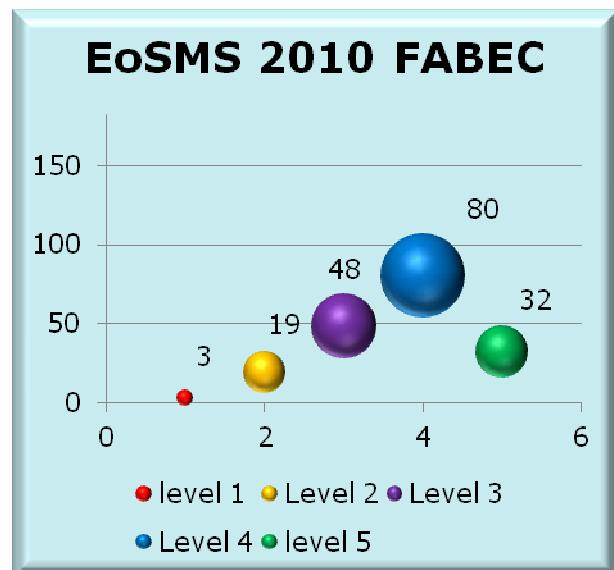
I. Leading indicators

I. 1. EoSMS – part 1/3

(Effectiveness of Safety Management System)



Level 1 => level 2 => level 3 => level 4 => level 5

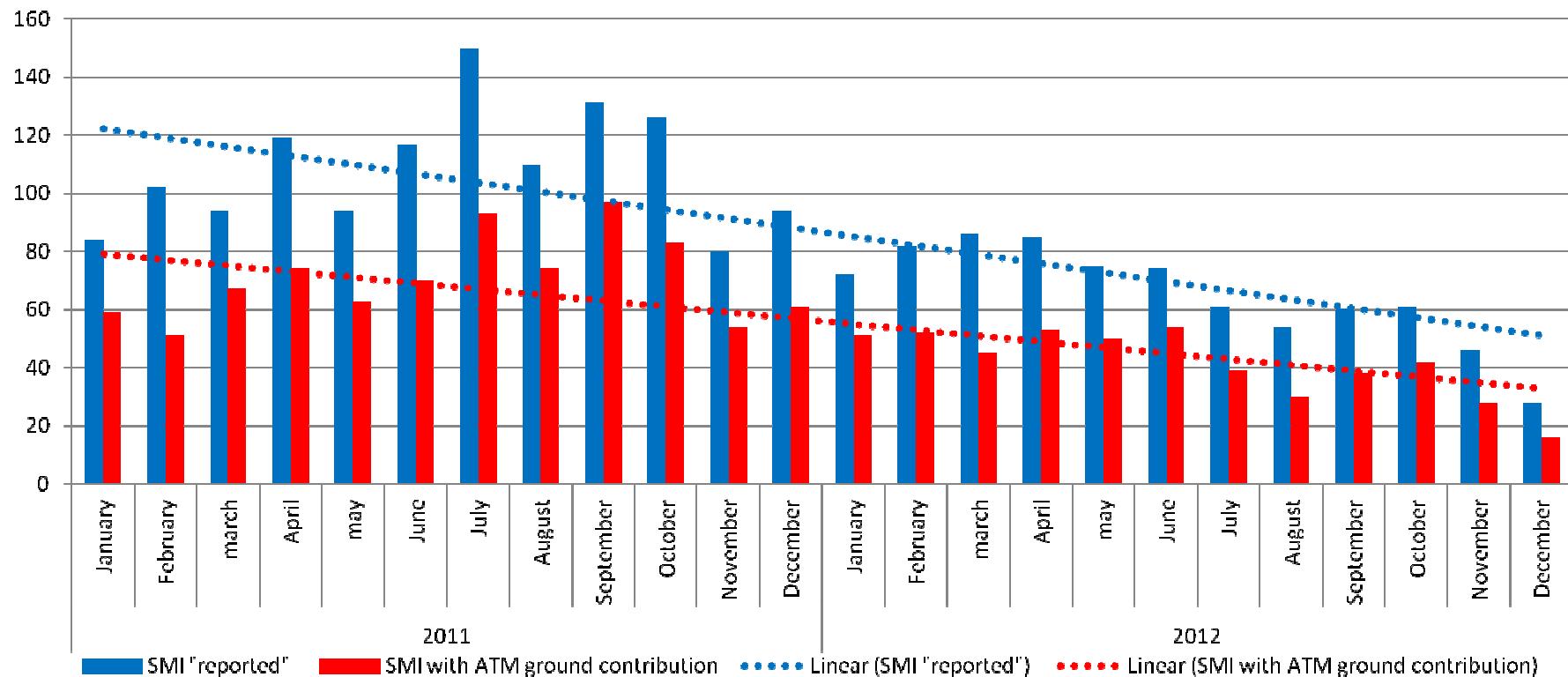


II. Lagging indicators

II. 1. Separation Minima Infringements (SMI)

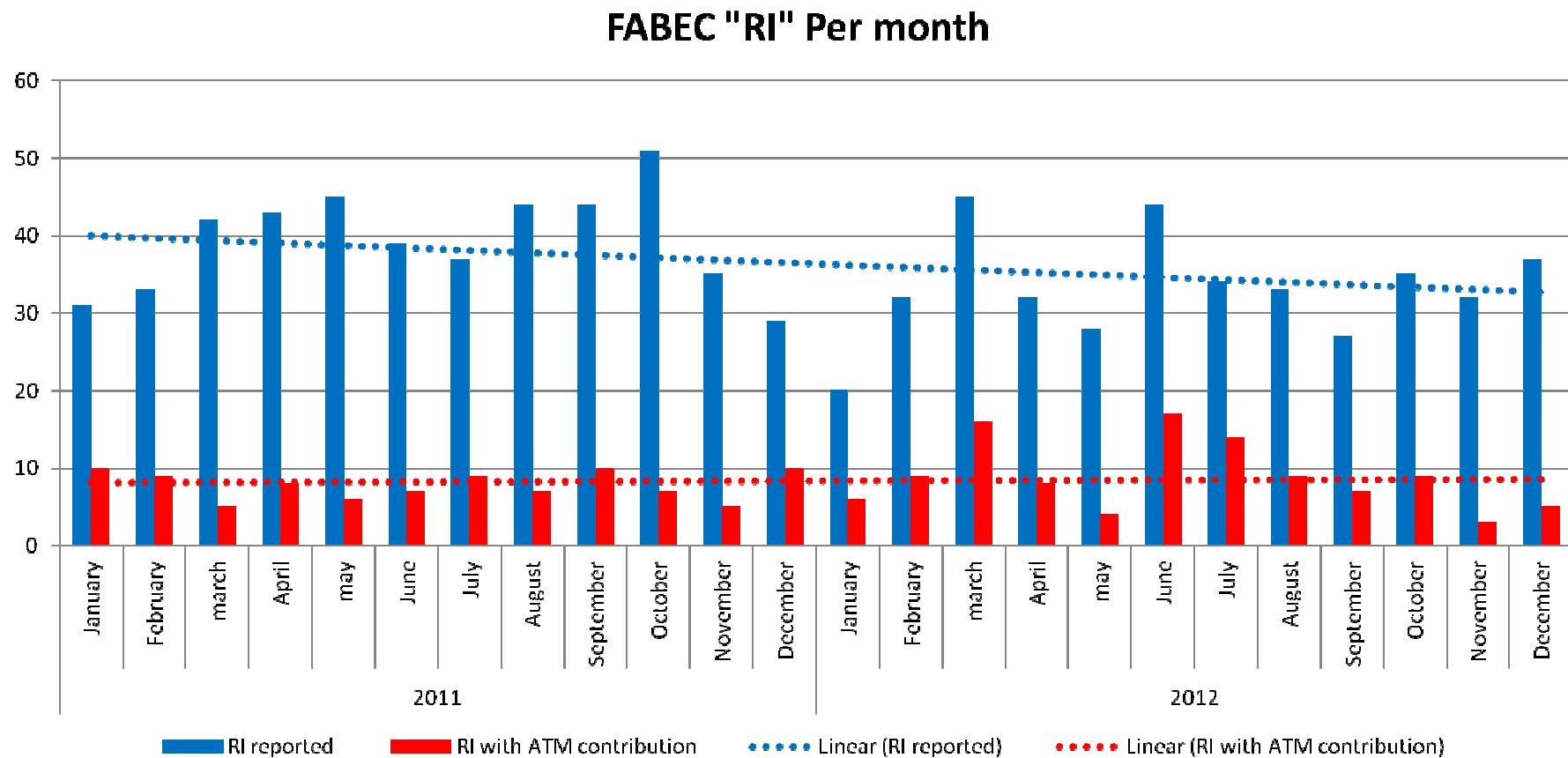


FABEC "SMI" Per month



II. Lagging indicators

II. 2. Runway Incursions (RI)



Size matters: FABEC: Does it work?



- For safety : yes
 - Safety domain is non-competitive
- For influencing rulemaking: no
 - exception: safety assessment

Summary



- Good regulation
 - supports standardization where useful
 - provides safeguard against
 - politics
 - economics
 - supports continuous improvement
 - leaves room for ETTO
 - supports innovation
- Bad regulation
 - consumes resources
 - invites the policing role
 - regulates the exceptions
 - makes rules so dense that it is impossible to comply: we don't even know which rules we are breaking.
 - kills innovation

- ANSPs must unite: VISION → STRATEGY → PLAN
- States must protect ANSPs against overregulation.