



SASI CEOs' Meeting

SASI WS 5-09

29 – 30 October 2009
ICAO European and North Atlantic (EUR/NAT) Office
Paris, France

Cooperative Network Design







WORKING SESSION OBJECTIVES

The main objectives of the session are:

- To present the annual SASI report
- To review the 5 years of SASI and priorities for 2010+
- To study the cost of SMS
- To identify Safety KPIs and how they could be applied
- To look at Governance Principle of Management Systems
- To agree activities to be taken on board by SASI in 2010





WORKING SESSION STRUCTURE

DAY 1 29th October 2009

12.00 – 13.00 **Buffet Lunch sponsored by EUROCONTROL**

13.15 – 13.30 Welcome and Opening Remarks
(ICAO Karsten THIEL, EUROCONTROL Erik MERCKX)

13.30 – 13.50 Collaborative Work ICAO – EUROCONTROL on Safety
(ICAO George FIRICAN, EUROCONTROL Tony LICU)

13.50 – 14.50 SASI Annual Report - 5 years of SASI Project
(EUROCONTROL Gilles Le GALO, Anthony F. SEYCHELL)

14.50 – 15.20 **Break**

15.20 – 16.30 Cost of SMS
(EUROCONTROL Tony LICU,
Compass Innovative Solutions Vladimir GRIGOROV)

16.30 – 17.00 Review Priorities SASI 2010+
(EUROCONTROL Gilles Le GALO, Ivana BUŠIĆ)

19.30 **Dinner sponsored by EUROCONTROL**



DAY 2 30th October 2009

09.00 – 10.30 Safety Key Performance Indicators
(EUROCONTROL Gilles Le GALO)

10.30 – 11.00 **Break**

11.00 – 12.00 Governance Principles of Management Systems
(EUROCONTROL Frédéric LIEUTAUD)

12.00 – 13.00 Finalisation of SASI 2010+ Priorities
(EUROCONTROL Gilles Le GALO)

13.00 – 13.15 Closing the Session and Conclusions
(ICAO Karsten THIEL, EUROCONTROL Erik MERCKX)

13.15 – 14.15 **Buffet Lunch sponsored by EUROCONTROL**





BACKGROUND

The SASI Project (Support for ANSPs for Safety Management Systems Implementation) was set up in 2004 to help ANSPs define and implement Safety Management Systems compliant with ESARRs and SES related Legislation. Over the years EUROCONTROL has provided generic though pragmatic information and guidelines on SMS implementation. This assistance helped to raise the safety maturity level of all participating ANSPs. During 2009 it was noted with great satisfaction that many of the SASI States now have reached and passed the SASI objective of 70% maturity. The success of the Project is to be attributed to all stakeholders, both EUROCONTROL and participating ANSPs.

However 70% SMS maturity should only be seen as a step towards excellence i.e. there is still more work to do. Last year EUROCONTROL presented the second phase of SASI project enhancing SMS now that implementation has reached an advanced stage.

Focussing on how to enhance the implementation of SMS, the elements of the SMS improvements mentioned below were considered as essential:

- Governance Principle of Management Systems
- Safety KPIs
- Cost of SMS

The three issues are intrinsically linked because applying these provisions enables ANSP senior management to identify areas for improvement (KPIs), manage risks reduction processes efficiently (Governance) and make out the cost of SMS. These topics are seen to be crucial to ANSPs in deciding on strategic safety management issues.





GOVERNANCE PRINCIPLE OF MANAGEMENT SYSTEMS

ANSPs are now required to implement various management systems encompassing safety, security and quality in order to comply with regulation EC 2096/2005. Additionally there may be environmental or other legislation that can impact ANSPs. These systems have different goals. The aim of the governance principle is to determine the various ways these management systems can relate to each other, both in their level of integration but also in the identification and resolution of conflicting goals.

These systems need to take into account any organisational component that may have an impact on the ANSP business, including also certification processes. Governance principle will have to look into a process to manage the various risks within the organisation adopting a safety based risk approach.





SAFETY KPIs

ESARR 3 para 5.3.2 and Regulation EC 2096/2005 Annex II 3.1.3 require ANSPs to ensure that methods are in place to detect changes in systems or operations which may suggest any element is approaching a point at which acceptable standards of safety can no longer be met, and that corrective action is taken. EAM3 / GUI1 expands on this requirement and states performance in both operational and engineering activities is to be evaluated as a matter of routine, therefore a number of performance indicators need be defined. The evolution of these indicators would be used to analyse trends and detect unwanted degradation of safety levels.

Populating a composite index or a limited set of safety KPIs with reliable, consistent and high-quality data is key to monitoring the European ATM system's safety performance, compliance with EUROCONTROL's strategic safety objectives and its contribution to aviation safety overall.



The Safety Data Reporting and Data Flow Task Force (SAFREP TF), established by the EUROCONTROL DG, is presenting its third report to the Provisional Council, outlining the results of the activity associated with the development and validation of high-level Safety Key Performance Indicators (KPIs) to measure the global safety performance of the European ATM system and to monitor compliance with EUROCONTROL's strategic safety objectives, encompassing the outcome of SESAR.



COST OF SMS



Only partial information is today available on the real costs induced by the development, maintenance and day-to-day operations of a Safety Management System, including the costs related to the resources devoted to Safety Management activities. EUROCONTROL Agency launched a study to develop a methodology to estimate such costs.

The proposed methodology has been validated with two ANSPs. The first validation exercise was conducted to estimate the overall costs induced by Safety Management activities in the organisation. The second validation exercise aimed to estimate the resources required to introduce a new process in an existing Safety Management System.



SASI IN 2010

The main priorities for next year will be those topics that deserve further joint efforts include Safety Surveys and Safety Monitoring.

Surveys in particular to cover:

- SMS
- Operations
- External services

Safety Surveys provide “snapshots” of a unit or organisation safety strengths and weaknesses. On the other hand Safety Monitoring puts the results of Safety Surveys as well as other SMS processes into perspective in order to identify trends and assess safety performance. This allows an organisation to identify missing Safety KPIs and adjust existing KPIs as required.

Safety Monitoring is the core iterative process that takes all SMS outputs to ensure continuous improvement of the SMS and operations. For that purpose, gathering, analysing and exchanging data on aviation incidents or events forms a valuable part of an ATM safety management system. Given the large volume of data involved, an automatic data monitoring tool is essential. The Automatic Safety Monitoring Tool (ASMT) developed by EUROCONTROL provides automatic monitoring and recording of safety-related events using operational data and contains a powerful database supporting data gathering, consolidation and off-line analysis. ASMT is already in used in a number of countries and in 2010 further deployment is expected with the primary objective to enhance safety and in particular safety monitoring.

In addition to these topics there will also be focus on practical Safety Assessments. Last but not least is the Interface NSA/ANSP. A good deal of preparatory work has been done on this issue and we are confident that we will be able to offer some guidance on it during the course of 2010.

Finally, it is of the utmost importance for the success and to tailor the SASI Project to ANSPs needs that the SASI Executive Board obtains from CEOs feedback on past activities and support for the year to come.





SESSION SPEAKERS

Karsten THEIL, European and North Atlantic Office of ICAO, Regional Director



Current Responsibilities

- His responsibilities include the management of the ICAO EUR/NAT work programme, strategy, stakeholder interface and international relations
- Overview of the implementation of the ICAO Global Plan Initiatives (GPis), the ICAO Global Safety Plan Initiatives (GSIs) and the ICAO Global Safety Roadmap
- Day-to-day support to the 56 States in the area of accreditation of the EUR/NAT Office for ICAO SARPs implementation
- Representative of ICAO in the EC Single Sky Committee and Eurocontrol Provisional Council
- Secretary of the European Air Navigation Planning Group (EANPG)
- Overview of the implementation of the ICAO Global Plan Initiatives (GPis), the ICAO Global

Dr. Erik MERCKX, EUROCONTROL CND Deputy Director Central Management Functions



Current Responsibilities

- Chair of the EUROCONTROL Agency Safety Co-ordination Committee, which aims at improving the strategic coordination between safety management and safety regulation within the agency and to develop the appropriate communication strategy for stakeholders and public
- Chairman of the Eurocontrol Safety Team, representing the Safety Directors of the Air Navigation Service Providers in Europe
- Co-chair of a group of experts to define for Europe a future ATM Safety Performance framework and key Safety Performance Indicators (called SAFREP)
- His accountabilities include further CND strategy, stakeholder relations, business support, international technical relations and quality management
- On behalf of the Agency, he is Champion for the Corporate Social Responsibility programme

Dr Frederic LIEUTAUD, Senior Expert Safety SASI Executive Board Member



Current Responsibilities

- SASI Support to States and actively involved in Safety Improvements Initiatives, developing study and managing working session, providing on site sessions and ensuring surveys coordination
- Support to States For Safety (SIS programme) for Implementation of Safety Management System and Safety Assessment Activities, safety plan, safety cases and safety analyses
- ASMT Project Manager deploying the Automatic Safety Monitoring Tool on site, Managing the ASMT Users Group harmonizing needs and preparing future needs for the monitoring of safety

Gilles LE GALO, Senior Safety Expert SASI Executive Board Member



Current Responsibilities

- SASI Support to States and actively involved in Safety Improvements Initiatives
- SIS Safety Advisor identifying the needs for implementation support in the safety area and translation these needs into a concrete plan of action and implementing the plan of action, in coordination with the Network Development Pillar
- Deputy ESP Programme Manager providing Support and back-up the ESP Programme Manager in all his field of activities

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George FIRICAN, European and North Atlantic Office of ICAO, Deputy Regional Director



Current Responsibilities

- Day-to-day Support to the 56 States in the area of accreditation of the EUR/NAT Office for ICAO SARPs implementation
- Leader of the Technical Team of the ICAO EUR NAT Office in charge of following up the implementation of ICAO work programme, the ICAO Global Plan Initiatives (GPIs), the ICAO Global Safety Plan Initiatives (GSIs) and the ICAO Global Safety Roadmap
- Alternate representative of ICAO in the EC Single Sky Committee and Eurocontrol Provisional Council
- Representative of ICAO in the Eurocontrol Stakeholders Consultancy Group
- Secretary of the EANPG Programme Coordinating Group (EANPG COG)
- Secretary of the NAT SPG Implementation Management Group (NAT IMG)

Ivana BUŠIĆ, Safety Expert
SASI Safety Expert



Current Responsibilities

- Providing safety expertise and support to SASI Coordinator in day-to-day management of SASI Project
- Interface NSA/ANSP Thread Leader
- Coordination of Safety Training activities with IANS identifying training needs, improvements of safety training programme, planning and monitoring the activities for safety management courses
- Support to States for Safety (SIS Programme) for Implementation of Safety Management System

Vladimir GRIGOROV, Compass Innovative Solutions General Manager



Current Responsibilities

- Radar Approach Controller in Sofia ACC
- Participating in various activities related to airspace design, capacity and environment issues
- In parallel of his aviation activities, on behalf of Compass Innovative Solutions Project Manager for major projects like Airspace Infringement Survey, SMS Cost model, SKYbrary content management support

TONY LICU, ND SSHF Activities Manager
SASI Executive Board Chairman



Current Responsibilities

- Safety and Human Factors Activities Manager within the Support and Service Business Area of CND Network development pillar (overseeing Safety and Human Factors short term activities, Safety and HF training in IANS, FEAST service, Training development and harmonisation developments in IANS);
- European Safety Programme for ATM (ESP) Programme Manager
- Secretary of the Eurocontrol Safety Team, representing the Safety Directors of the Air Navigation Service Providers in Europe
- Chairman of the Ad-Hoc Group of SAFREP TF developing Safety KPIs
- Responsible for interface exchange on safety methods, tools and applications with FAA ATO Organisation and sponsor for AP15 on Safety R&D between EUROCONTROL and FAA

Anthony F. SEYCHELL, Senior Expert Safety
SASI Coordinator



Current Responsibilities

- ESP Activity Field 1 Thread Leader
- Day-to-day Management of SASI Project by compiling the annual schedule of activities after consultation with ANSPs and managing the delivery of the SASI activities (working Sessions, Training Sessions and Coaching on site)
- SASI SMS Instructor
- Support to States For Safety
- Operational Support to Skybrary



NEXT SASI EVENT

SASI WS 4A-09

Contingency Planning

24 – 26th November

Hilton Hotel, Nicosia

Cyprus

*“Never missing a chance
to enhance safety”*

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Website info

http://www.eurocontrol.int/safety/public/standard_page/sasi.html

www.eurocontrol.int/esp

SKYbrary – the single point reference for aviation safety knowledge

<http://www.skybrary.aero/landingpage/>



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