

Conclusions and next steps

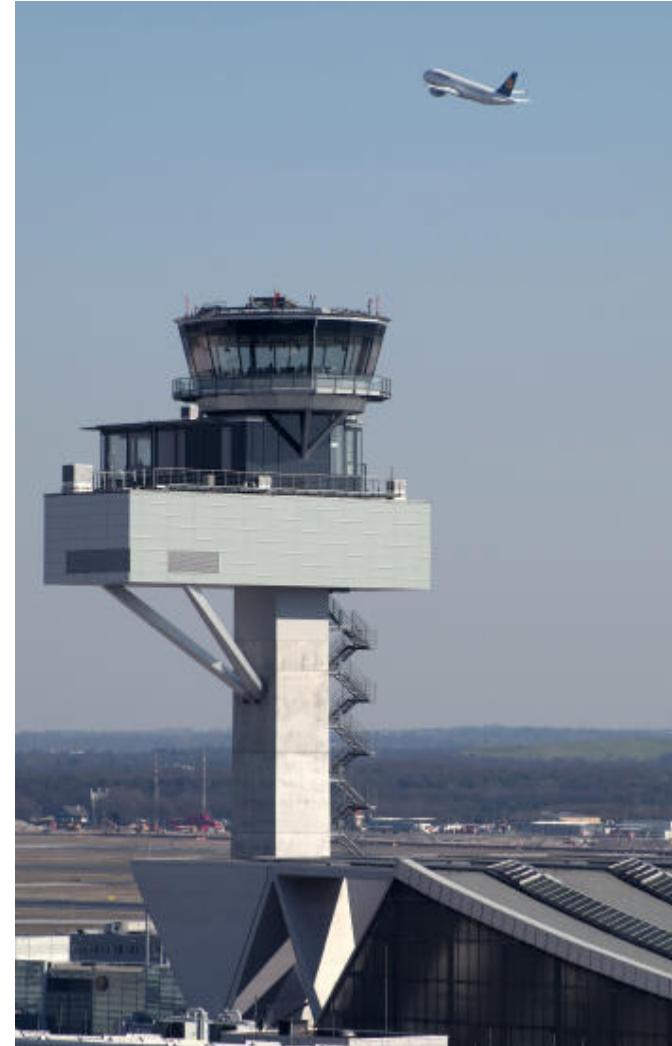
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The European Organisation for the Safety of Air Navigation

Facing the challenges

- Setting strategic safety goals and measures needs to be realistic enough
- Safety action plans at unit level for improvements and risk mitigation
- Adhering to safety requirements
- Safety-assessed ATM technology
- Contributory factors
- Cultural differences
- Temptation of benchmarking



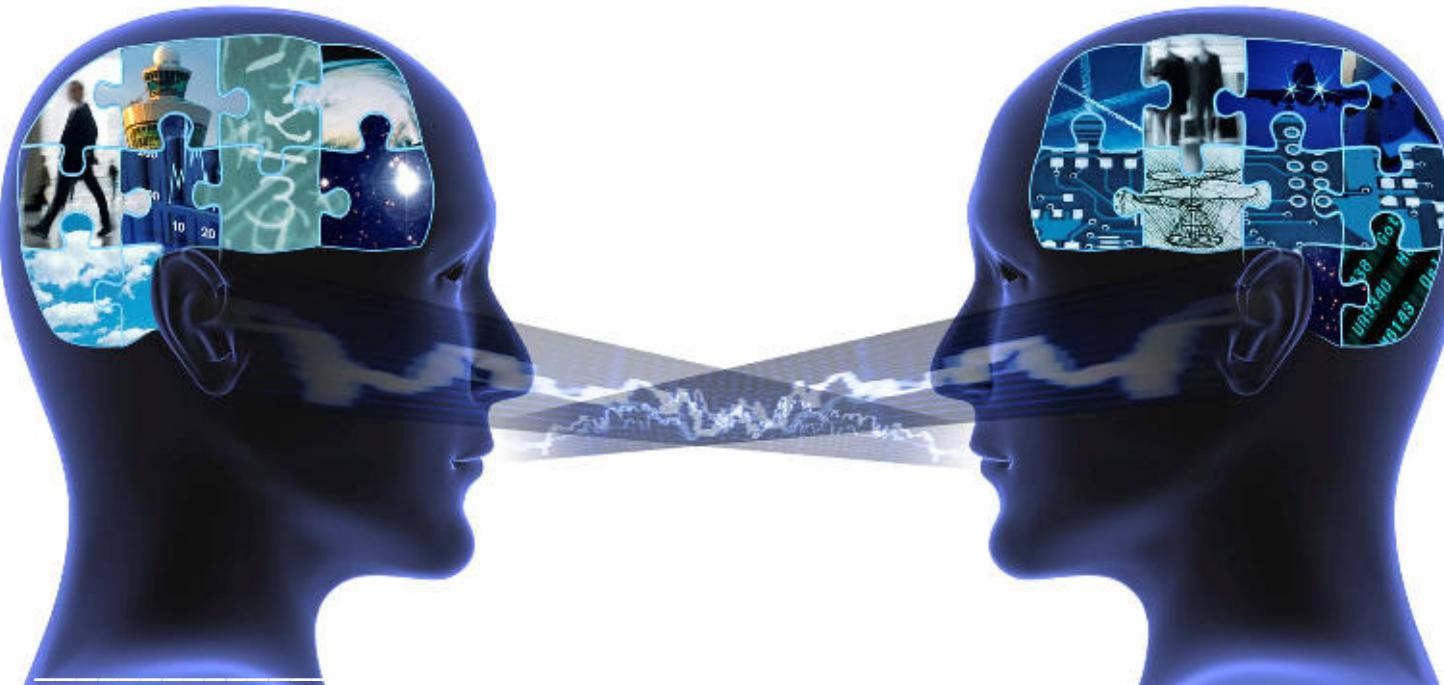
Facing the challenges

- Harmonization of specific applicable rules and procedures needs to be a continuous process, due to:
 - external factors:
 - objective factors at national level:
 - different legal and institutional frameworks;
 - language differences;
 - differences between the necessary resources;
 - variation in time between what is needed and what is available in terms of resources at NSAs level;
- Time interval for consultation is very limited (3 months within EASA);

Communication
is the key

...will be good if:

- **one party knows what the other needs, and if**
- **it is structured and consistent**



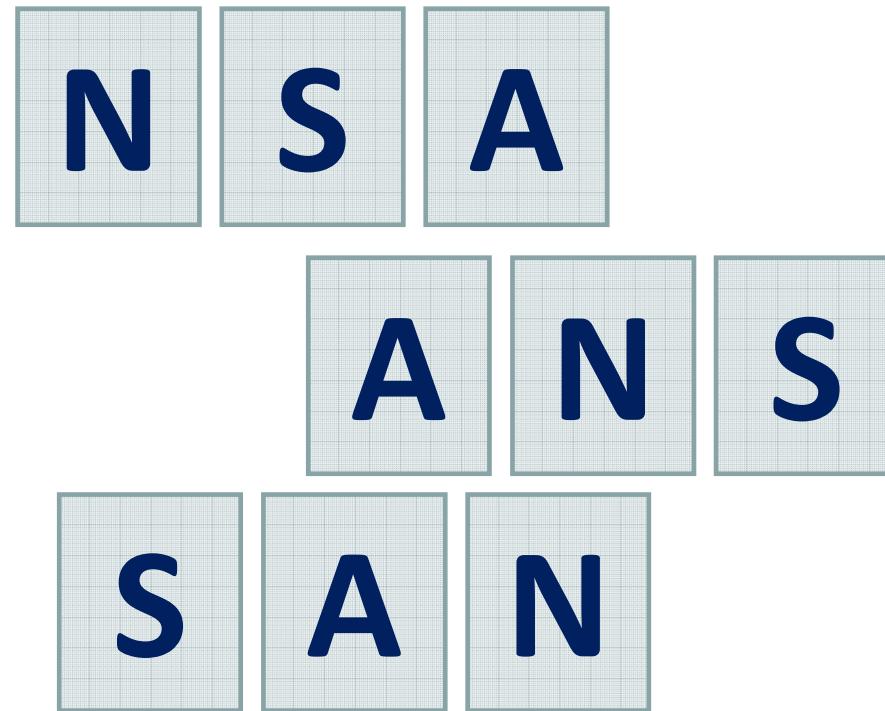
Most practices listed in the Report are in one or the other way linked to the above

Politically or Business driven targets?

- Politically driven change through legislation [SES and EASA]
 - **Good:** Achieves a level playing field across Europe
 - Better standardisation for Airlines
 - **Bad:** Makes us expensive compared with some parts of the world
 - One size does not fit all



Key letters for ATM Safety



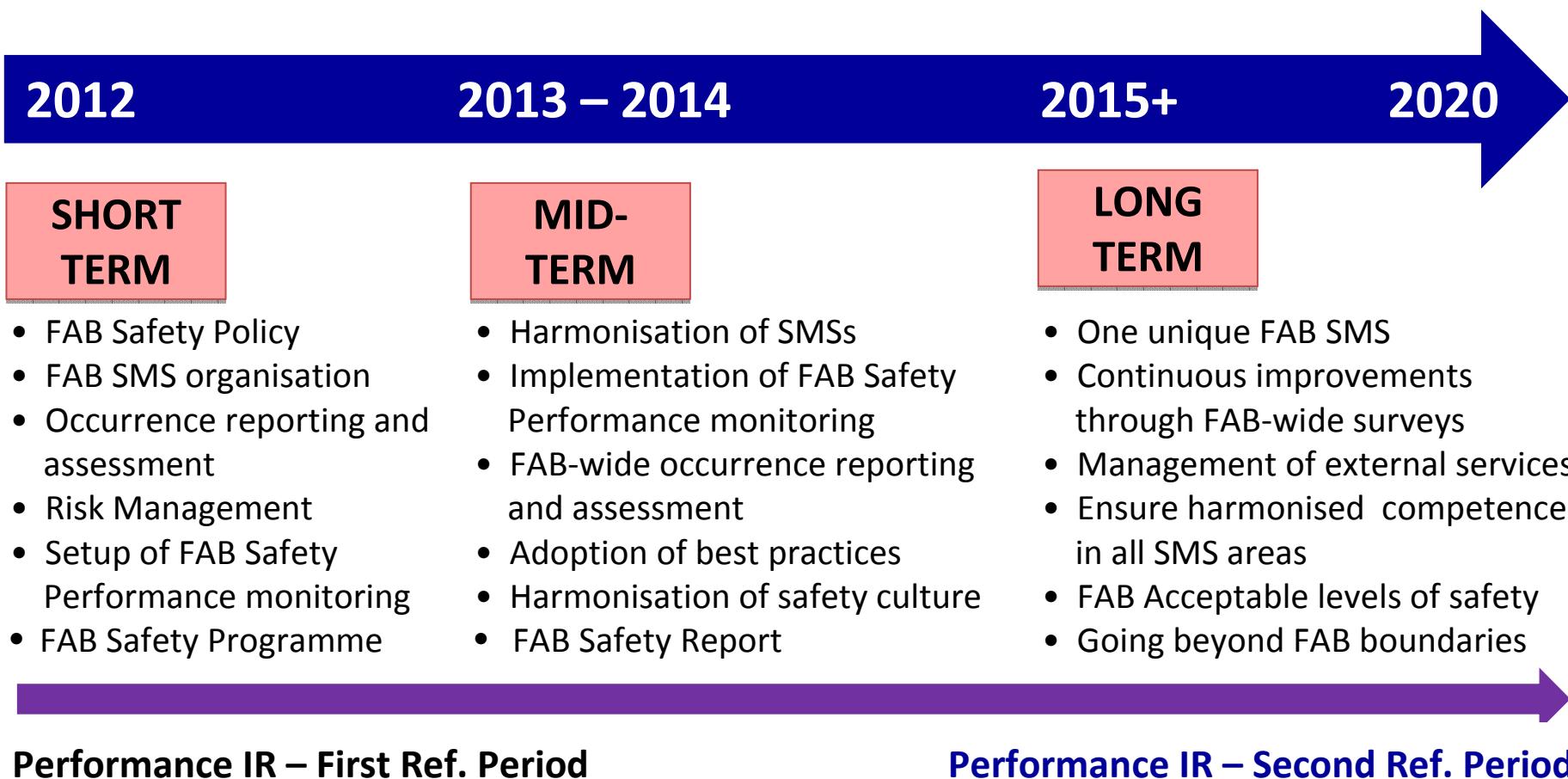
NSA + ANS P(artnership) = SAN
Safe Air Navigation

SMS Roadmaps in FABs

- Common safety policy;
- accident/incident investigation arrangements; safety data collection, analysis and exchange;
- clear arrangements in respect of responsibilities, interfaces in respect of
 - setting of safety targets,
 - safety oversight,
 - accompanying enforcement procedures;
- harmonisation of SMS activities;
- performance of all necessary safety assessments (e.g. before introducing operational changes)
- appropriate safety assessment documentation („safety cases“)

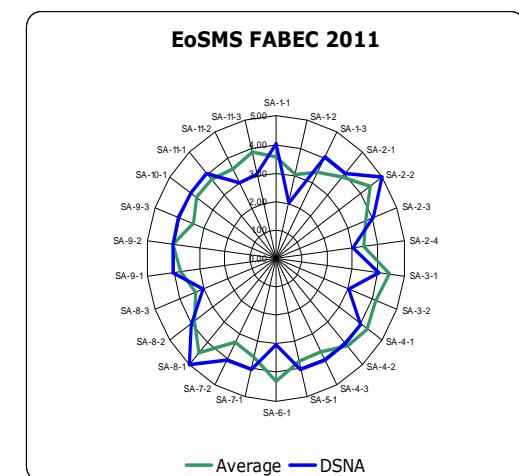
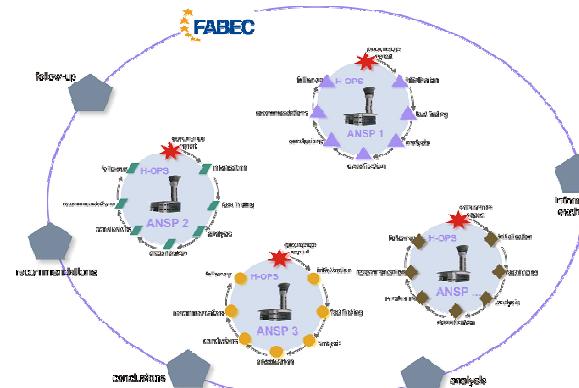
FAB SMS roadmap...

...action plan aligned with the reference periods of the
performance regulation...

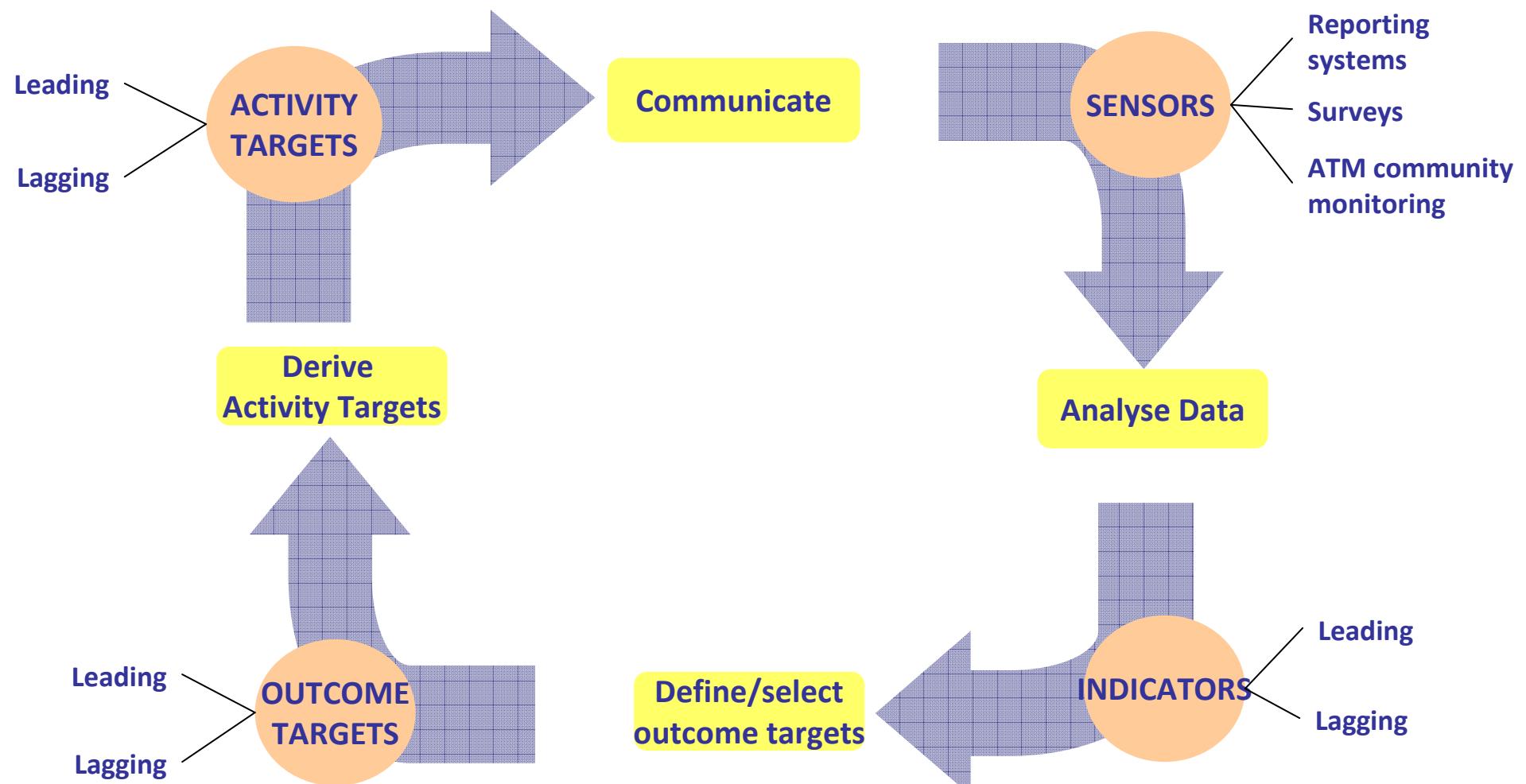


Building a common safety culture

- Exchange of safety data :
 - Safety events
 - Lessons learnt ?
 - Recommendations ?
- Safety performance measurement and improvement
 - Automatic reporting
 - Robust indicators
 - Needs to be based on a mature just culture at ANSP level and at NSA level



Safety Monitoring Loop



Safety to-do list

- EC to integrate safety as a performance indicator
- NSAs to create a single point of contact per FAB
- FABs to create a single safety management system
- ANSPs to start the process
- all of us to live and practice safety

Safety is good for ATM business!

- The management of ATM services requires managing many business processes
- Safety Management is a core ATM business function and constitutes a management challenge
- Safety and efficiency are positively linked
- The Safety Management is not only allowing ANSPs to accomplish their legal responsibilities but it is definitely providing significant business benefits.

Conclusions

- SMS is definitely providing significant business benefits to ANSPs as it is an efficiency driver
- To get an effective SMS a cultural change in an organization is required
 - We need to keep the pace to complete all the Safety Culture measurements by end of 2013;
 - Will need to start looking at multi-culturalism in FABs and across FABs
- In aviation Safety of operations shall be the objective behind every action and decision by both those who oversee procedures and those who carry them out



Interface SP / Reg in Europe is complex

- National : NSA / ANSP & Airports
 - Regional : FAB
- Network : EC & EASA / Network Functions

This complex structure must be

- Workable
- Focus on main risks
- Ensure separation
- interact proactively
- Develop a strong safety culture

Deployment



[ES]² 2012 Programme

FOCUS ON FAB

SMS from the local perspective to the FAB

THEMES	CONTENT	TARGET AUDIENCE	DATES	LOCATION
<i>WS 1-12 FAB Performance Monitoring</i>	Daily performance to Annual performance RAT, APF, ASMT, Maturity, Training, interface between ANSPs and NAAs	Safety WP Leaders, Projects Managers, Safety Managers, Safety Specialists (OPS & TECH), NAA, EC, EASA, PRU	09-10 May	Zagreb Hosted by CROCONTROL (TBC)
<i>WS 2-12 FAB Just Culture</i>	Just Culture, Regulatory framework, Reporting & Investigation, Exchange of data, Training aspects, interface between ANSPs and NAAs on Just Culture	Safety WP Leaders, Projects Managers, Safety Managers, Legal experts, Lawyers, Judicial authorities, NAA, EC and EASA	19-21 September	Istanbul Hosted by DHMI
<i>WS 3-12 FAB Safety Survey</i>	Safety Surveys: Operational survey and day to day operations, Technical survey, Building survey, Safety Culture Survey. Training aspects of Safety Surveys	Safety WP Leaders, Projects Managers, Safety managers, safety Specialists (OPS & TECH), EASA	20-22 November	Luxembourg IANS/DNM Training - Hosted by EUROCONTROL
<i>WS 4_12 CEOs Meeting Focus on preparation of RP2</i>	Annual [ES] ² Report & Priorities for 2013 FAB lessons learnt, Issues & Concerns, Implementation Status, Preparation to the RP2 second ref. period and Safety Culture	CEOs, Projects Managers, Safety Directors, Safety Managers, OPS Directors.	Date TBD Feb/Mar 2013	Bled Hosted by SLOVENIA CONTROL