



Regional Cooperation Activity

SAFETY BEYOND BORDERS

ES2 Workshop

Rome, 22-23rd May 2014



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FABs aim for...

Improvement... Doing things **better** and **more efficiently** through synergies, better coordination and sharing of knowledge, lessons learnt and best practices

Harmonization.. Offering the **same level of service** across an area much beyond our national boundaries and traditional flight information regions



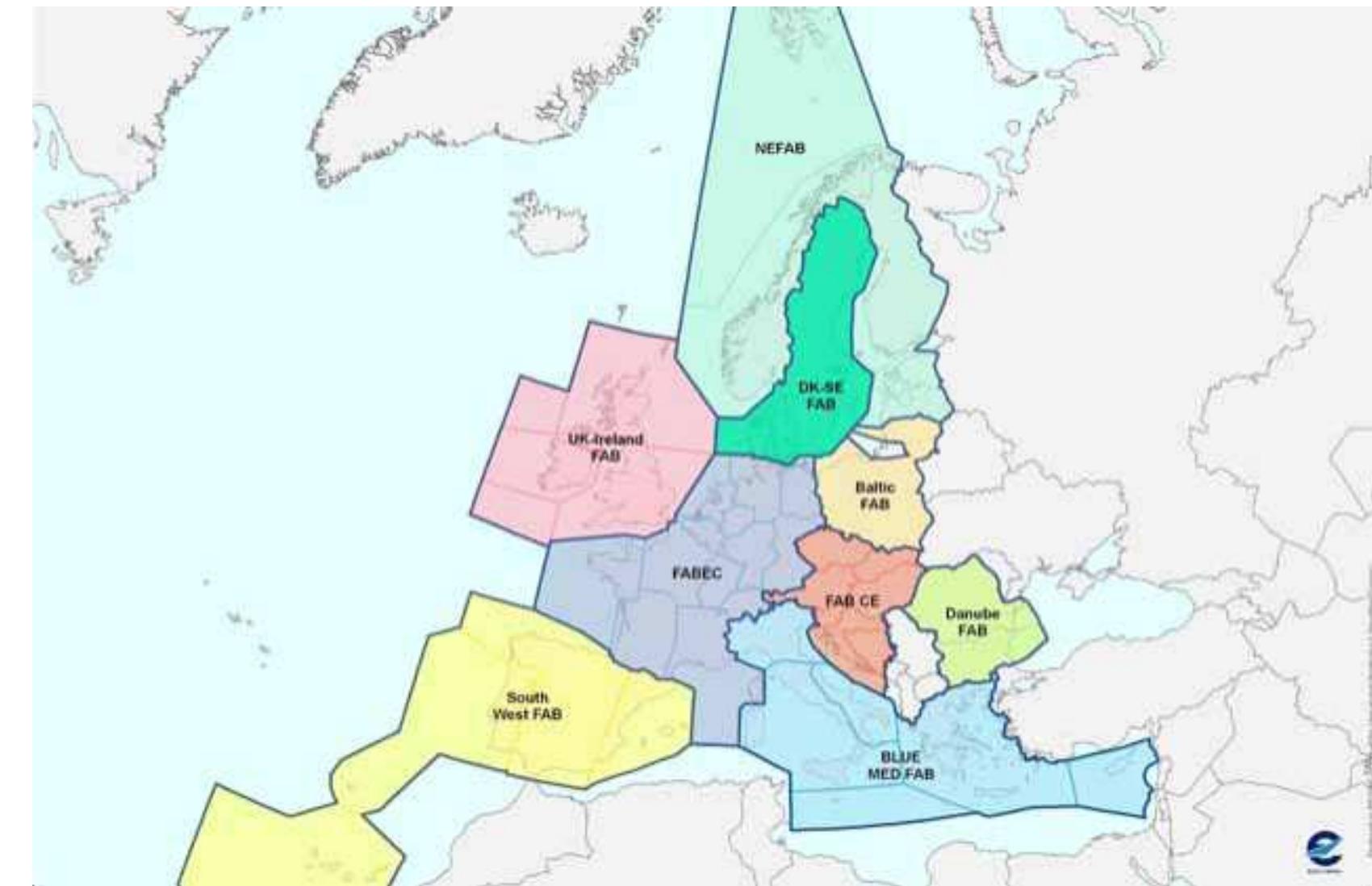
BLUE MED is...

... a Functional Airspace Block aiming towards regional ATM development and harmonisation in the Mediterranean area...

It comprises four EU partner-states: Cyprus, Greece, Italy and Malta...

...neighbouring third countries which are interested in associating with the FAB include Israel, the Lebanon, Egypt, Tunisia, Libya, Albania



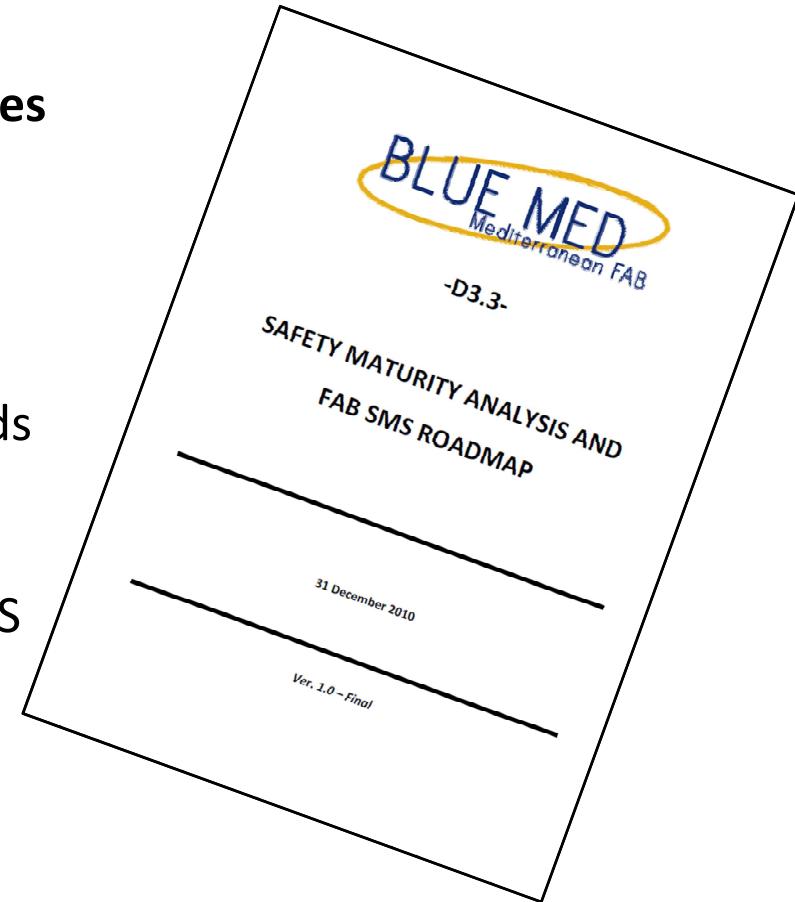


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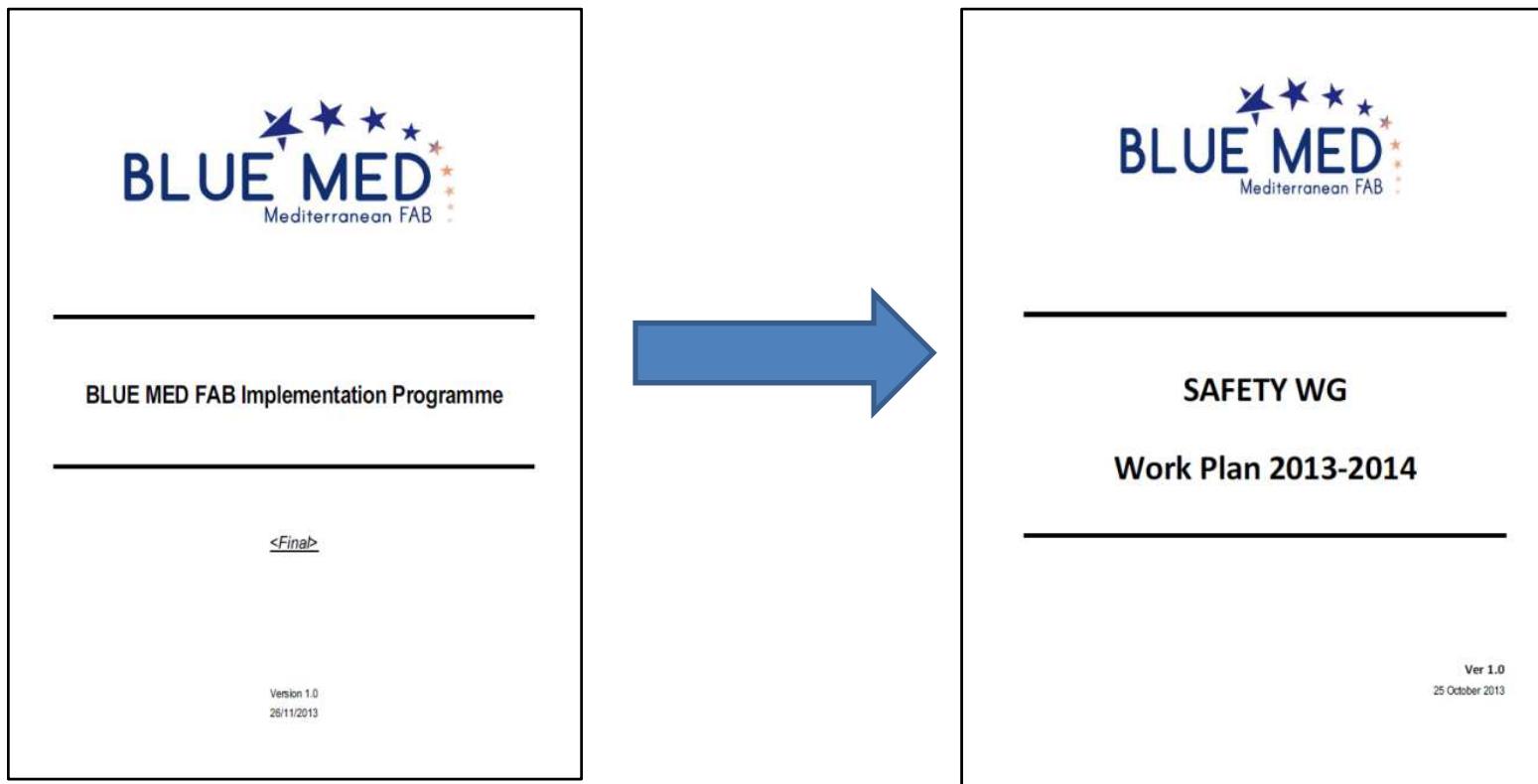
Work done is a continuation of previous phase...

5-year SMS roadmap with a series of activities
which will lead to higher harmonisation...

...describes the safety management standards
and processes for handling FAB-level
operational changes and improving local SMS
activities...



Currently work is done on the basis of a shorter-term,
2 year Work Plan...



Safety WG Work Plan...

- Contains the priority activities, associated with defined milestones and time framed deliverables
- Concentrates around four main areas:
 - FAB Safety Policy
 - Occurrence Reporting and investigation
 - Safety assessment for FAB related changes
 - FAB Safety performance monitoring



...activities
must provide
added value



Safety WG Work Plan...Safety Policy

Objective: to adopt a FAB Safety Policy which conveys the values and commitments to aviation safety by all the States in the FAB

It will give the assurance that BLUE MED FAB will apply:

- The highest safety standards
- All applicable regulatory requirements
- Adherence to International standards
- The adoption of proven best practices
- A continuous improvement operating principle
- Just culture and encourage the reporting of occurrences
- Operations within a safety culture environment



Safety Policy

BLUE MED FAB puts safety first. Its goal is to contribute to the aviation industry's efforts to continually improve its high safety standards and, in this regard, it will afford safety the highest priority over commercial, operational, environmental or social pressures and constraints.

The BLUE MED FAB principal safety objective will be to ensure that the safety performance of the involved States is maintained and, in so far as practicable, improved. BLUE MED will aim towards minimising the contribution to the risk of an aircraft accident or incident as far as reasonably practicable while continuing to provide an efficient service.

BLUE MED will strive to be a safety leader among FABs, either through innovation or through the adoption of best practices.

The BLUE MED States will cooperate to address any safety concerns identified in the FAB whilst, at the same time, they will promote a proactive safety attitude among its staff.

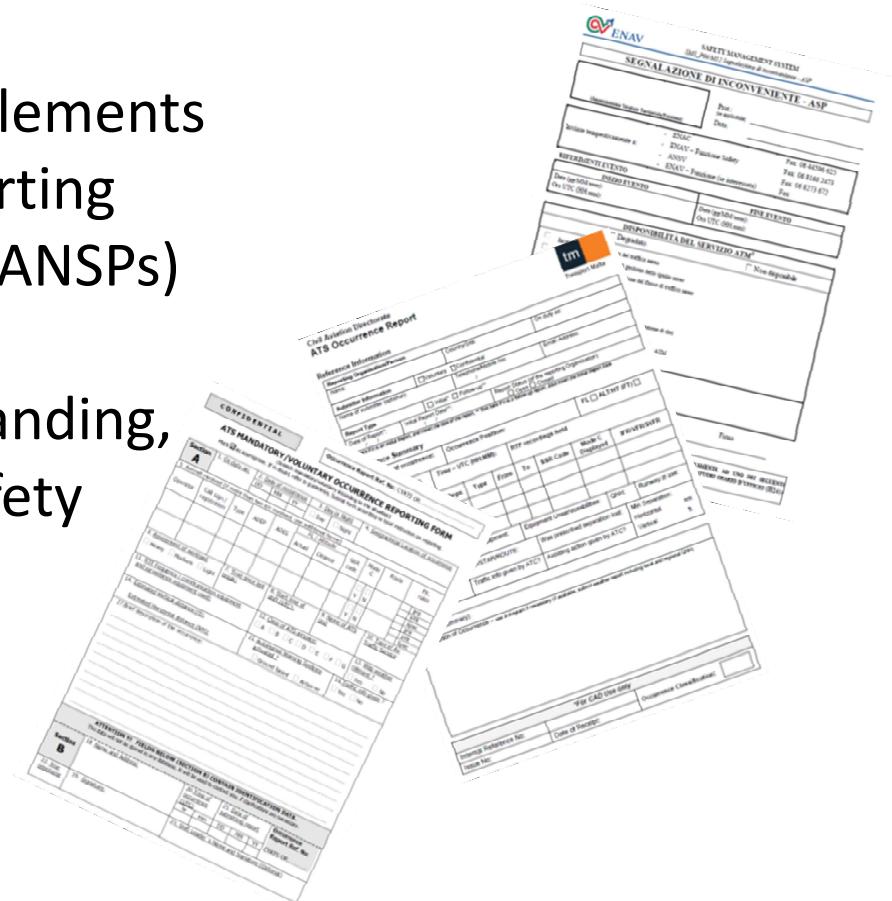
Commitment to safety will be clear and transparent to the users of air navigation services and, in this respect, BLUE MED will address both the service provision and oversight aspects of safety as required by the relevant SES legislation.



Safety WG Work Plan...Occurrence Reporting and investigation

Objective: to define the essential elements of a standard FAB occurrence reporting form (will be mandatory for all BM ANSPs)

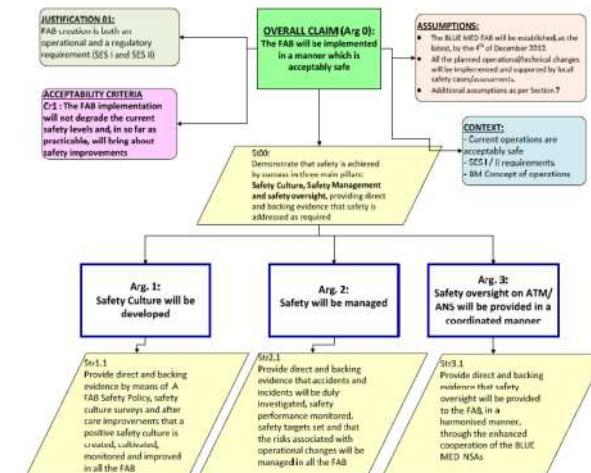
Also... to provide common understanding, definitions and classifications of safety events




Safety WG Work Plan... Safety assessments at regional level...

Objective: to adopt a common (FAB) definition of **what is an ATM functional change** and to agree on a common way forward at FAB level applying agreed best practices

Also, to agree and adopt an **initial safety assessment process** for FAB-wide ATM changes



Safety WG Work Plan...

Safety Performance Monitoring

Objective: to define a process by which Key Performance Indicators are monitored and to report the results of the monitoring process to the BM Governing Board

The ultimate goal will be to ensure that the targets set within the FAB Performance Plan will be monitored and thus achieved...



The process is being tackled in compliance with (EU) 390/2013 *laying down a performance scheme for air navigation services and network functions*



Safety WG Work Plan...

...first practical results...

...Update of FAB Safety Policy completed and endorsed by NSAC...

...Safety section of the FAB Performance Plan completed and delivered for consultation...

Ref	KPI	KPI sub-elements	EU Target		Responsible entities per State												FAB TARGET							
			2017	2019	CY			GR			IT			MA										
1	Effectiveness of Safety Management ¹	States/ NSAs	---	C ² (all MOs)	Cy NSA					ANNUAL TARGET PER ENTITY					ANNUAL TARGET PER ENTITY					15	16	17	18	19
					15	16	17	18	19	15	16	17	18	19	15	16	17	18	19					
			---	D ³ (all MOs except Saf. Cult.)	DCAC					HCAA					ENAV					MATS				
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			---	C (Saf. Culture)	DCAC					HCAA					ENAV					MATS				
					15	16	17	18	19	15	16	17	18	19	15	16	17	18	19	15	16	17	18	19
			NOTES:		The local effectiveness of safety management (i.e. on the FAB level) is defined as the minimum level of the effectiveness of safety management of all FAB states. ⁴ This principle is applicable for both for Overall Maturity Level and Maturity Level of each MO																			



Collaborative approach to problem solving...



*By organizing occasional
meetings...*



Collaborative approach to problem solving...



*Remote meetings through
the use of software tools...*



And.....

Assisting each other to achieve planned objectives

We discuss, argue, plan and act



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Finally...

...some pan-European issues...

Safety metrics for the FABs...

e.g. Measuring SMS maturity at FAB level.

The current surveys are focused on national organizations but very little is being examined as to how the FABs manage and improve safety...

What about metrics such as degree of harmonisation in Occurrence Reporting or on a FAB process for safety assessing cross border area changes ?



Finally...

...some pan-European issues...

Safety metrics for the FABs...

Consistency between the Management Objectives of the ANSP ECTL/CANSO/EASA survey and the Management Objectives required by (EU) 390/2013 needs to be improved (at the moment, to associate the two, you have to do a mapping exercise, following EASA AMCs)



Finally...

...some pan-European issues...

Safety metrics for the FABs...

Just culture: ...the regulation is very vague as to how to respond to the mandatory indicator... More guidance needed...



Thank you...



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