SMS Best Practice/Good Practice Submission			
State whether this is a Best or Good Practice:	**Good Practice**		
ANSP	United States, FAA/ATO	Date of submission	7/11/2025
Contact Details			

SoE Study Area	8.2 An Organisation-Wide Improvement Process based on Occurrence Investigations, with Measurable Results.
BP/GP title	Partnership for Safety / Local Safety Council – Safety Data Portal and Air Traffic Control InfoHub
In use since	2013
ANSPs using this practice (for BP specifically)	United States, FAA/ATO
Key Words	Partnership for Safety, Local Safety Councils, Safety Data Portal, InfoHub

Updates are highlighted in Yellow.

The Partnership for Safety (PFS) program encourages local Air Traffic Control (ATC) personnel to discuss and resolve safety concerns in partnership with management and the air traffic controllers union at each facility. The PFS program provides facility-centric data to the Local Safety Council (LSC) within each facility. A union facility representative and a management representative partner to lead the LSC, which is composed of frontline ATC employees. The LSCs meet at least once per month, and participants are trained on the use of the PFS tools.

Topics for discussion at the LSCs are prepared collaboratively using information gleaned from Voluntary Safety Reporting Programs (VSRPs). As part of the feedback loop on issues identified through voluntary safety reports, the PFS Program Office works with a national union representative assigned to the program to prepare discussion materials on national trends. The discussion materials may be adapted to facilitate conversations on trends that pertain to each facility. The LSC Leadership Team can also decide to add facility-specific items to these monthly safety discussions.

There are two data reporting tools used by the LSCs: the Safety Data Portal and the ATC InfoHub. The Safety Data Portal makes safety data for each facility available to the LSC, empowering the council to focus on facility-specific issues. The Safety Data Portal is a web-based database that contains information on safety trends and facility-specific data gathered from various sources, including:

- VSRP Air Traffic Safety Action Program (ATSAP) reports,
- Confidential Information Share Program (CISP),
- Mandatory Occurrence Reports (MORs) filed by management,
- Electronic Occurrence Reports captured through automated reporting and detection systems,
- Air traffic surveillance data,
- Flight plan data from the Federal Aviation Administration's (FAA's) National Offload Program, and
- Meteorological data from various sources.

This level of analytic capability, backed by facility benchmarks, puts a vast amount of data in the hands of the frontline employees. The Safety Data Portal contains automated analysis tools that provide the status of various trends. It also includes daily facility overviews (e.g., traffic counts, weather reports, traffic management initiatives, runway use, and missed approaches). As part of the portal, the Air Traffic Organization (ATO) has a dashboard that displays safety data in simple, easy-to-understand charts and graphs. In addition, the portal contains tools that are capable of comparing data across similar facilities to identify trends in safety categories and causal factors. This allows an LSC to compare their data with a facility similar in type and size. The Safety Data Portal contains surveillance, safety reporting, weather, and operations metrics for over 300 ATO facilities. It also includes ATSAP, limited CISP, and MOR data for all participating facilities.

The Safety Data Portal supports LSCs in their efforts to identify and mitigate hazards that may have otherwise gone unrecognized until after a serious incident. For example, one facility discovered that what seemed to be isolated incidences of planes overshooting the final approach course was actually a trend of this issue at that facility. Once the trend was identified, the LSC was able to take action quickly and effectively. The result was a significant decrease in these events.

The ATC InfoHub allows LSCs to track local safety issues and their associated actions. Once an issue is resolved at the local level, the LSC can choose to publish their experience on the ATC InfoHub at the national level and share it as a best practice. The LSC can also view issue mitigation strategies used by other facilities in the ATC InfoHub which allows facilities to learn from each other. This allows LSCs to share information between facilities and resolve similar safety issues. In the example above, the ATC InfoHub helped the facility to track the issue. Using the ATC InfoHub, they were able to identify the risk, describe mitigation plans, and

assign tasks to members of the LSC. Together, the Safety Data Portal and the ATC InfoHub are valuable tools for LSCs to identify and resolve safety issues at the local level.

In 2021, the tools were expanded to include Alaska Flight Service.

Response to the 2020 questions:

1. **How does the FAA measure the success of the tool?**

   Success is measured by taking live inventory of the actual safety success stories created by the LSC as we feature them monthly using our newsletter and webinars. Additionally, we utilize the participation number of controllers, supervisors, and managers that attend the two monthly PFS training/webinars. Every facility's active LSC members receive an invitation to attend the PFS monthly webinars, but anyone can attend. Another measurement of success is the number of controllers, supervisors, and managers that indicate in the Comprehensive Electronic Data Analysis and Reporting (CEDAR) database that they have discussed the monthly Safety Awareness for Excellence (SAFE) Discussion Sheets. Success for the PFS program is on a continuum. PFS also does a monthly survey where we routinely collect feedback on the success of the program from individual members. The PFS program must maintain a high level of visibility, as ATC facilities have many facets to their operations and demands placed upon them. Communication through Service Area ATC leadership is also critical for reinforcing the mission of the PFS program and the important role it plays in safety in the National Airspace System.

2. **Given that the LSC can publish data at the national level, what controls are in place to provide oversight of consistency?**

   The ATC InfoHub is a means for LSCs to share experiences, best practices, and trending information with other LSCs. As such, oversight for consistency is minimal to encourage the sharing of information; however, the SAFE Discussion sheets allow for consistent communication of trends. CEDAR allows the national PFS team to view the percentage of SAFE Discussion Sheets that have been completed by each Service Area and facility. These percentages are monitored on a weekly, monthly, and quarterly basis. In addition, we track the analytic use of the ATC InfoHub and Safety Data Portal.

By submitting this document, your organisation is willing for the proposed Best or Good Practice to be shared with other ANSPs.

For Best Practices, this document should be sent together with the SoE in SMS questionnaire, to: soe_2024@eurocontrol.int **by 30th June 2024 at the latest**.

Submissions for consideration as Good Practices may be sent by the above date. They may also be identified during the survey interview sessions with the assessment team, following which a Good Practice submission document will be requested.