



Operations: Safety

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making the difference ...



Safety Performance Plan



- Safety Key Performance Indicators
- Effectiveness of SMS
- Severity Classification of the Risk Analysis Tool
- Just Culture
- FABEC Safety Objectives
- Data Aggregation
- Data Display
- Data Monitoring
- RP1: Objectives

Is the FABEC airspace safe?



HOW TO MEASURE SAFETY?

- Number of accidents?
- Number of incidents?
- Is it sufficient?
- Do those figures means that we are safe?
- Different definitions, tools or methodologies,...

RP1 shall be used to solve those identified issues.

Key Performances Indicators



EC Regulation 691 / 2010

- (a) The first national/FAB safety KPI shall be the **effectiveness of safety management** as measured by a methodology **based on the ATM Safety Maturity Survey Framework**.

- (b) The second national/FAB safety KPI shall be the **application of the severity classification of the Risk Analysis Tool** to allow **harmonized reporting** of severity assessment of :
 - (a) **Separation Minima Infringement (SMI)**,
 - (b) **Runway Incursions (RI)**,
 - (c) **ATM Specific Technical Events (ATM-STE)**

(c) The third national/FAB safety KPI shall be the **reporting of just culture.**

HOW TO CONVERT EC-KPIs INTO SMART* FABEC KPIs?

* Specific – Measurable – Achievable – Relevant - Timely

PI1 : Effectiveness of SMS



The Safety Framework Maturity Survey establishes the **extent of progress made at FABEC level** with respect to the introduction of ATM safety management systems

The maturity survey is an instrument based on **self-assessment questionnaire** that can be verified by a neutral body (e.g. NSA for ANSP)

The whole methodology has been reviewed and brought up to date to be in line with ICAO and European safety requirements. **The revised methodology is in force from 2010 onwards.**

PI1 : Effectiveness of SMS



The overall status of ATM safety management is assessed through the review of a number of key elements of safety management (or “**Study Areas**”).

- **Safety Culture (Positive and Proactive,...)**
- **Safety Policy (Safety Responsibilities,...)**
- **Safety Achievement (Competencies,...)**
- **Safety Assurance (Safety monitoring,...)**
- **Safety Promotion (adoption/sharing of best practices)**

FABEC Performance Plan



For Safety PI1, the FABEC Performance Plan is based on aggregated ANSPs data on :

- **Safety Maturity scores**
- **Results in each study areas**

PI2 : Severity Classification of the Risk Analysis Tool (RAT)



The numbers of occurrences **cannot** be considered as a SMART safety performance indicator.

Identified issues :

- **Differences in definitions of occurrences**
- **Differences in reporting methodologies**
- **Differences in assessment methodologies**
- ...

Taking those issues into account, FABEC Performance Plan intend to contribute to the harmonization of the reporting of severity assessment by using the RAT. (Risk Analysis Tool).

FABEC Performance Plan



For Safety PI2, the FABEC Performance Plan is based on aggregated ANSPs data on :

- **Number of Separation Minima Infringements (SMI)**
- **Number of SMIs with ANSP level ATM Ground contribution**
- **Number of Runway Incursion (RI)**
- **Number of RIs with ANSP level of ATM Ground contribution**
- **Number of ATM Specific Technical Events for :**
 - **Communication, navigation, surveillance and data processing/distribution systems**
- **Report of the use of the severity classification of the RAT at FABEC level**

PI3 : Just Culture



Just Culture has been defined as a **culture in which front line operators** or others **are not punished for actions**, omissions or decisions taken by them that are **commensurate with their experience and training**, but **where gross negligence**, willful violations and destructive acts **are not tolerated**.

“HONEST MISTAKES”

This is important in aviation, because we know we can learn a lot from the so-called “**honest mistakes**”.

How to measure « just culture »?

This PI is still under development so there will be **no target** set on “Just Culture”,

But we need to have a clear view on the **current situation** and the identified best practices and weak points.

3 main areas will be taken forward as metrics for measuring Just Culture implementation :

- **Policy and implementation**
- **Occurrences reporting**
- **Legal and judiciary**

Data assessment



For each PIs, data collection shall occur twice a year :

- 1) First in **June**
- 2) Second in **December**

ANSPs Safety Data are aggregated to be **displayed at FABEC level.**

The assessment of the aggregation methodology will be reviewed and shall be accepted by the Fin&Perf and NSA Committee.

Data display

The main goal of the performance plan is to provide assurance that the **level of safety is maintained or improved.**

Benchmarking of ANSPs on number of occurrences is NOT considered as a mean to measure safety performance, but safety data on reported occurrences will be used to monitor trends and to demonstrate that occurrences with a level of **ATM ground contribution** are effectively managed in correlation with the implementation of the 3 PIs of the FABEC Performance Plan.

Data monitoring



The monitoring of Safety Performance Indicators will be done by the **FABEC Finance and Performance Committee** with the support of the NSAC.

The 3 years of the first reference period will be used to **develop common definitions, tools, methodologies and historical data** on the 3 safety PIs.

RP1: Objectives



- For PI1 (SMS)
 - to build a **baseline by 2012** and then, if possible, to set a **target for the 2013-2014** period.
- For PI2 (RAT)
 - to **implement the RAT**
 - to implement the **Automated Reporting Systems** for En-Route traffic
- For PI3 (JC)
 - to **develop**, implement and monitor the indicator

Thank you for your attention.