



Safety Performance in ATM

EASA workshop – 16th October 2008



ETF

250 000 members in the Civil Aviation sector

25000 ATM members (ATCOs, ATSEPs, other ATM personnel)



ATM performance is a balance between various objectives such as capacity, cost-effectiveness, flight efficiency, environmental issues.

Because of the nature of Air Navigation Services,
Safety is the primary and overall objective



This means that ATM performance has to be assessed
on safety, first

Can we ?

Despite some progress, under-reporting appears to be
significant in many European areas (source : PRR 2007)



Occurrence reporting should be encouraged
As well as effective analysis and dissemination

How ?

We should aim at establishing a true safety culture



Safety culture ?

It requires an involvement of all : from Senior Managers to operational staff

It requires attitudes to lesson learning and continuous improvement

Trust must be established between management and frontline staff.
Industrial relations need to be part of this within an efficient
Social Dialogue



In June 2007, at the Bucharest JUST CULTURE conference, the European Social Partners had defined the way forward :
mutual trust, public awareness, importance of occurrence reporting, improve the EU legislation, etc. were the key words

The Civil Aviation Social Partners' JUST CULTURE Charter which will be published end of this year follows the same path.



Are we in the right direction as we try to define
ATM performance within the SES II performance
scheme ?

Can safety performance be assessed as we assess any other
such as economic performance?

Should we apply performance penalties ?
To those who do not report?



Human factors and competence

Human factors are pre-eminent elements in the incidents/accidents related to ATM

Hence, ATM personnel competence is key to safety

ETF looks forward to being involved in EASA work, especially as regard rules and acceptable means of compliance for ATCOs and other ATM personnel



Human factors and competence

The Directive on the ATCO Community licence is being implemented in the Member States.
It is a satisfactory situation which does not require any other development.

But, other ATM personnel are also key elements of the safety chain



Not exhaustive list of ATM/ANS safety related tasks

- Inspectors in the competent authorities
- ATCOs
- ATSEPs
- Airspace and procedure designers
- AIS experts
- AFIS officials
- Apron managers
- Flight calibration inspectors
- Etc.

Human factors and competence

There is a need to integrate this human factors aspect into the
SES II legislation

It should include the extension of the licensing scheme to ATM
personnel of the safety chain, and as a first step to ATSEPs





Thank You

