

EASA – EUROCONTROL Workshop

Working Together for Safety within the Single European Sky

EUROCONTROL Contribution to Safety in ATM

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16th October 2008

A Continuing Story....

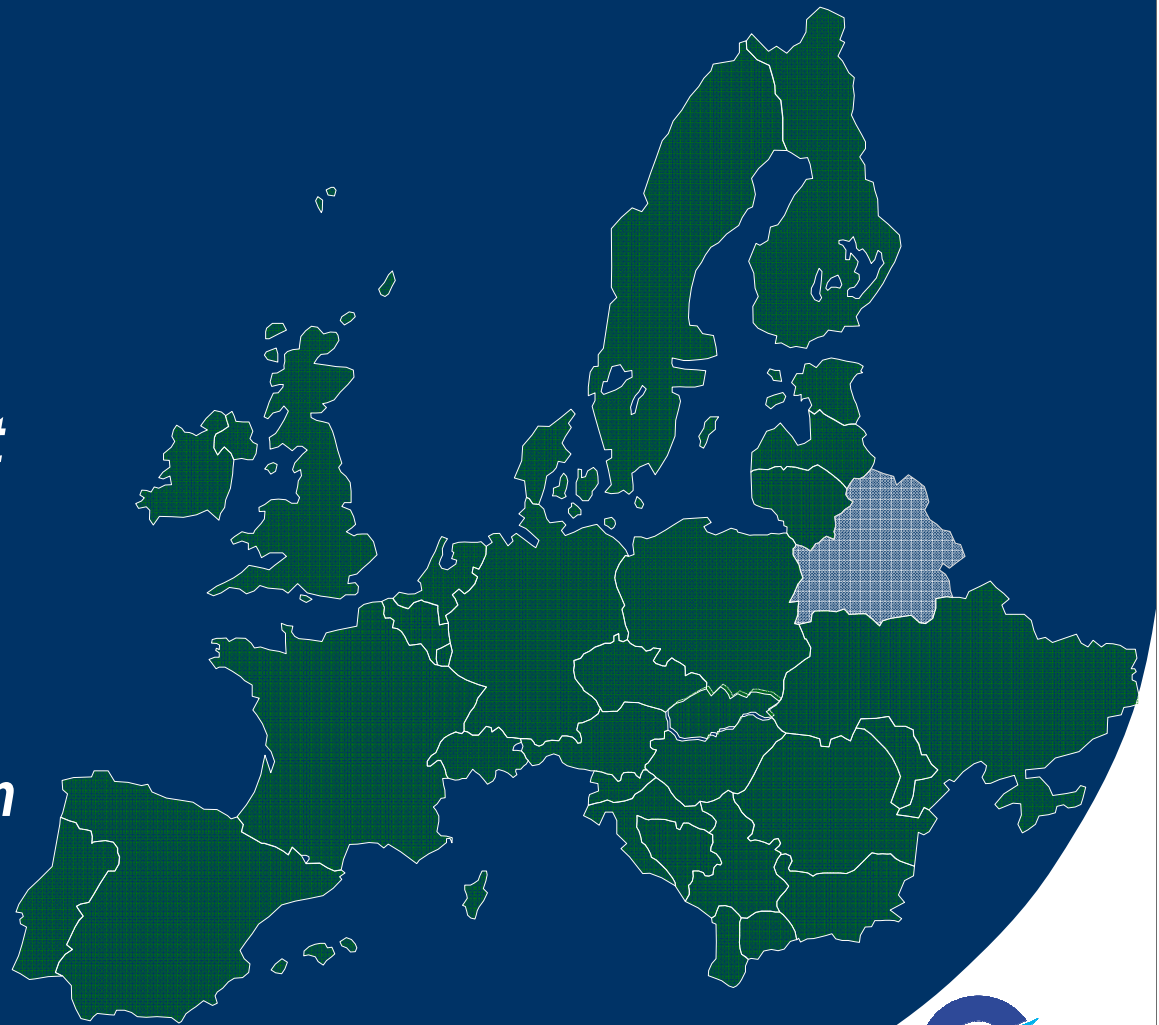
- ➔ **Industry identified the need for a formalised approach to safety in the early 1990's**
- ➔ **Industry structures for service provision have evolved, requiring corresponding safety roles: -**
 - ➔ Separation of safety management and safety regulation
 - ➔ Reflected at national and European levels
- ➔ **EUROCONTROL developments in safety and support to States started then and continue now in the context of SES...**

Key Points to Bear in Mind...

- ✈ Institutional Change can bring benefits in adapting to new methods of operating, bearing in mind that....
- ✈ Change can lead to increased risk and needs to be carefully managed
- ✈ We need a continued and enhanced focus on safety
- ✈ Total System Approach (with no gaps)
- ✈ Safety measures need to be real and effective.....
- ✈ This means continued work supporting States to implement the measures needed

Where we are – Safety Management

- ✈ **ATM service-provision**
based on sound safety principles, structures & processes
- ✈ **SMS a legal requirement**
(ESARR 3 → Reg. EC 2096/2005)
- ✈ **SASI – Support to ANS**
SMS Implementation
- ✈ **Short-term Safety Improvements**



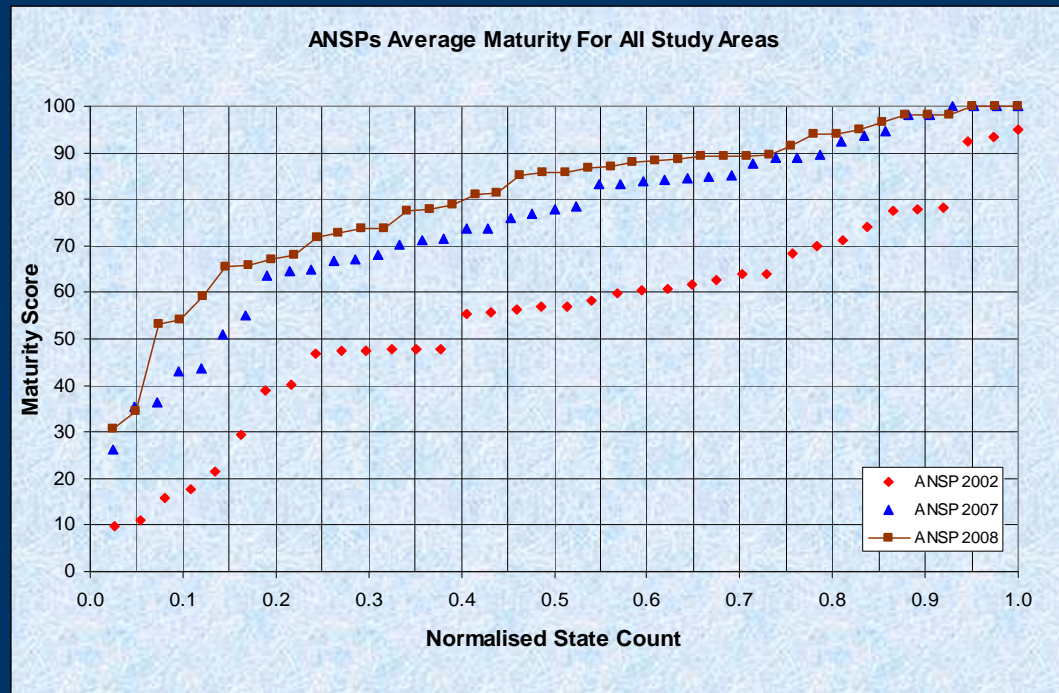
European Safety Programme for ATM (ESP)



5 High Priority Activity Fields

- Implementation and Support to European Safety Legislation and Regulation
- Incident Reporting and Data Sharing
- Risk Assessment and Mitigation in Day-to-Day Operations
- System Safety Defences
- Safety Management Enhancement

Safety Maturity Measurement - ANSPs -



Overall average maturity
above agreed 70%

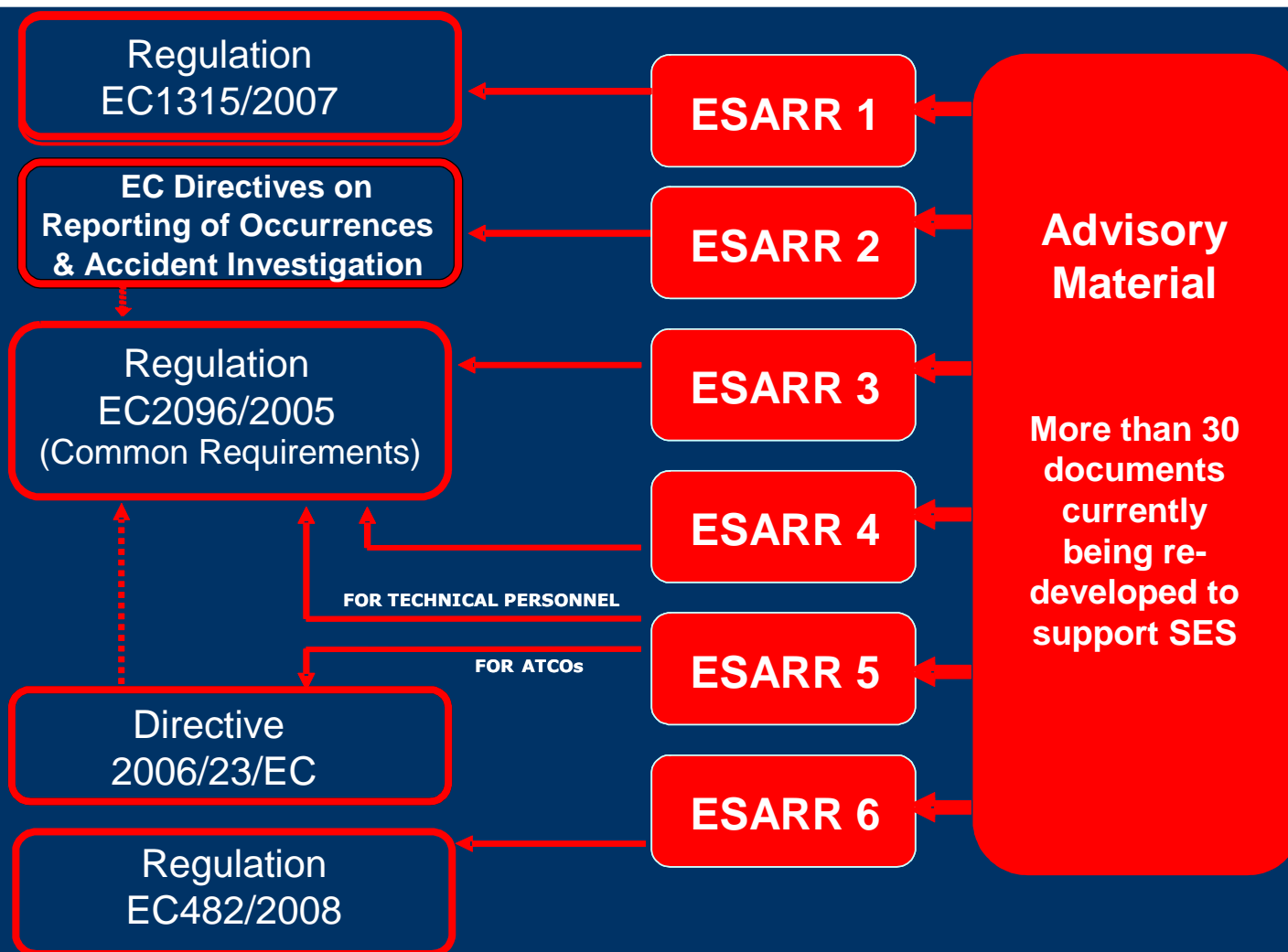
- 2008: 81% of ANSPs
- 2007: 76% of ANSPs
- 2006: 70% of ANSPs

Now only 9 ANSPs below
70% maturity

Where we are – Safety Regulation

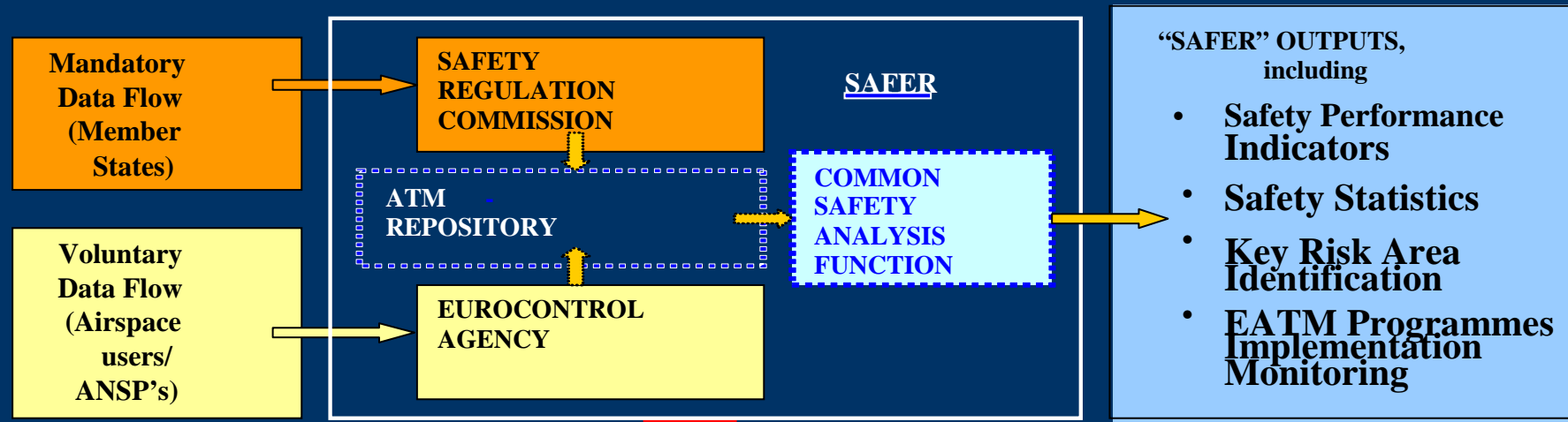
- ✈ Harmonised safety regulatory approaches across ECAC
- ✈ ESARR Requirements embedded into EC law
- ✈ Double regulation – being removed right now!
- ✈ Increased visibility on national safety oversight capabilities
- ✈ A set of safety requirements applicable to regulatory bodies

Already in Place - Transposition of ESARRs



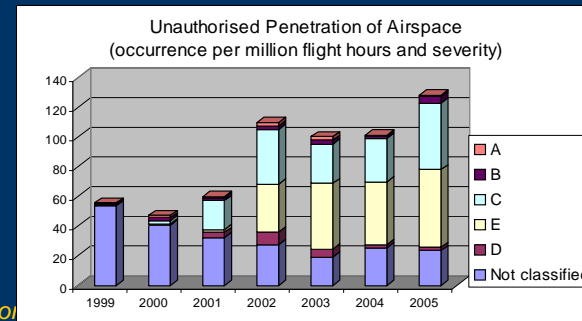
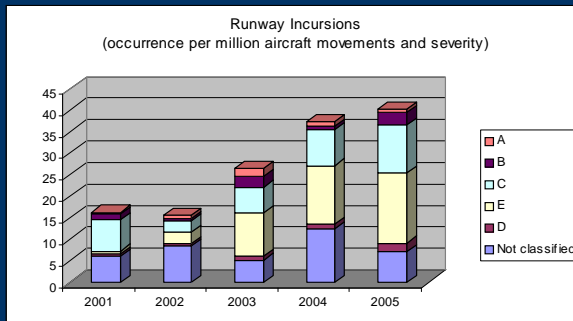
SES Safety Requirements will be superseded by equivalent EASA rules

Already in Place - Safety Performance Monitoring



● Safety Performance Indicators

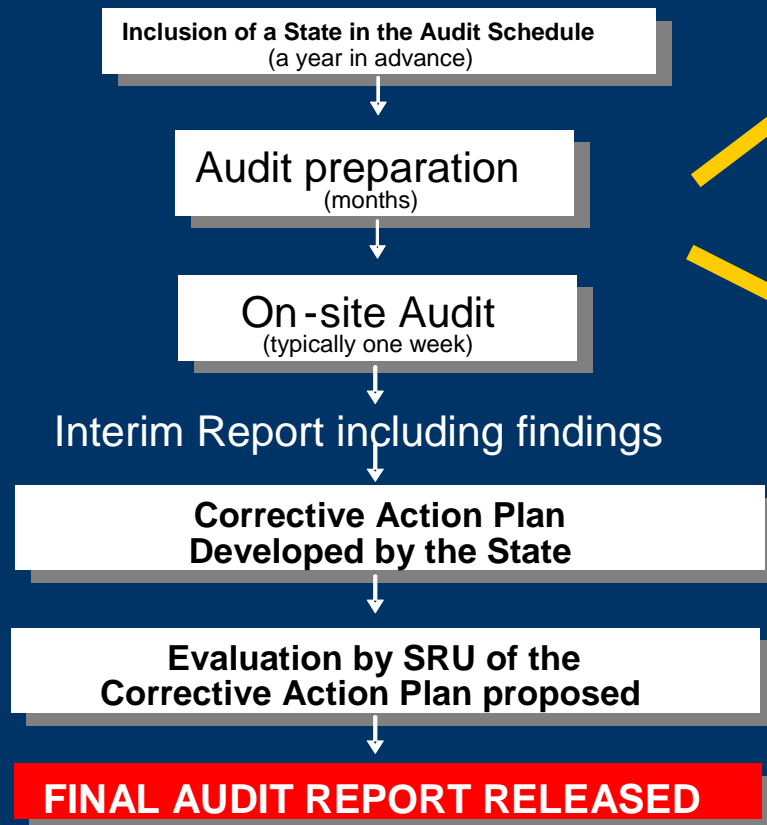
- Separation infringements
- Runway Incursions
- Near CFIT
- Unauthorised penetration of airspace
- Aircraft Deviation from ATC Clearance
- Aircraft deviation from applicable ATM regulation



A Presentation

Already in Place – ATM Standardisation

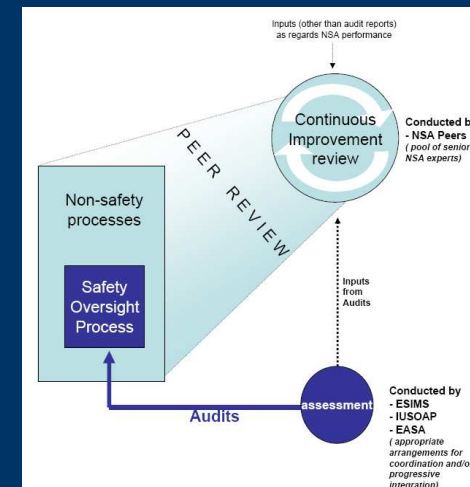
ESIMS Programme



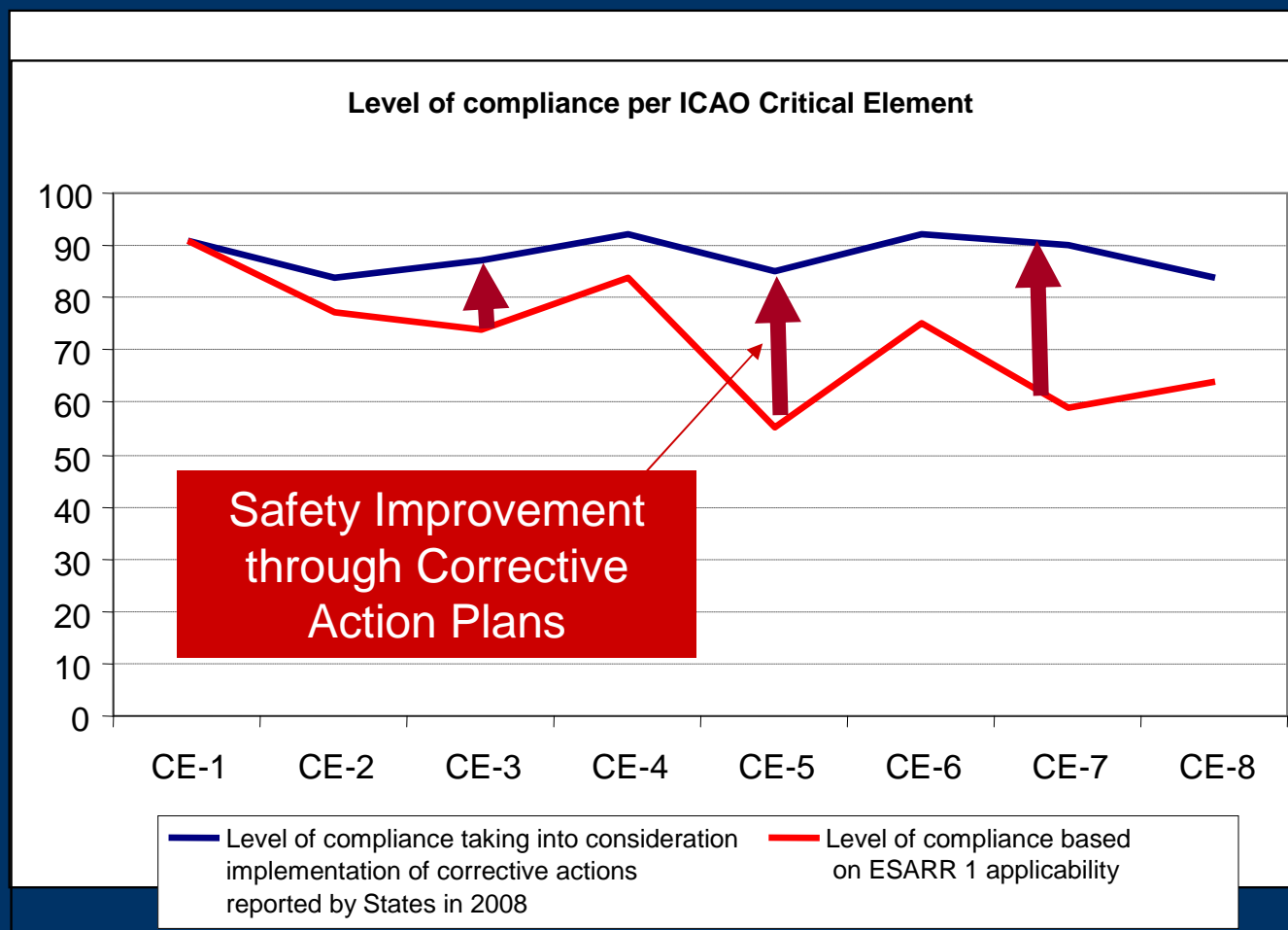
MoC with ICAO USOAP



Supporting SES Peer Reviews



Safety Improvement for NSA's

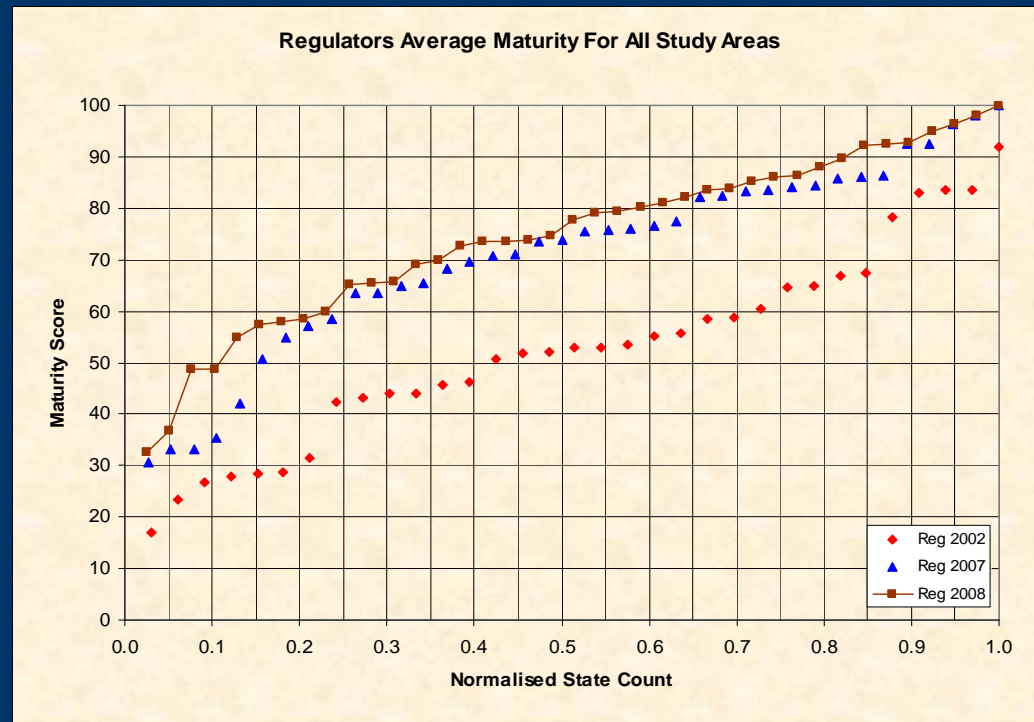


Already in Place - Safety Maturity Measurement – Regulators –

Overall average maturity above agreed 70%

- 2008: 75% of Regs
- 2007: 71% of Regs
- 2006: 65% of Regs

Now only 12 ANSPs below
70% maturity



Already in Place – Formal Safety Training

- ✈ A structured training strategy and programmes to equip safety management and regulatory personnel (NSA's) with necessary knowledge and skills
- ✈ Delivered by IANS Luxembourg



Future Strategy is Clear..

- ✈ **Continued Support for Safety in SES**
- ✈ **A consistent legal framework**
- ✈ **A total system approach to aviation safety regulation**
- ✈ **Evolution of SMS and Regulatory aspects in SESAR**
- ✈ **Supply of resources is needed to meet implementation demands**
- ✈ **Ensuring consistency with ICAO Global Safety Roadmap**

Future Needs...

- ✈ **Total system approach means having a legal framework for the whole ATM system, addressing: -**
 - ✈ Civil and military safety needs
 - ✈ States who are not subject to EC legislation
- ✈ **Establishing safety extends well beyond rulemaking and verifying compliance**
- ✈ **It means enhancing the capabilities of those who have to implement, manage and oversee safety on a day-to-day basis:-**
 - ✈ Resources
 - ✈ Expertise

The Future Direction...

- ✈ We must ensure safety where it is delivered.
- ✈ Safety measures must be real and effective. If not...
...we risk it becoming a paper exercise..
- ✈ Need for a structured plan with measured timescales
- ✈ EUROCONTROL ready to play its part in the success of SES safety
 - ✈ Supporting Member States
 - ✈ Supporting European safety strategies and developments
 - ✈ Supporting Community institutions, including EASA
 - ✈ Deploying expertise to maximum effect

To be clear...

- ✈ We need a single plan – SES already provides the basis
- ✈ Achievement of safety goals will only be possible through cooperative working at European level
- ✈ Much is already in place – let's use it (the wheel is already there!)
- ✈ No overlaps and no gaps between the roles of key actors....and based on a common understanding of what is involved
- ✈ Together we really can make the difference in safety that will allow all the other benefits of SES to be realised

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