



Setting up an Aviation Safety Management System for Europe

Commission Communication
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Aim of the Communication

*To re-state the ambitious **target** for EU Aviation Safety covered in the Transport White paper*

*To set down how this can be achieved - the use of an **evidence based, pro-active** approach to safety risks.*

*To detail the European Dimension of Aviation Safety (**EASP**)*

How is the target to be achieved?

10 Specific actions aimed at:

1. *Identifying the risks*
2. *Agreeing on mitigation actions.*
3. *Tracking & measuring the effectiveness of the actions.*
4. *Working with our neighbours.*
5. *Describing the EU dimension of a **SSP**.*
6. *Considering the expansion of the ATM Performance Scheme to other domains.*
7. *Considering providing a formal foundation for the system.*

Identifying the risks

1. *Update the occurrence reporting system in the EU (**proposals to be published by end 2012**).*
2. *Develop a safety analysis capability at National and EU level.*
3. *Establish a common risk assessment classification.*

Agreeing on mitigation actions.

*Today! - We all need to **work together** on the mitigating actions if we are to succeed in reaching our target.*

The future forum:

- - *EASA Committee?*
- - *EASp Summit?*
- - *Your ideas please*



Tracking & measuring the effectiveness of the actions.

*The EASp – a **plan** for **ACTION***

- Specific safety issues
- Clear deliverables
- Understandable to the EU citizen

– more from Rodrigo later!



Working with our neighbours.

Safety issues are not confined to the EU.

*Sharing experience + working together =
Greater effectiveness.*



Providing the EU dimension to a SSP.

The EASP

- *EU MS SSP's no longer stand alone due to shared responsibilities.*
- *ICAO Format – is this the most useful?*
- *Updating.*



Expanding the Performance Scheme.

*Com Reg No 691/2010 - Efficiency of the system
– can it work outside ATM?*

*What KPAs? ATM - safety, environment, capacity &
cost-efficiency.*

How to migrate to other domains.



Setting the system on a solid foundation.

Currently no clear legal basis for the EU SMS.

Will informal work or is formal (i.e. Regulation) essential?

Summary

The EU aims to be the safest aviation region in the world.

It aims to achieve this by developing a proactive, evidence based approach to safety.

It will only work if all players work together in support of agreed actions.

Comments/Questions?