

EASA Annual Safety Conference 2020: "A safe Return to operations"

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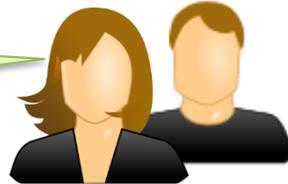
DFS Deutsche Flugsicherung

Have we thought of everything ...

Operational staff are competent and in sufficient numbers for safe ATS provision

Technical staff are competent and in sufficient numbers to provide adequate CNS and information services

Awareness



ATM procedures support the safe transition to normal operations

Transition planning supports safe return to normal operations

Equipment is ready for operational use

When traffic picks up again...

After many weeks with little traffic, DFS is expecting an increase in the following months.

We are all eagerly waiting this, yet we would like to get ready together.

Especially we would like to ask you to inform your supervisors as early as possible, if you believe there is any critical situation developing. This allows us to act accordingly.

Your Corporate Safety & Security Management



When traffic picks up again



Rules and procedures

The current traffic situation requires a **high amount of flexibility**. As always, **rules and procedures** support you to ensure a safe operation – also during peaks.

Special requests

It is possible that you are reaching your **personal capacity** limitation **earlier than before**. Thus, do not hesitate to **reject** requests if you feel uncomfortable.

Supervisors

Your supervisors are **observing the traffic** situation closely and support you with **appropriate measures at any time**.

Distractions & diversions

Protect **yourself and your colleagues** from an overload with a **distraction-free environment**.

Continuous measures

To **continuously** support you, we are facilitating in courses like **mental flexibility** virtually. Further information is available in our briefing system.

How to adjust?

First horizon (now):

- **Change is on its way**, make the change, the transition **safe**
- **Manage the risks**, traffics comes in waves and manifest itself in peaks
- **Downsizing / Right sizing - Manage the interdependencies**

Second horizon (tomorrow):

- **Automation**, move more quickly from **air traffic control to air traffic management**
- Increase **system resilience and flexibility**, increase adaptability to react faster and safely on fluctuality in air traffic and with the right size of services
- the answer to the question, whether our current working methods and tools are still **suitable to cope with the near future**,
- Supportive **regulatory framework** and **harmonoized implementation**

Aviation system-wide approach and x-domain **collaboration**

Two horizons!



Thank you!

