

Safety management From a network perspective

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The overall network performance of European Sky
is a strong political objective



SES / EU
Pan European / Eurocontrol

To achieve Network Performance objectives
An efficient safety management
is needed
at network level



On the horizon: SES Safety Targets

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COMMISSION IMPLEMENTING REGULATION (EU) No 1216/2011
of 24 November 2011
amending Commission Regulation (EU) No 691/2010 laying down a performance scheme for air navigation services and network functions
(Text with EEA relevance)

THE EUROPEAN COMMISSION,

Having regard to the Treaty on the functioning of the European Union,

Having regard to Regulation (EC) No 549/2004 of the European Parliament and of the Council of 10 March 2004 laying down the framework for the creation of the single European sky (the framework Regulation) (1), and in particular Article 11 thereof,

Whereas:

(1) Commission Regulation (EU) No 691/2010 laying down a performance scheme for air navigation services and network functions and amending Regulation (EC) No 2096/2005 laying down common requirements for the provision of air navigation services (2) provides for Key Performance Indicators (KPIs) and binding targets on the key performance areas of safety, environment, capacity and cost-efficiency.

(2) The safety KPIs for national or functional airspace block (FAB) target setting set out in Annex 1 to Regulation (EU) No 691/2010 are: the effectiveness of safety management as measured by a methodology based on the ATM Safety Framework Maturity Survey; the application of the severity classification of the Risk Analysis Tool to allow harmonised reporting of severity assessment of Separation Minima Infringement, Runway Incursions and Air Traffic Management (ATM) Specific Technical Events; and the reporting of just culture.

(3) Pursuant to Annex 1 to Regulation (EU) No 691/2010, those safety KPIs should be further developed jointly by the Commission, the Member States, the European Aviation Safety Agency (EASA) and the European Organisation for the Safety of Air Navigation (Eurocontrol) and adopted by the Commission prior to the first reference period.

(4) To this effect the Commission established a Working Group consisting of representatives from EASA, Eurocontrol and the Commission (so-called E3-Task Force). That working group produced a technical report entitled "Metrics for Safety Key Performance Indicators for the Performance Scheme". That report was further developed on the basis of the comments received from Member States and the stakeholders and constitutes the technical concept for this Regulation and its associated Acceptable Means of Compliance (AMC) and Guidance Material (GM).

(5) Work already done in respect of other initiatives such as EASA Safety Plan and Eurocontrol's Risk Analysis Tool and Safety Framework Maturity Survey should be taken into account in the development of safety KPIs.

(6) Experience gained from the gradual implementation of the performance scheme shows that the time allocated to the Commission for the assessment of revised performance targets should be increased in view of the workload generated by the detailed assessment of performance plans and in order to conduct the necessary dialogue with the national supervisory authorities and to ensure an appropriate justification of the results of that assessment.

(7) Regulation (EU) No 691/2010 should therefore be amended accordingly.

(8) The measures provided for in this Regulation are in accordance with the opinion of the Single Sky Committee,

HAS ADOPTED THIS REGULATION:

Article 1

Regulation (EU) No 691/2010 is amended as follows:

(1) Article 14 is amended as follows:

(a) In paragraph 1, the words 'two months' are replaced by 'four months';

(b) In paragraph 2, the words 'two months' are replaced by 'four months';

□ Current KPI's for RP1

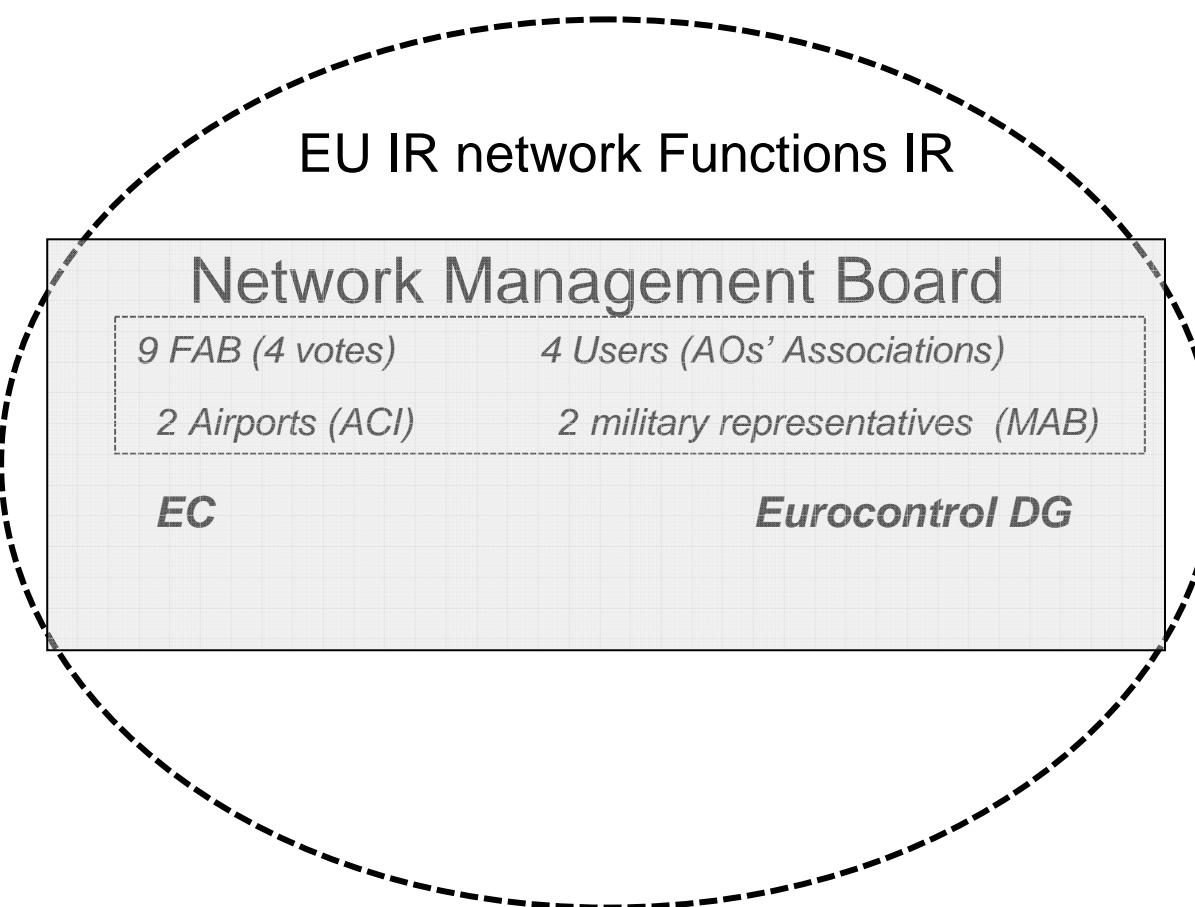
1. Effectiveness of Safety Management (safety maturity survey)
2. Severity classifications by means of RAT methodology
3. Provide evidence for Just Culture

□ No safety targets for RP1

□ To define Safety targets For RP 2

The service provision chain

- Users
- ANSPs & FABs
 - Airports
- Network Manager



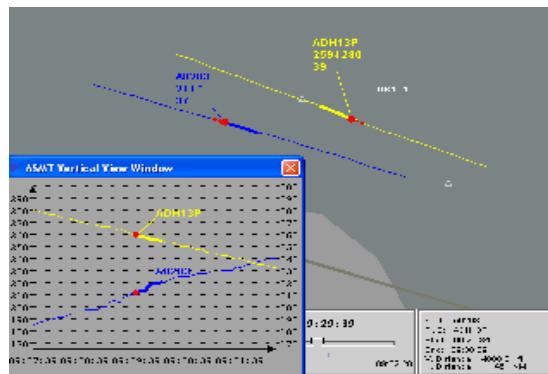
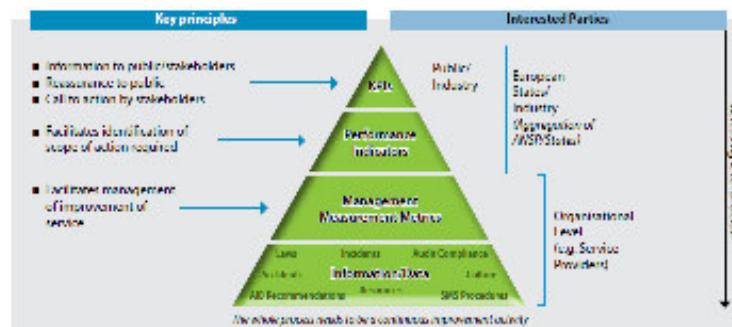
[1] Improve Network Safety through Safety Measurement, Learning and Dissemination;

(1) Measurement: Deploy and measure Safety indicators and tools for RP1

(2) Contribute to Develop ATM Safety indicators and their respective targets and tools for SES II RP2;

[3] Learning: Collection and Analysis of ATM Incident Voluntary Reports;

[4] Dissemination: of ATM Safety information and best practices.



Role of Network Manager

- Under NMB governance Network Manager
 - Support sANSPs and FABs in their safety management
 - Coordinates an harmonised Network Safety Management
 - ❖ Just Culture
 - ❖ Safety Maturity
 - ❖ Deployment of RAT
- NM is not spared
 - To implement a performance plan on its own
 - ❖ level 3 Safety Maturity by end of RP1 and level 4 by end of RP2
 - Subject to formal oversight by EASA ;

RP2 objectives for the network

To ensure at network level

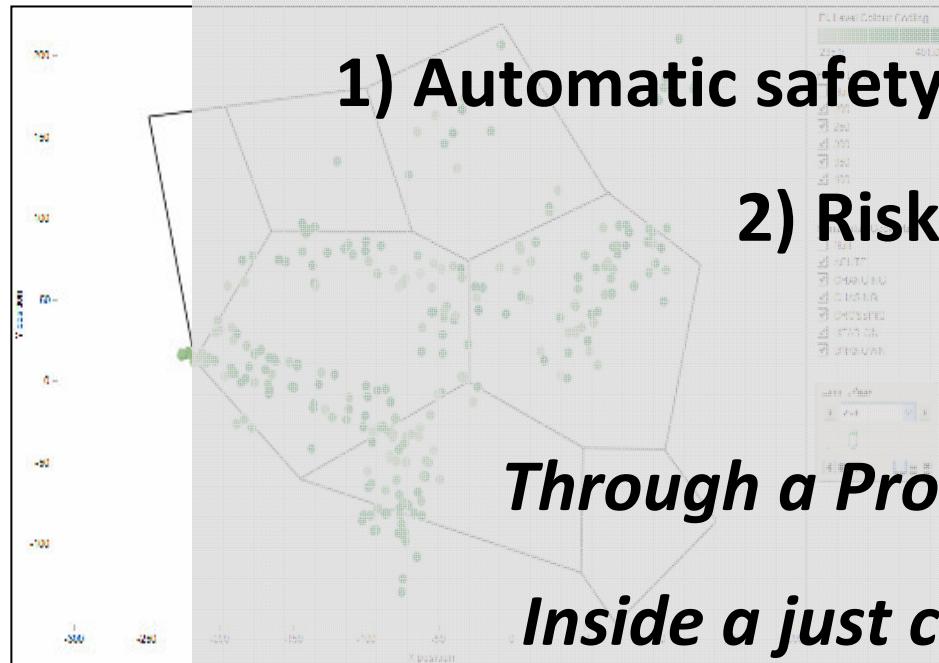
Harmonised and coherent

1) Automatic safety performance monitoring

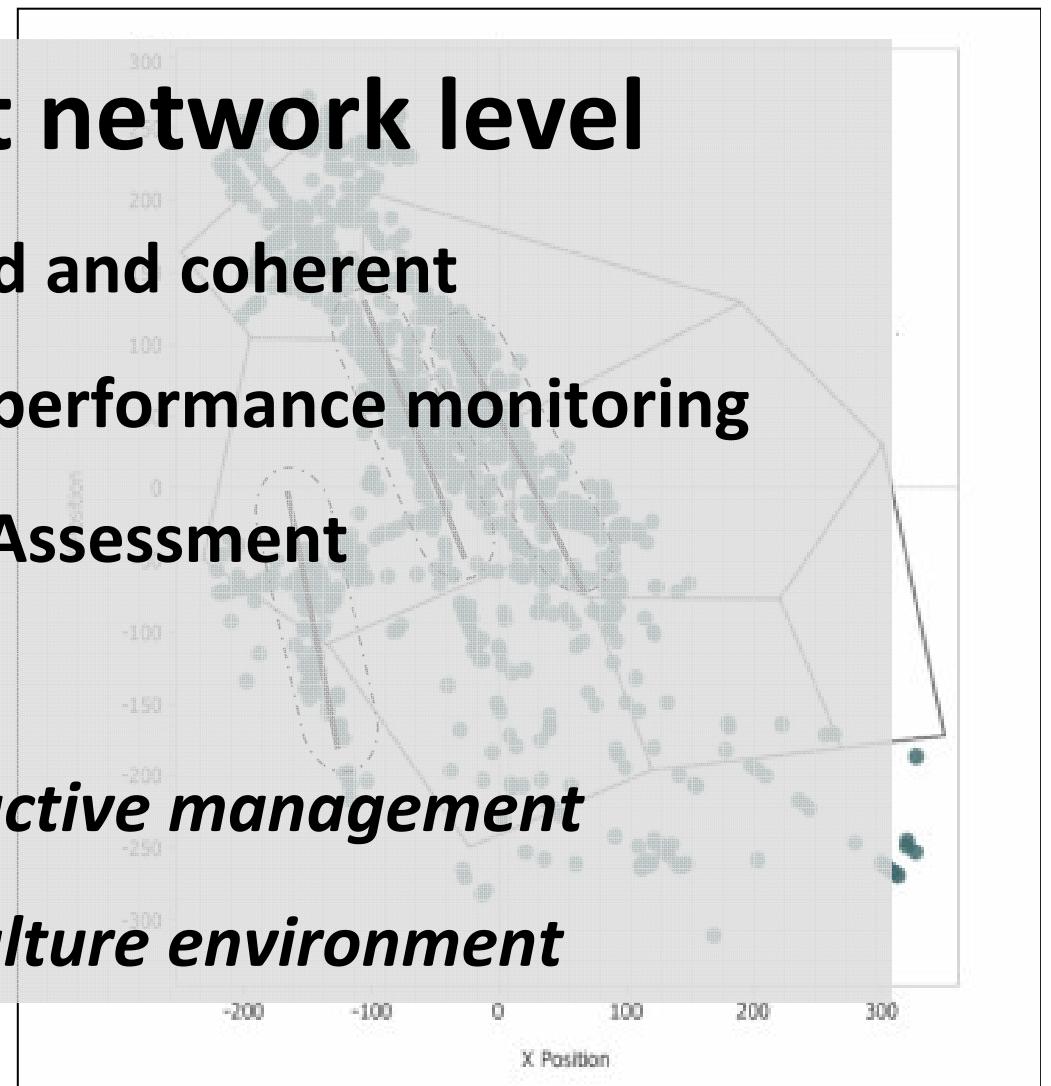
2) Risk Assessment

Through a Proactive management

Inside a just culture environment



Network Manager



X Position

Service provision chain Regulatory chain Interfaces

2011 in Review: New SES Legislation & Regulations in EU

Reference	Publication Date	Subject
EU 691/2010	29/07/2010	Performance Scheme for Air Navigation Services (ANS) and Network Functions
Commission Decision	29/07/2010	Designation of the PRB of the SES to EUROCONTROL (for RP1)
EU 1191/2010	16/12/2010	Common Charging Scheme for ANS
EU 176/2011	24/02/2011	Information to be provided by Member States before establishment and modification of a FAB
EU 677/2011	07/07/2011	Rules for the implementation of ATM Network Functions and amending EU 691/2010
Commission Decision	07/07/2011	Nomination of EUROCONTROL as the Network Manager for the ATM Network Functions
EU 805/2011	10/08/2011	ATCO licensing and certificates
EU 1206/2011	22/11/2011	Interoperability: Req's for a/c ID for Surveillance
EU 1207/2011	22/11/2011	Interoperability: Requirements for Surveillance

EC / EASA receive more responsibilities
in safety regulations
For EU network achievements

Interface SP / Reg in Europe is complex

- National : NSA / ANSP & Airports
- Regional : FAB
- Network : EC & EASA / Network Functions

This complex structure must be

- Workable
- Focus on main risks
- Ensure separation
- Interact proactively
- Develop a strong safety culture