



Performance Planning SAFETY

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making the difference ...



Presentation



- **Current RP1 situation**
- **RP2 developments**
- **RP2 targets**
- **Questions**

CURRENT SITUATION

RP1

(2012-2013)

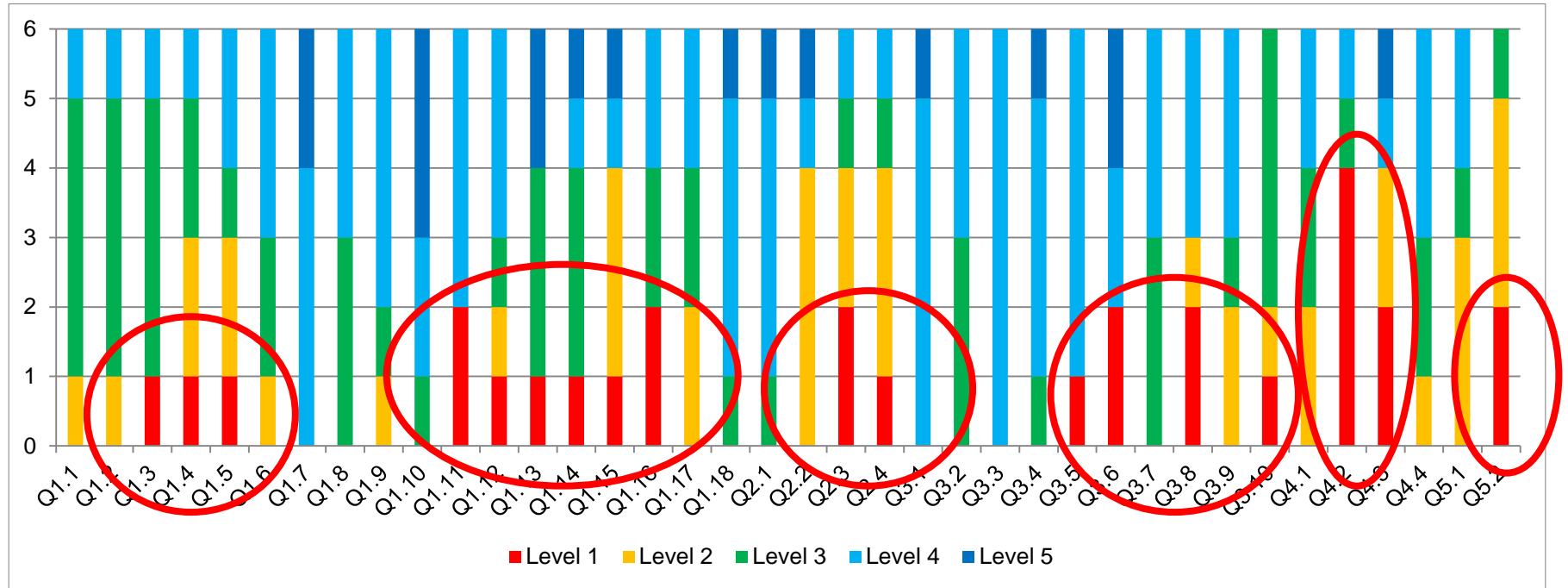
- 3 Performance indicators:
 - **Effectiveness of Safety Management (EoSM)**
 - Methodology based on the ATM Safety Framework Maturity Survey
 - Questions – Evidence based answers – scoring on management objectives
 - **Application of the severity classification based on the Risk Analysis Tool methodology (RAT)**
 - Separation Minima Infringements
 - Runway Incursions
 - ATM-Specific Technical Events
 - **Level of presence and corresponding level of absence of Just Culture. (JC)**
 - Questions – YES/NO values – Policy, legal and judiciary, occurrence reporting and investigation.

EoS M Scoring



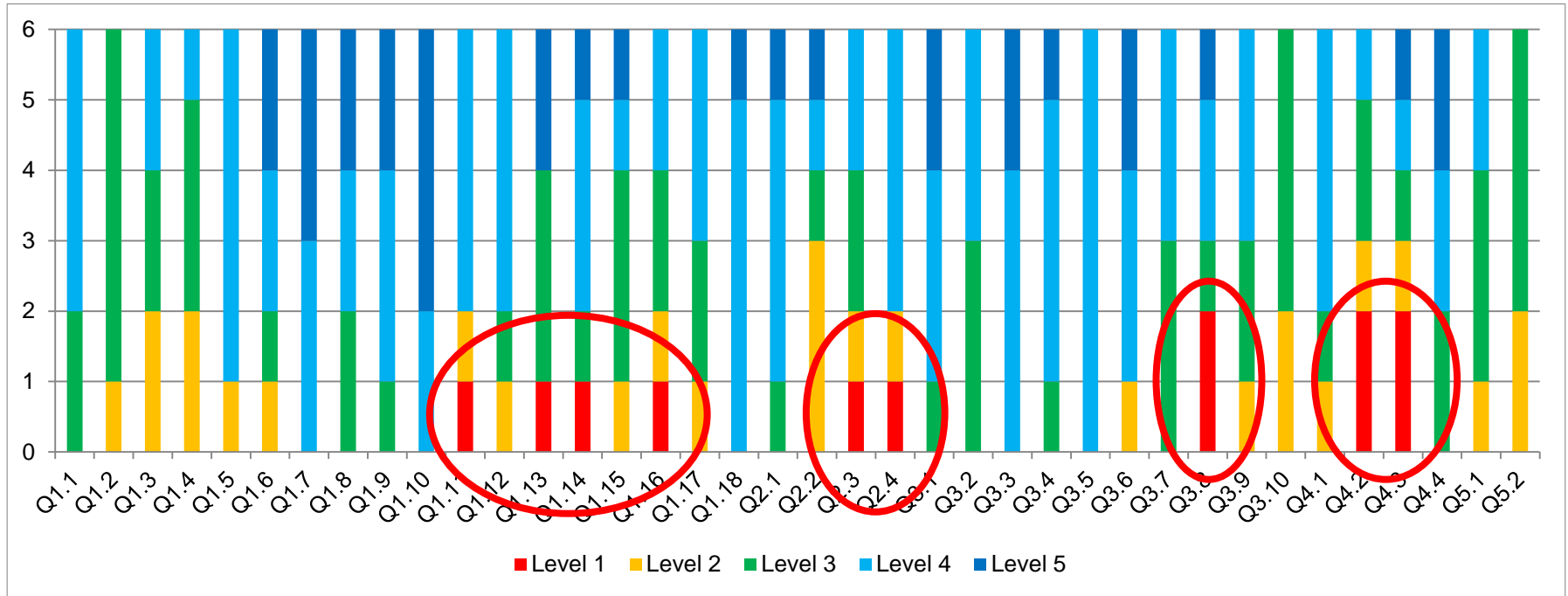
- Methodology for States and ANSP:
 - Yearly questionnaires
 - Each question are « Study areas »
 - Each Study Area is weighted by the level achieved
 - 5 Levels :
 - 1) Initiating
 - 2) Planning / initial implementation
 - 3) Implementing
 - 4) Managing and measuring
 - 5) Continuous improvement

FABEC EoSM – State 2012



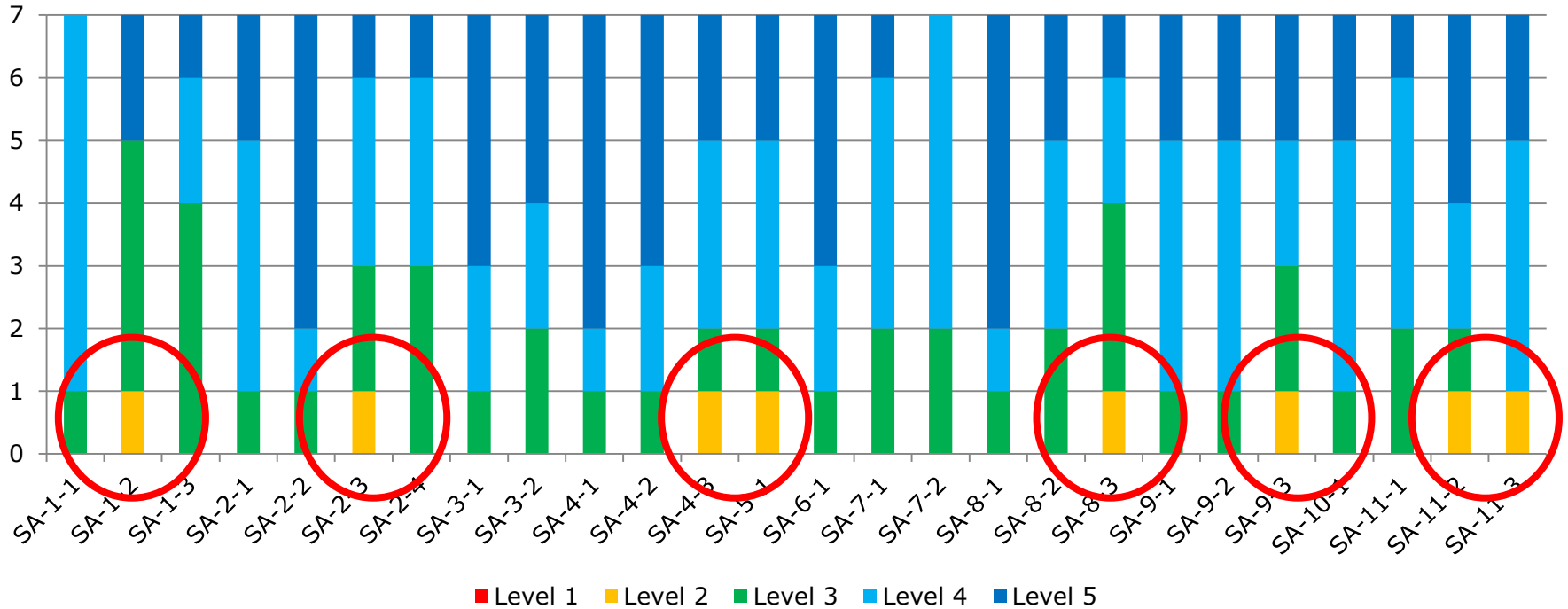
LEVEL 1 (INITIATING) 18 on 38

FABEC EoSM – State 2013



LEVEL 1 (INITIATING) 9 on 38

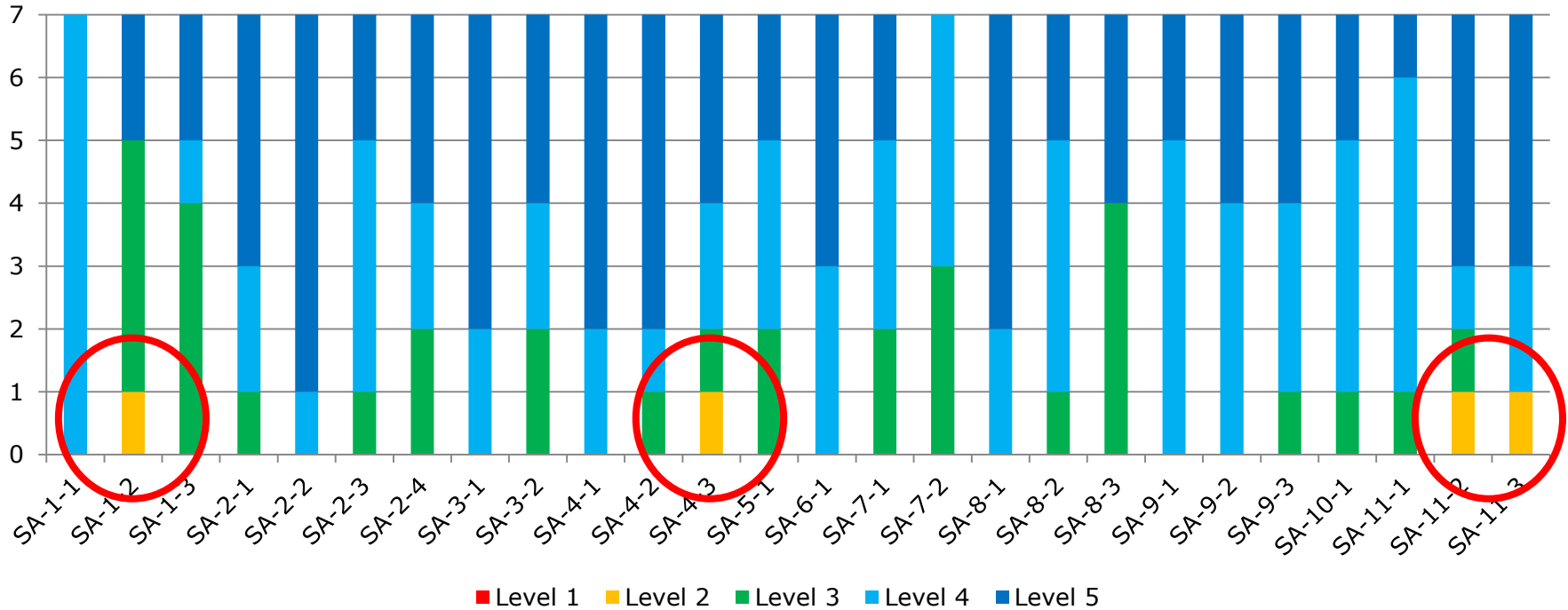
FABEC EoSM – ANSP 2012



LEVEL 2 (PLANNING)
LEVEL 1 (INITIATING)

8 on 26
NO MORE

FABEC EoSM – ANSP 2013



LEVEL 2 (PLANNING)
LEVEL 1 (INITIATING)

4 on 26
NO MORE

RAT Scoring



- Methodology:
 - RAT is a post-investigation tool
 - 3 types of occurrences :
 - 1) Separation minima infringements (SMI)
 - 2) Runway incursions (RI)
 - 3) ATM Specific technical events (ATM-STE)
 - Based on facts
 - Composed of a Ground and an Airborne part
 - Provide a severity classification for the ground part and, when the airborne part is added, an overall severity.

SMI		RI		ATM-STE
GND	OVL	GND	OVL	OVL
56%	17%	50%	50%	58%

- RP1 to address issues
- From heterogeneity to harmonization
- RP2 targets are ambitious:
 - Review of the scope
 - Improvements in data processing

JC Scoring



- Methodology:
 - Yearly questionnaires
 - Each question are to be answered by a YES or a NO
 - Each questions are related to
 - 1) Policy and its implementation, or
 - 2) Roles and Responsibilities, or
 - 3) Training, or
 - 4) Legal/Judiciary, or
 - 5) Occurrence reporting and investigation.

FABEC JC – RP1



- No targets
 - NO REAL PRESSURE
- YES/NO value assessment
 - Quantitative assessment without real value
 - Qualitative assesment identifying area(s) for improvements
- RESULTS
 - Few or no improvements

DEVELOPMENTS FOR RP2 2015-2019

- **2 EU-Wide Key Performance indicators + 1 Local KPIs:**
 - **Effectiveness of Safety Management (EoSM)**
 - **Application of the severity classification based on the Risk Analysis Tool methodology (RAT)**
 - **Level of presence and corresponding level of absence of Just Culture. (JC)**

- **3 local Performance Indicators**
 - **The application by the air navigation service providers of automated safety data recording systems (if available).**
 - **The reporting by the Member States and air navigation service providers on the level of occurrence reporting.**
 - **The number of, as a minimum, separation minima infringements, runway incursions, airspace infringements, and ATM-specific occurrences.**

FROM PI TO KPI
RP2
SAFETY TARGETS

EU-Wide Targets



- Commission Implementing Decision 2014/132:
 - Targets on EoSM for both States and ANSPs
 - Targets on the use of the RAT methodology
 - No EU-Wide targets on JC

FABEC Targets - EoS



- For STATES:
 - 31/12/2019 **Level 3** (C) in **ALL** Management Objectives
- For ANSPs:
 - 31/12/2019 **Level 3** (C) in Management Objective « **Safety Culture** »
 - Level 4** (D) in **all other** Management Objectives

FABEC Targets – RAT (GND)



- ATM Ground assessed by the RAT:

Runway Incursions and Separation Minima infringements:

- **2017** for RI and SMI (A to C): **80% min**
- **2019** for RI and SMI (A to C): **100%**

ATM Specific Technical Events:

- **2017** for ATM-STE (AA to C): **80% min**
- **2019** for ATM-STE (AA to C): **100%**

FABEC Targets – RAT (OVL)



- ATM Overall assessed by the RAT:

Runway Incursions and Separation Minima infringements:

- **2017** for RI and SMI (A to C): **80% min**
- **2019** for RI and SMI (A to C): **80% min**

ATM Specific Technical Events:

- **2017** for ATM-STE (AA to C): **80% min**
- **2019** for ATM-STE (AA to C): **100%**

FABEC Targets – JC (Local)



- For ANSP:

- Questions related to « **Policy** »

YES*

*for P.1 to P.6 & O.8

- Formal Just Culture Policy
- Expertise in determination of (un)acceptable behaviour
- Fair treatment / (included during investigation)
- Legal support & CISM

- Training modules on Just Culture **FOR ALL**

- Elaborated and tested training modules
- Common FABEC approach for JC promotion

FABEC Targets – JC (Local)



- For States:

- Questions related to « **Policy** »

YES*

**for P.1, P.4 & P.8*

- Formal Just Culture Policy endorsed and public
- Requirement of Just Culture for ANSP

- Training modules on Just Culture_(P.8) **FOR ALL**

- Elaborated and tested training modules
- Common FABEC approach for JC promotion
- For relevant States staff
- Initiatives for implication of judicial authorities

Conclusion



- TARGETS ON 3 KPIs
 - EoSM (ANSP and STATES)
 - Use of RAT (Ground and Overall)
 - Just Culture (Policy and Training)

AMBITIOUS AND REALISTIC

QUESTIONS?