



EUROPEAN AVIATION SAFETY AGENCY
AGENCE EUROPÉENNE DE LA SÉCURITÉ AÉRIENNE
EUROPÄISCHE AGENTUR FÜR FLUGSICHERHEIT

EASA Standardisation Visits Commonalities with SMS Safety Surveys

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ATM/ANS Standardisation Inspections:

- ▶ Started in Jan 2012, follow Regulation (EC) 736/2008
- ▶ EASA qualified Team Leaders + Team Members from MS
 - Pre-visit Questionnaires, Checklists, Evidences
- ▶ 13 inspections in 2012, 14 in 2013 (including follow-up)
- ▶ Findings followed by Corrective actions
- ▶ EASA may raise Supplementary Reports
- ▶ Enforcement by the Commission
- ▶ Geographical scope: 44 EASA States
- ▶ Includes verification of Performance scheme Safety KPIs



EASA Standardisation scope

- LEG/ORG
- Initial Oversight
 - LEG
 - ORG
 - Certification
 - ATS
 - MET
 - AIS
 - CNS
 - Ongoing Oversight
 - Processes
 - Findings
 - Changes
 - Systems & Constituents
 - ASM
 - ATFM
- Occurrence Reporting
- ATCO Licencing + ATSEP
- Certification of Training Organisation
- **Verification of SKPIs**



Regulatory basis for measurement of SKPIs

Based on Commission Regulation (EU) 691/2010

- The first safety KPI shall be the **effectiveness of safety management** for air navigation services providers and national supervisory authorities respectively,
 - as measured by a methodology based on the ATM Safety Maturity Survey Framework.
- The second safety KPI shall be the application of the **severity classification of the Risk Analysis Tool** to allow harmonised reporting of severity assessment of
 - Separation Minima Infringements, Runway Incursions and ATM Specific Technical Events at all Air Traffic Control Centres and airports with more than 150 000 commercial air transport movements per year (yes/no value).
- The third European Union-wide safety key performance indicator shall be **reporting of the Just Culture**.



EoSM KPI:

- Measures effectiveness at State and ANSP levels, based on EUROCONTROL ATM SFMS methodology, considering the EU legislative framework, ICAP SARPs and EASP. Assists in identification of safety management areas where improvement is needed

RAT severity classification methodology KPI:

- Measures the application of the severity classification methodology of the RAT (YES/NO value) for category A (serious incidents), B (major incidents) and C (significant incidents) for all separation minima infringements, runway incursions and ATM-specific technical events

Just Culture KPI:

- Assesses the level of implementation of Just Culture within a State and within Service providers



EASA AMC/GM on Safety KPIs

- Commission Implementing Regulation (EU) No 1216/2011 of 24 November 2011 amending Commission Regulation (EU) No 691/2010
- Followed by Decision No 2011/017/R of EASA ED, 16 Dec 2011
 - Acceptable Means of Compliance and Guidance Material for the implementation and measurement of Safety Key Performance Indicators (SKPIs)

<https://www.easa.europa.eu/agency-measures/acceptable-means-of-compliance-and-guidance-material.php>



ANSP EOSM vs Safety Surveys

Commonalities

- Methodology based on the ATM Safety Maturity Survey Framework (by Law)
- Same ANSP questionnaires
- Following the 11 elements of an SMS (ICAO SMM)
 - Also include safety culture
- Aiming to improve safety through measurements at National/FAB service provision level
- Need to be well understood before answering

Differences

- NSA verification before submitting to EASA
- EASA verification before submitting to PRB for publication



EASA Safety KPI verification methods

Three basic verification methods for SKPIs:

Light verification through desktop reviews based on available documentation (e.g. evidences provided to EASA, information published by NSAs and ANSPs on their web sites) + clarification on the phone (interviews)

Trustful verification through desktop reviews + State reports on closure of Corrective actions (further verified during follow-up inspections)

Thorough verification during regular Standardisation inspections using Checklists for NSAs and ANSPs substantiated by Findings and Undertaking Non-compliances (UNCs)

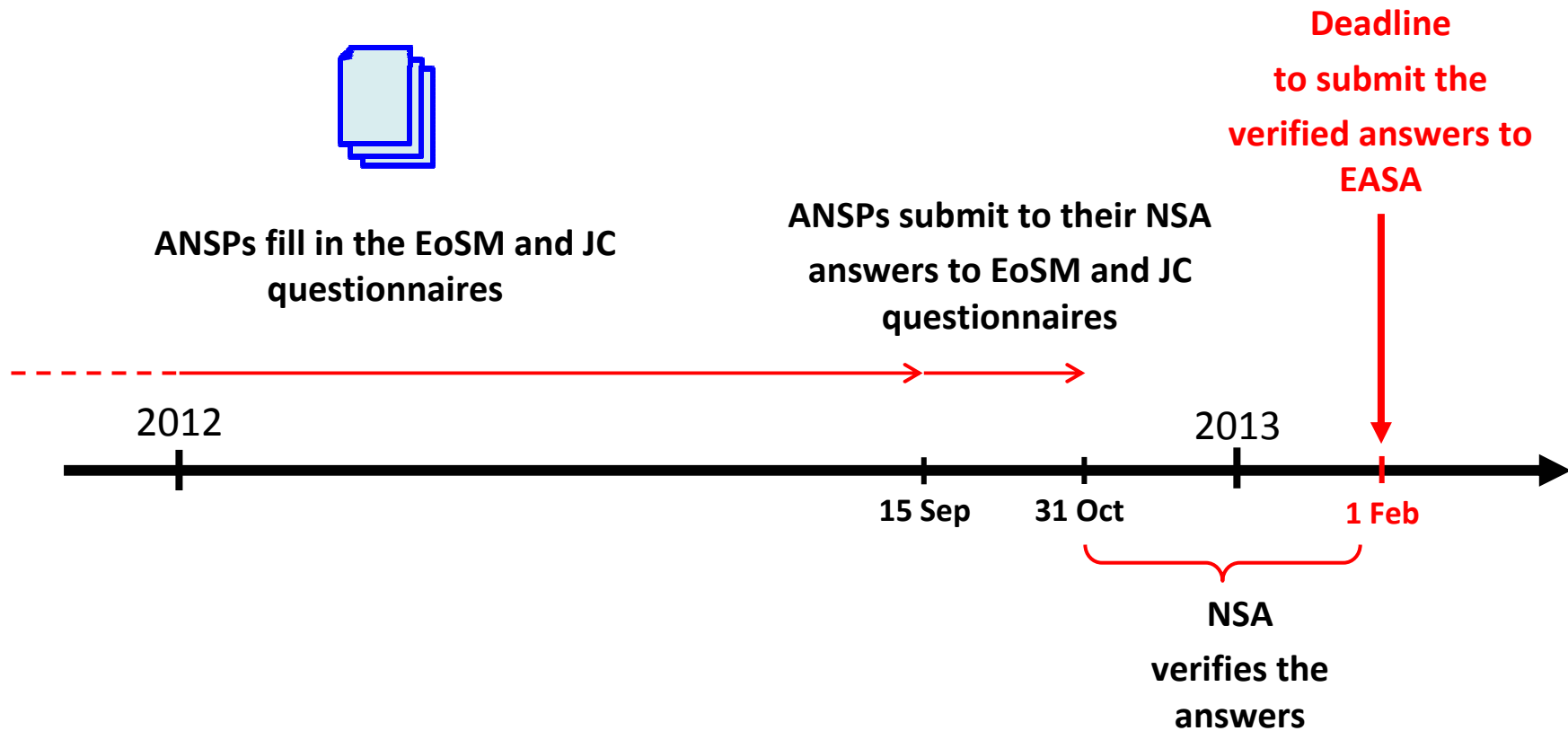


Verification of JC Questionnaires

- Light + Trustful desktop verification every year
 - For all 44 EASA States
 - Team of EASA, NM and PRU experts
- Thorough verification only during EASA inspection
 - Not all the States
 - Supported by face-to-face interviews with all stakeholders
 - Based on evidences

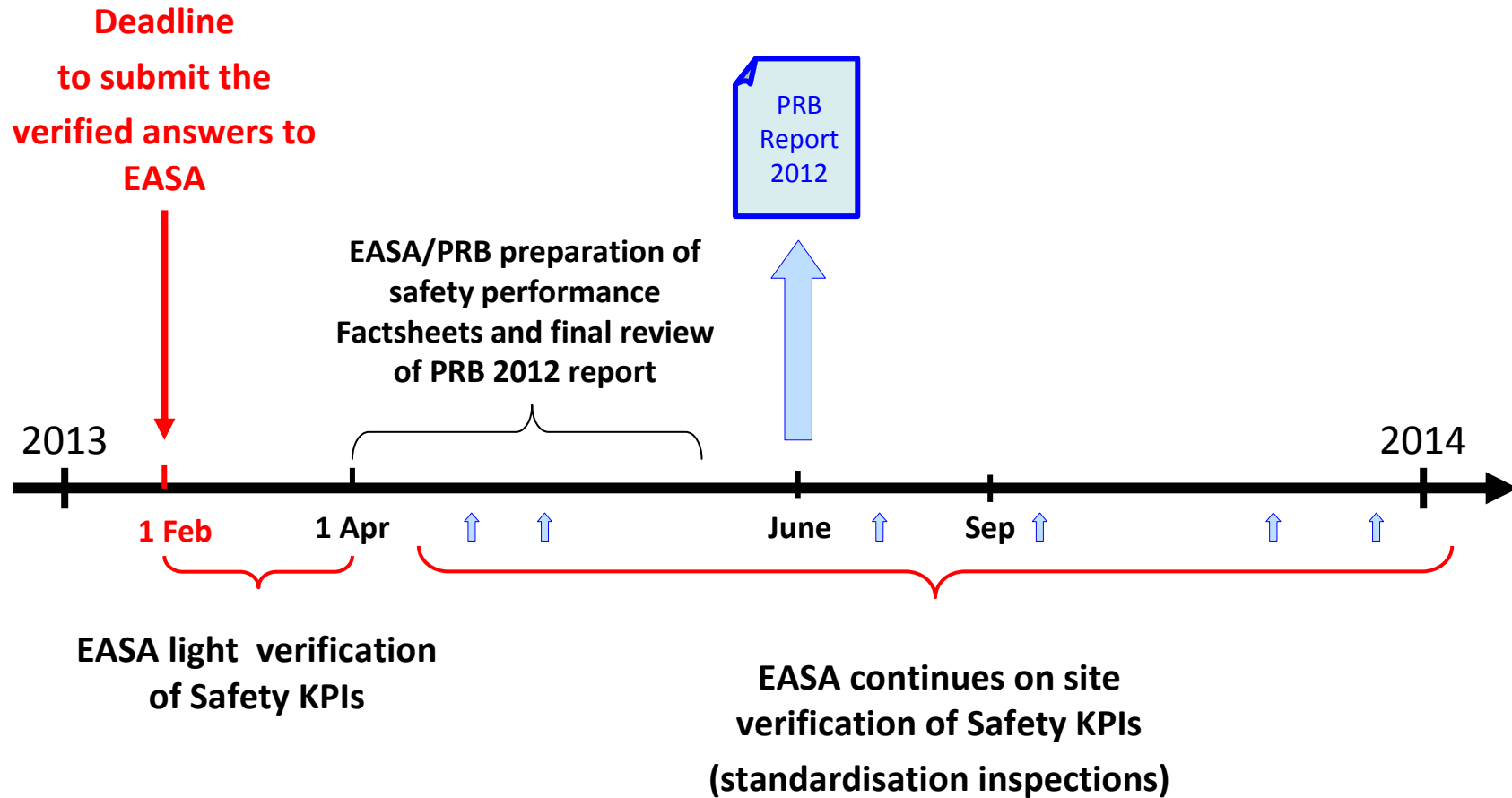


EoS M verification by NSAs





EoS M verification by EASA





Areas of collaboration

- FAQs collected by EASA
- Assistance for better understanding the questions
- Improved communication:
 - within ANSPs
 - between ANSPs and NSAs
- Collaborative review of ANSP EoS M Questionnaires with subsequent amendment of EASA AMC/GM, if necessary



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Questions?

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