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
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


- 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)

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
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

20-21 Nov 2012  S² WS3-12  Luxembourg
ANSPs submit to their NSA answers to EoSM and JC questionnaires

ANSPs submit to their NSA answers to EoSM and JC questionnaires

Deadline to submit the verified answers to EASA

NSA verifies the answers

2012

2013

15 Sep

31 Oct

1 Feb

20-21 Nov 2012

S² WS3-12

Luxembourg
EoSM verification by EASA

Deadline to submit the verified answers to EASA

EASA light verification of Safety KPIs

EASA/PRB preparation of safety performance Factsheets and final review of PRB 2012 report

EASA continues on site verification of Safety KPIs (standardisation inspections)

PRB Report 2012

2013

1 Feb

1 Apr

June

Sep

2014

20-21 Nov 2012

S² WS3-12

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

Your safety is our mission.
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