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Overview

SAFREP Output on Saf KPIs

Leading KPIs

Lagging KPIs

Performance IR – safety aspects

SAFREP

& ATM

Safety KPIs

European Organisation for the Safety of Air Navigation
1. Strengthen the ESARR 2 AST
2. Continuation of Safety Maturity beyond ESP lifetime and usage of ESIMS to derive REG KPIs
3. States to ensure adequate resources to populate AST
4. Cautious approach in adopting targets
5. by November 2009 SAFREP TF produce a range of key indices, which would measure the state or “health” of the ATM safety system. ...make best use of existing practices, data flows, rules and regulations with the scope of minimising new approaches ...to observe the roadmap described in Chapter 4 of the Roadmap Report
6. wide consultation with all interested stakeholders before any adoption
7. PC to agree on the Roadmap and stakeholders to provide adequate resources to ensure the development of Safety KPIs by 2009
SAFREP: Key Performance Indicators

- **Leading Indicators**
  - New Safety Maturity for ANSPs, developed together with CANSO & ANSPs
  - New Safety Maturity for REGs, developed together with NSAs and ICAO

- **Lagging Indicators**
  - New Severity and Risk assessment Mark Sheets - Risk Assessment Tool, adopted now by the FAA
  - New packaging for Lagging Indicators - Aerospace Performance Factor, developed with the FAA
2010+ ANSPs ATM Safety Framework Study Areas (in partnership with CANSO) & Mapping ICAO GASR

Safety Culture
Element: Development of a positive and proactive Safety Culture

Safety Policy
Element: Organisational and Individual Safety Responsibilities

Safety Achievement
Element: Safety Standards and Procedures
Competency
Risk Management
Safety Interfaces

Safety Assurance
Element: Safety Reporting, Investigation and Improvement
Safety Performance Monitoring
Operational Safety Survey and SMS Audits

Safety Promotion
Element: Adoption and Sharing of Best Practices

ATM Safety Framework Maturity Survey
Methodology for ANSPs

European Organisation for the Safety of Air Navigation
Revised REGs ATM Safety Framework Study Areas - mapping with the 8 ICAO Critical Elements

ATM Safety Framework Maturity Survey

Methodology for ATM Regulators
State ATM Regulators & ANSPs are asked to assess their ATM Safety Framework Maturity in the following categories:

- Initiating
- Planning/Initial Impl’n
- Implementing
- Managing & Measuring
- Continuous Improvement

Adapted from CMMI model recognised by Industry.
- Safety Maturity correlated with EASA standardisation
- Severity part of RAT (RWY Incursion, Sep Minima Infringements & ATM Specific Occurrences)
- Just Culture
- Top 3 key risk areas (still to be introduced at national level and through EASA Aviation Safety Programme; already ICAO requirement)
Questions?