



DSNA Integrated Management System



DSNA Integrated Safety Initiative
The next generation SMS



MSQS – DSNA Safety Manager

Share analysis with others
(LRST, CPS, FABEC, SISG, CANSO,...)

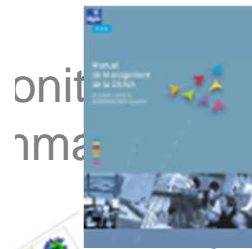
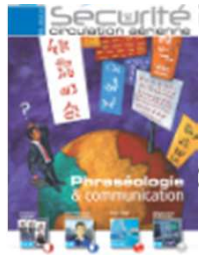
Our existing SMS



Just culture, reporting



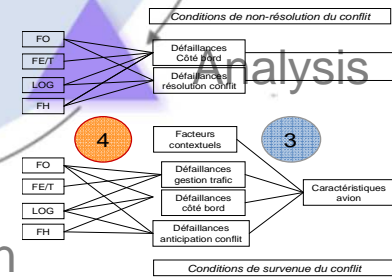
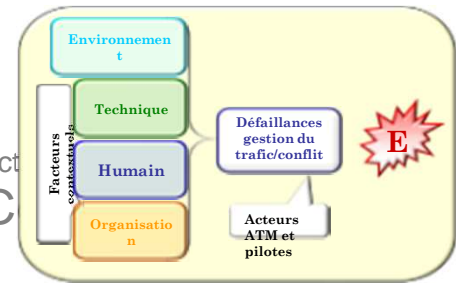
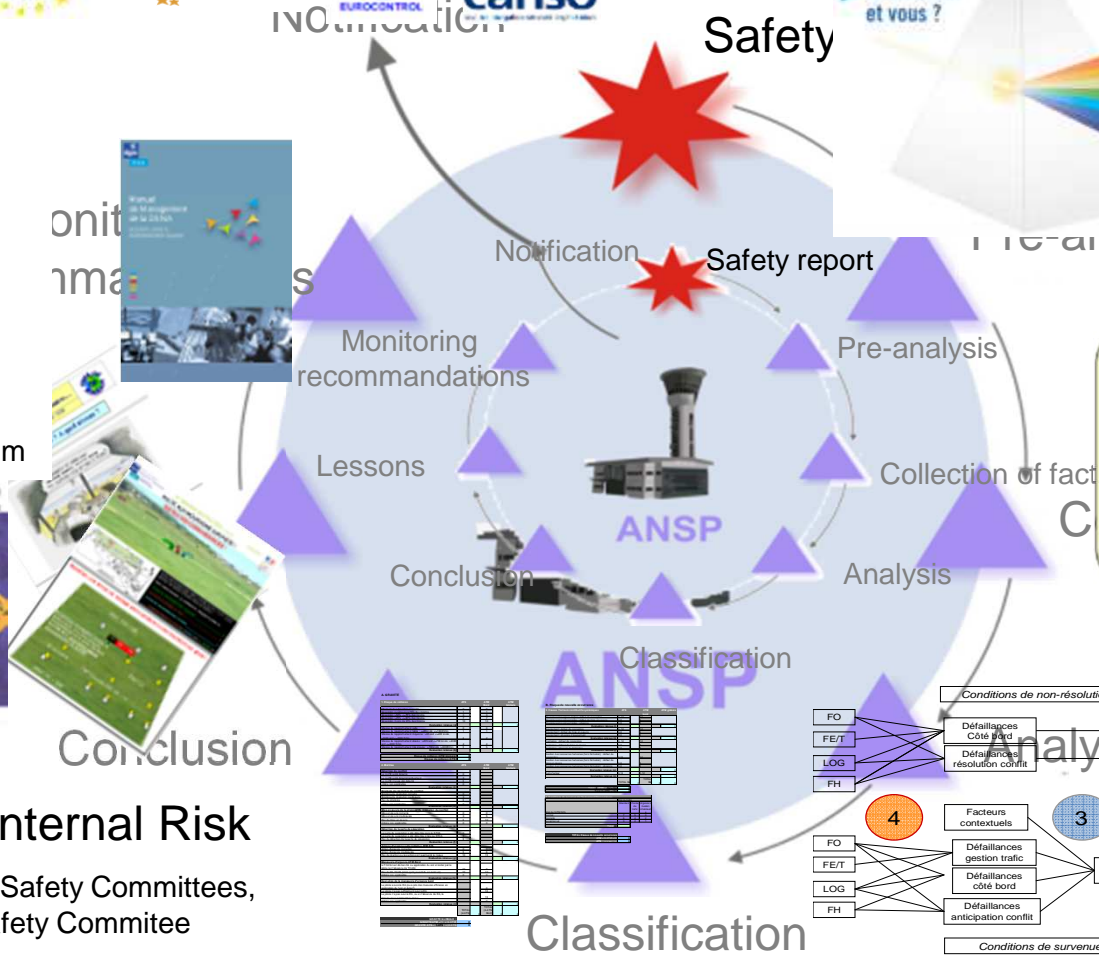
Lessons learnt and monitoring actions
Integrated Management System



Conclusion

A look at internal Risk
ACC/APP Local Safety Committees,
National Safety Committee

A european Tool for Risk Analysis
(Risk Assessment Tool RAT)



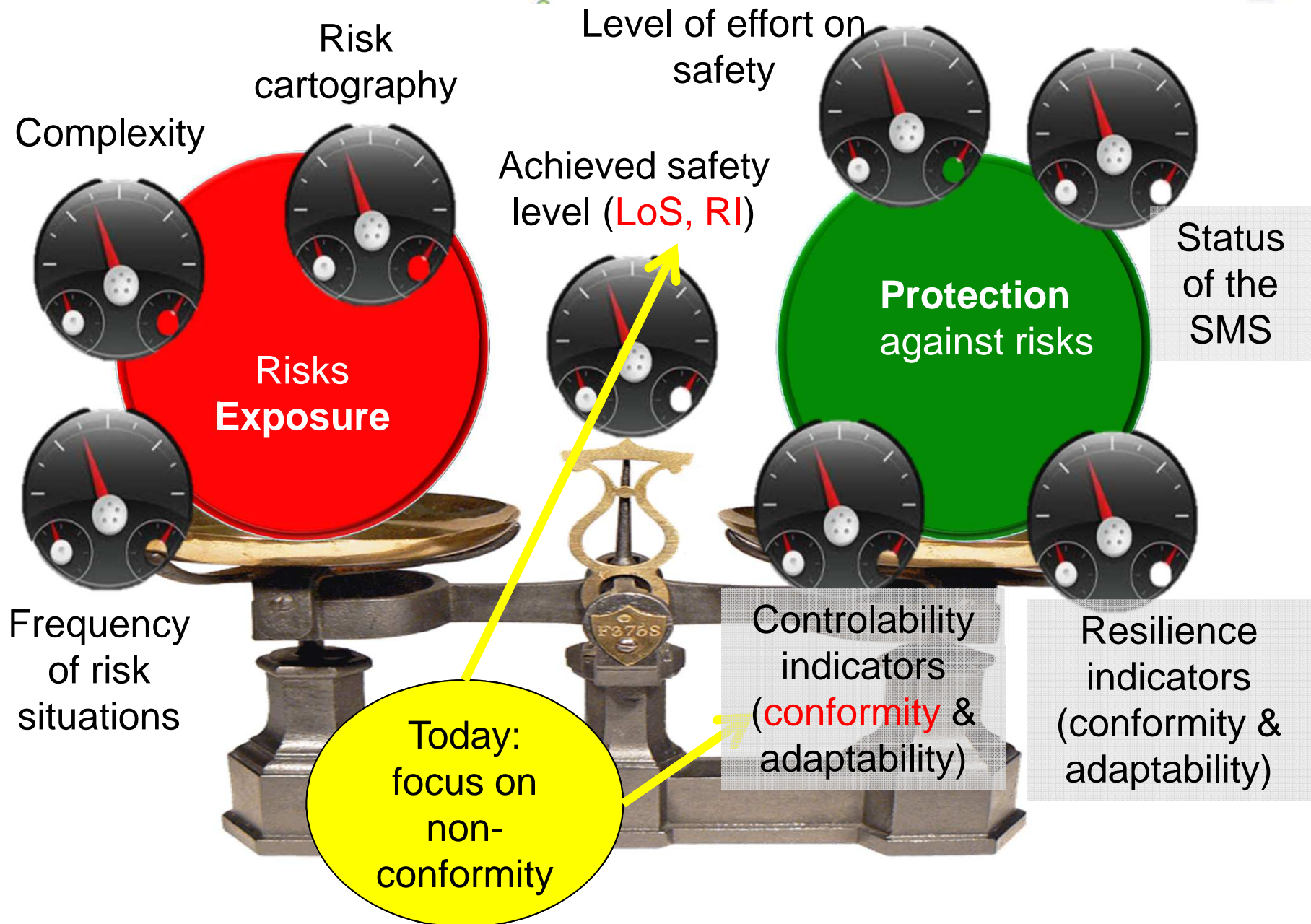
Training and method to analyse safety event and related human errors



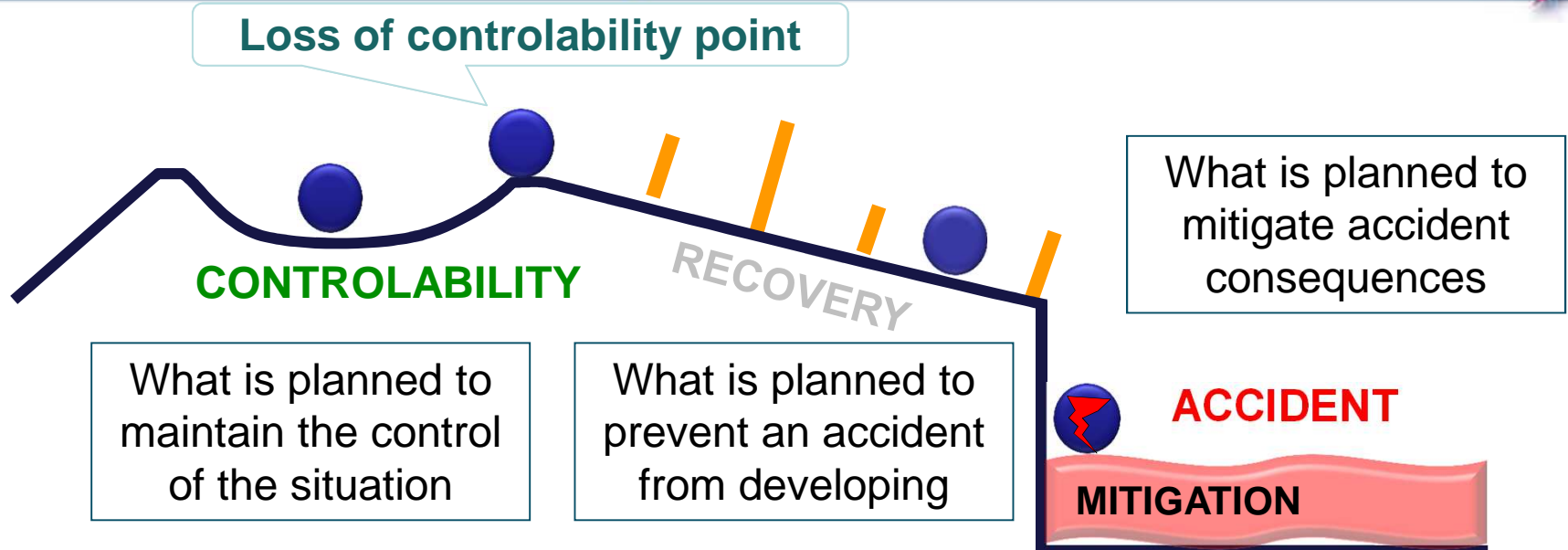
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**But do we really have the SMS
we need and deserve ?**

Managing conformity or managing safety ?



What is our real safety model?



- **Conflicts prevention:** Airspace design, trajectories, flow management
- **Conflicts resolution:** Detection, separation strategies

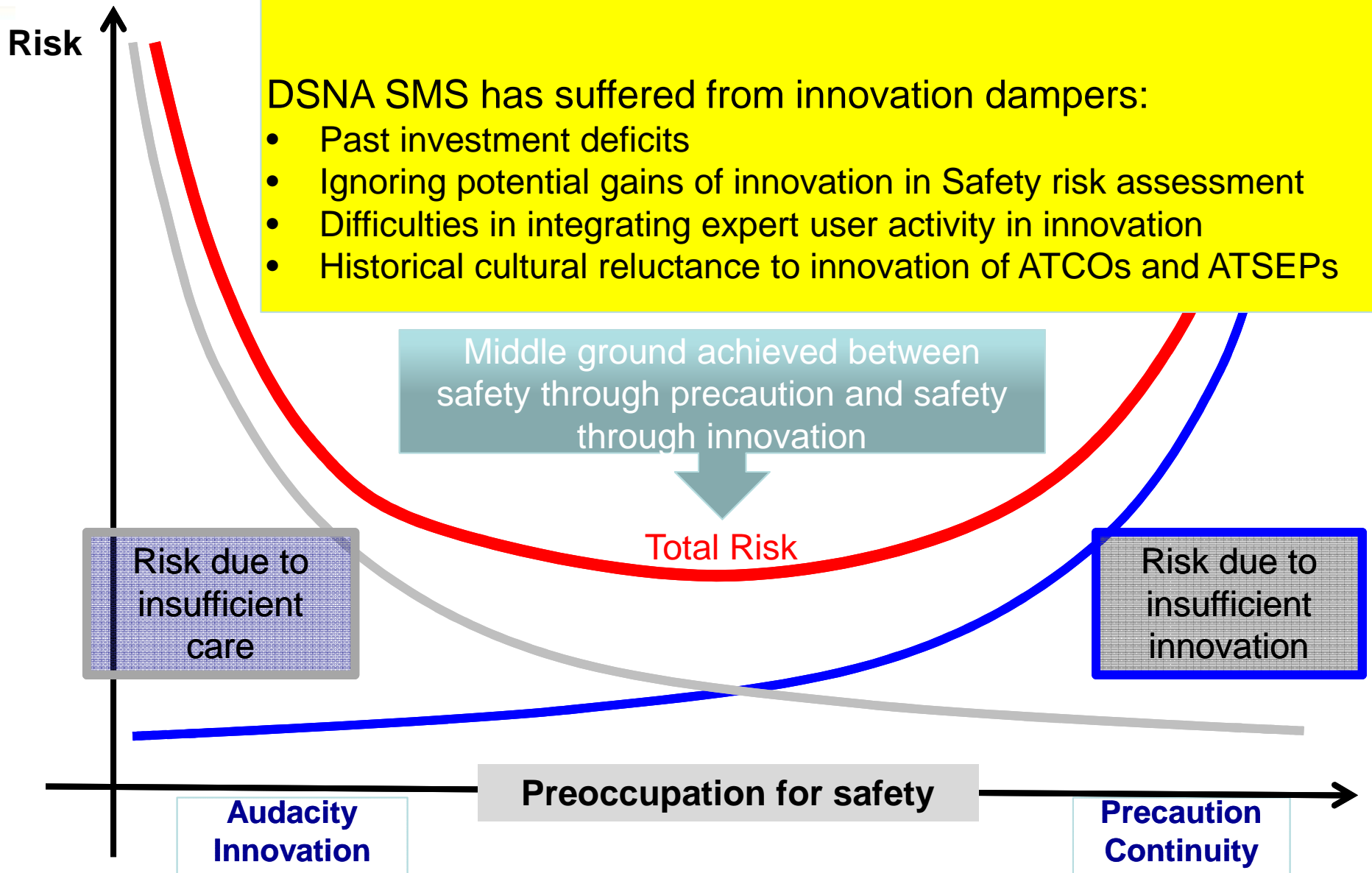
- **Detection & emergency resolution:** ATCOs, STCA, emergency actions, TCAS, Pilots

- **In flight:** None
- **On the ground:** Fringible ILS shelters, limitation of ground speeds

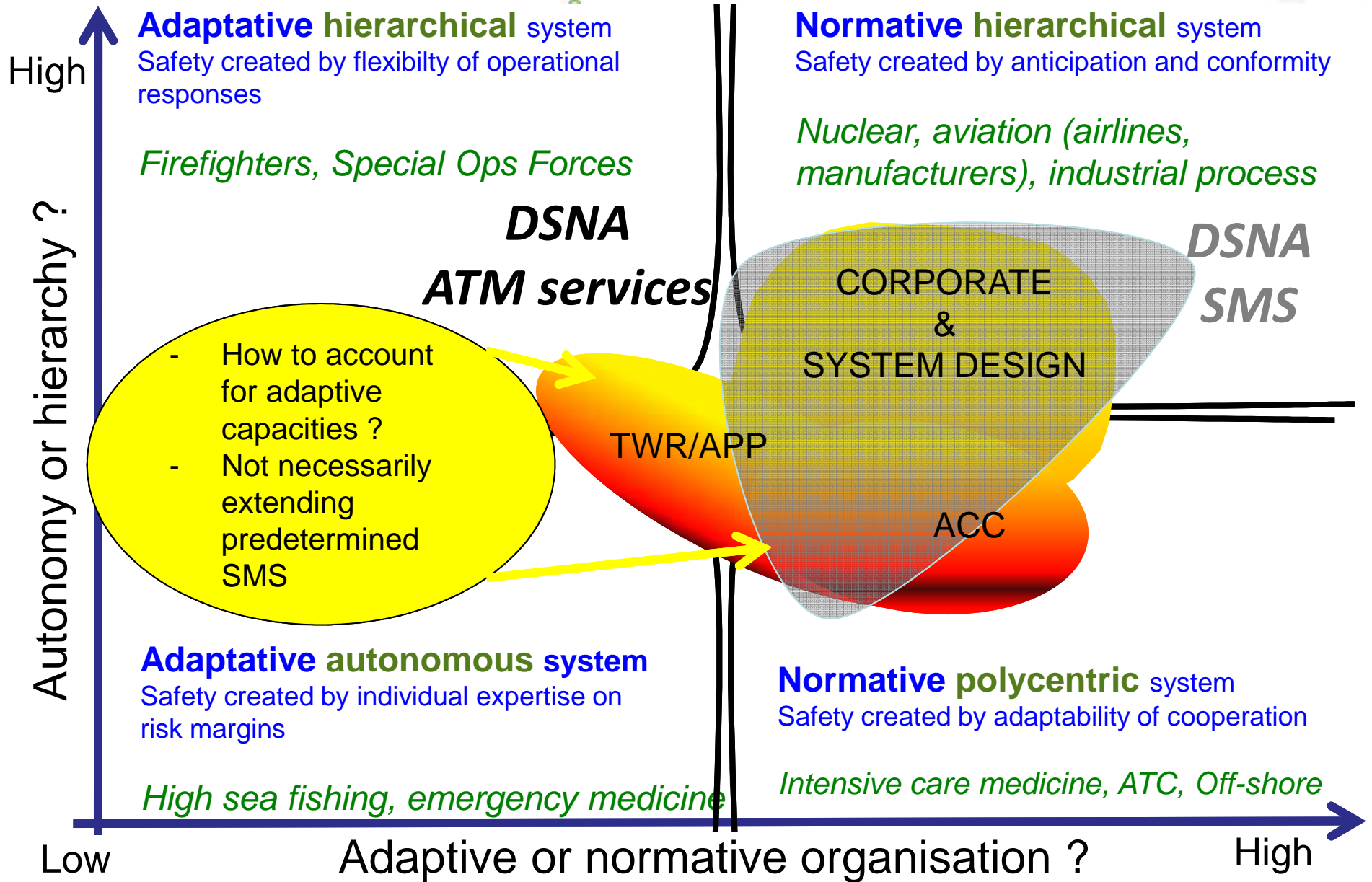
SRA focus only on reliability. Adaptive know-hows not addressed

Recovery means are not considered nor evaluated in Safety analysis

Innovation with or for safety ?



Wich kind of SMS do we need?



Orientations for our future SMS



- *Risk management is more than conformity management and should better take into account well-assessed risk exposure*
- *Safety model shall include explicitly control modes and recovery, in particular in systems and procedures safety cases*
- *Technology innovation will be implemented faster if safety improvements counterbalance risk associated with change*
- *SMS regulations should better take into account the fundamentals of ATM, as embedded adaptability and decentralised decision-making*



Thank you