



Network Manager
nominated by
the European Commission



Experience Sharing to Enhance Safety - ES²

Safety Tools Complementarity in the context of FAB

Network Manager Safety Tools View & Strategy – Main Challenges

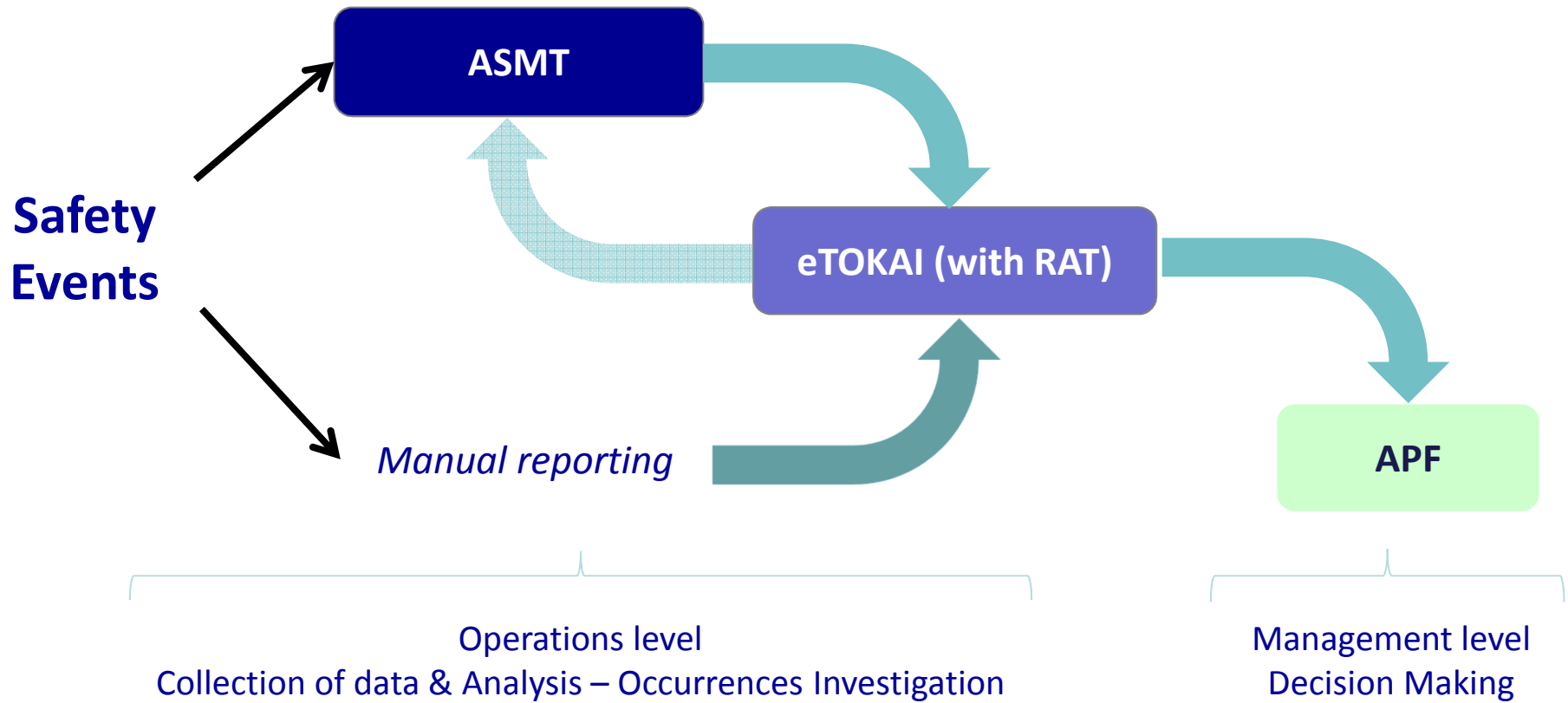


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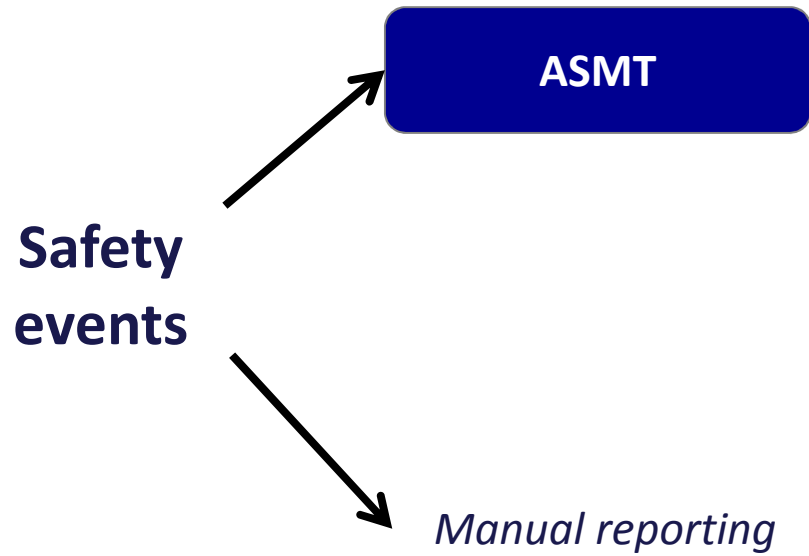
ES²WS01 Larnaca 21 -22 May 2015

Complementarity of SAF Tools





- **ASMT acts as an additional entry point** for safety data, in parallel to manual reporting – though ASMT should remain for a systemic view

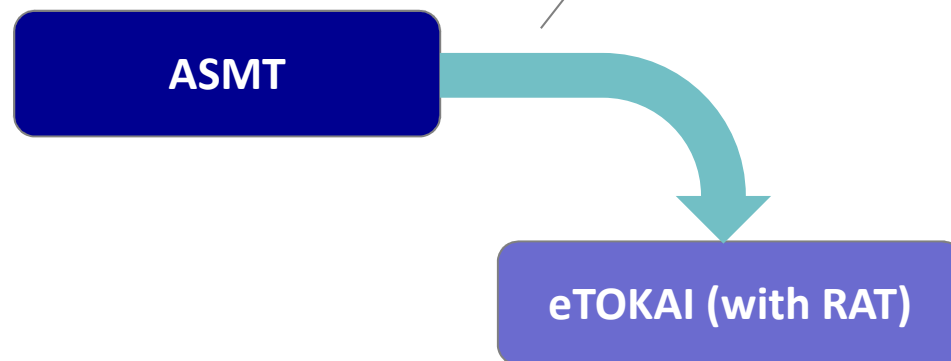


ASMT >>> eTOKAI

- ASMT can provide several data on the events collected to eTOKAI (similarly like FAA tools TARP and CEDAR)

- No need to manually compute Risk of Collision score
- Time saved in filling fields
- Less errors

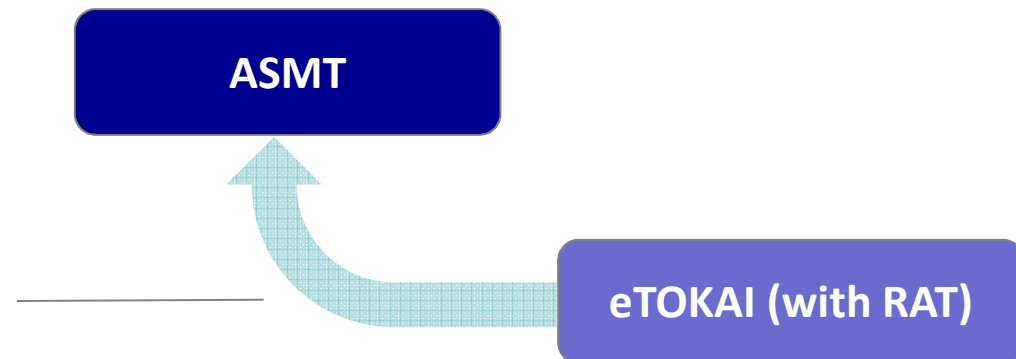
- Date, time
- Location
- Aircraft involved
- **Risk of collision**
- ...and others



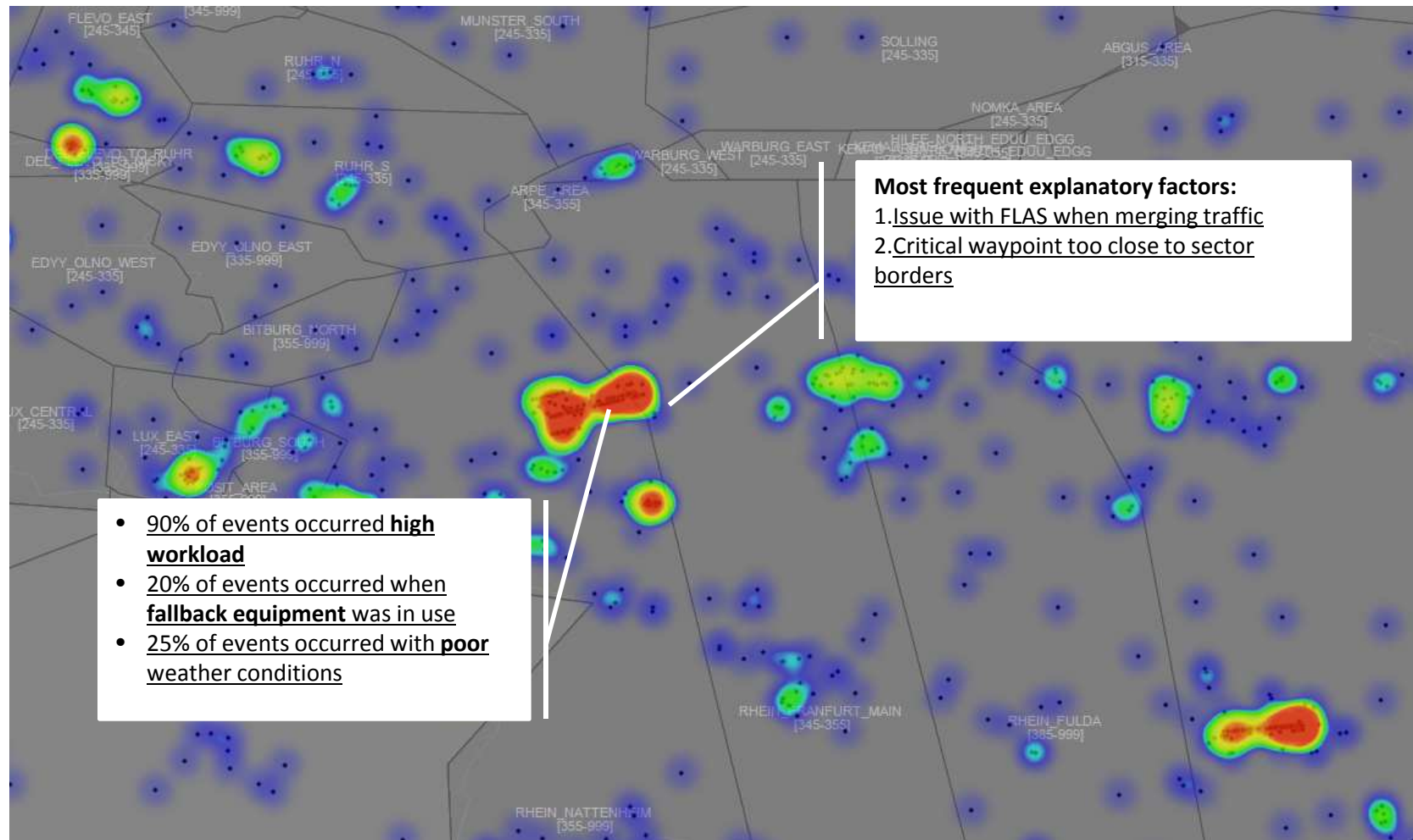
eTOKAI >>> ASMT

- eTOKAI can feed back ASMT with data to support operational analyses aimed at systemic causes
- **Benefit:** causes are visualized on ATS geography

- Weather
- Explanatory factors
- Descriptive factors
- Human judgment on the events



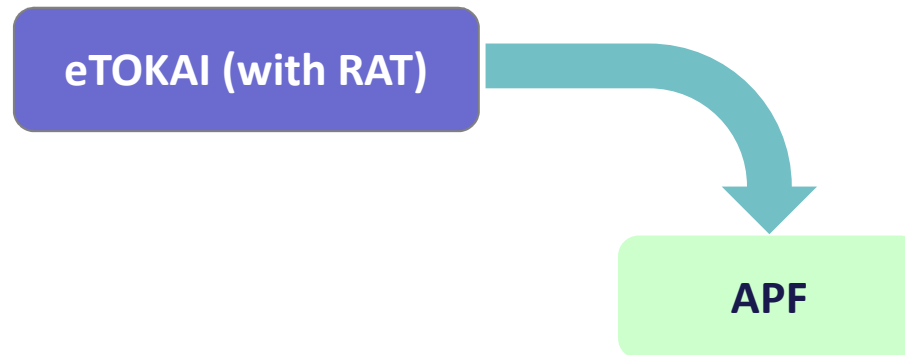
Example of ASMT statistics with additional information from eTOKAI (on development and test)



eTOKAI >>> APF

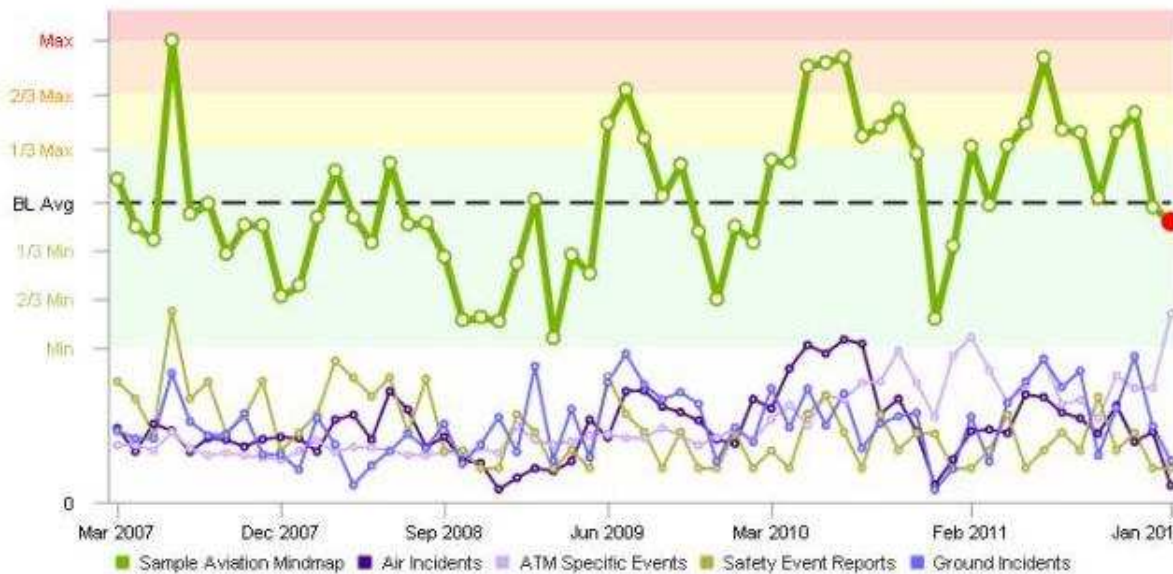


- eTOKAI can feed back APF, which is the last ring of the chain, providing aggregated info to the management
- Aggregate data at FAB level for Performance tracking and monitoring



Integration at FAB level

- Web based tools – easy to align versions and maintained
- Deployed at local, FAB or NM level
- Harmonisation
- Easy cut to fit FAB agreements
- Alert thresholds automatically
- Safety Intelligence
- Regulatory compliance ensured



SAFETY WG

SD4.1: FAB Safety Performance Monitoring

Ver. 0.7
xx xxxxxx 2015

Food for thought
Will come back on in day 2

