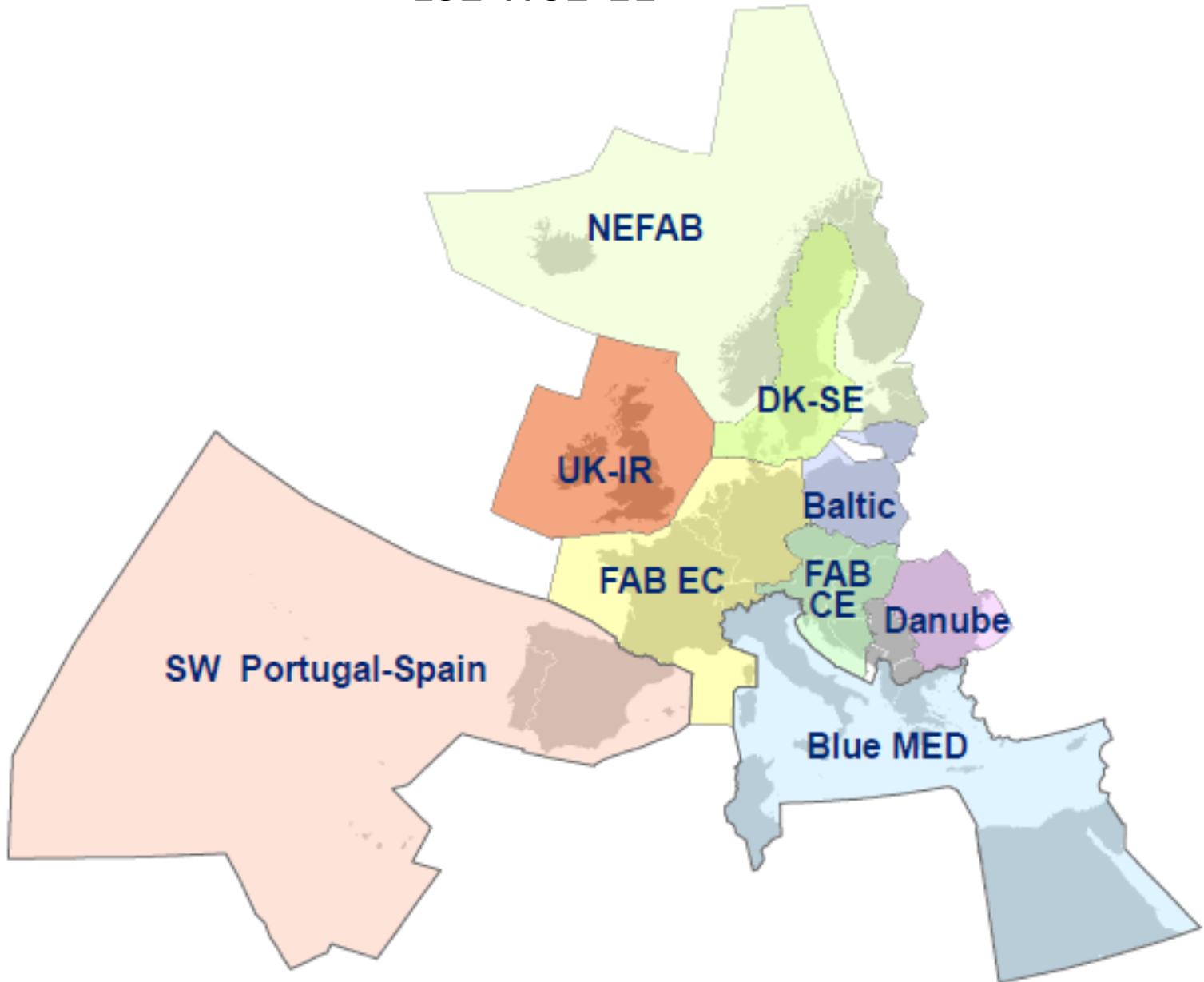


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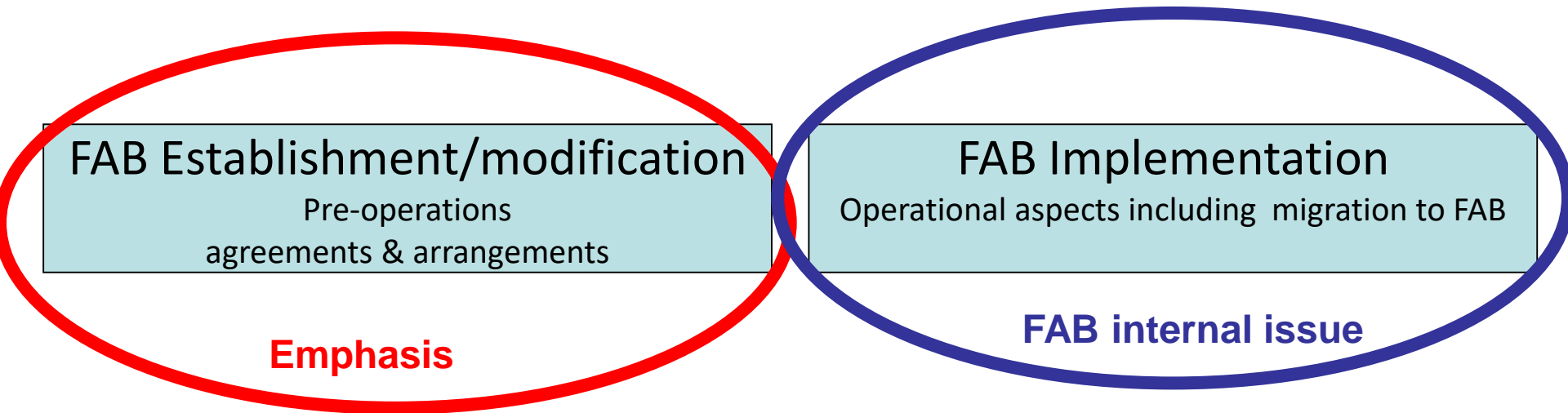


# FAB Safety Case in the context of the FAB-IR

## 1. The notion of Safety Case

It is not the one we (ANSPs/ECTL) are used to (even though there is no agreed definition of Safety Case as of today)

The Safety Case covers



## 2. Roles/Responsibilities

3 levels are identified

- States (Ministerial level)
- NSAs/Authorities
- ANSPs

### 3. The scope

Is to address all FABs Operational Concept i.e.:

- With Cross-border operations; or
- Without cross-border operations

And in both cases with or without:

- ANSP/ANSP arrangements; and/or
- FAB/FAB arrangements

#### 4. Remaining sources of uncertainty/unclarity (Guidance Material)

Use of the terms

- ANS providers;
- ATM providers; and
- ATS providers;

**READ**

**ATM/CNS Provider**

without unambiguous indication as whether this is intentional or not

Use of the verb « manage » without unambiguous indication as whether this means « FAB governance » or anything else down to « day to day management »

**READ**

**High level Management**

## 5. Spirit of the text

Avoid anything that could go wrong because of the FAB establishment/implementation i.e. FAB implementation should not prevent smooth transfer of traffic, should not prevent safety data flow etc...

Try to foster cooperation

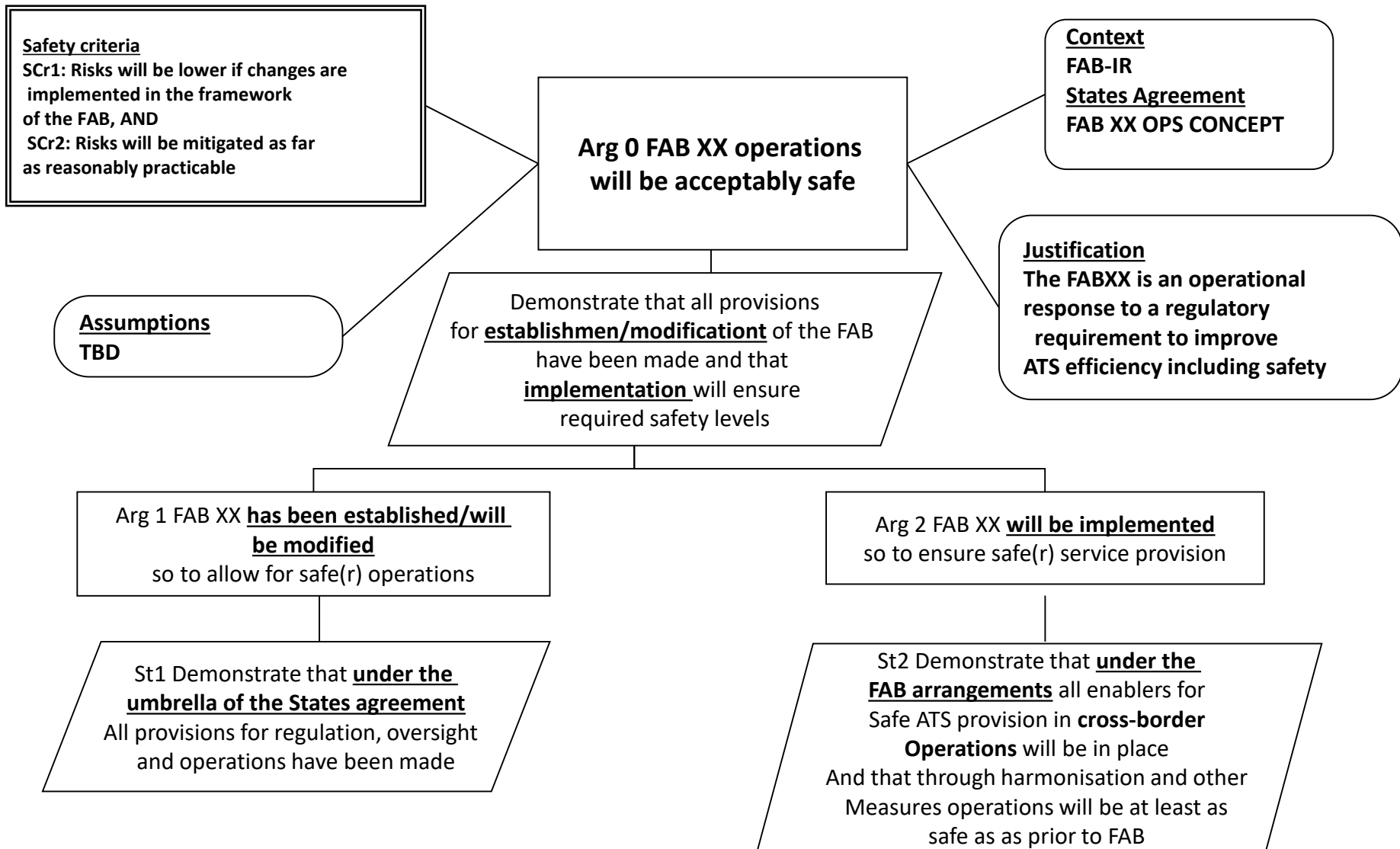
Ensure supervision by EC and possibly allow enforcement measures

# Other elements to take into account

- **Airspace description**
- **ASM**
- **Access and protection of data**
- **FAB ORD**
- **Optimum airspace utilisation**
- **Consistency with European Network**
- **Smooth and flexible transfer of responsibility**
- **Compatibility of Airspace configurations and optimisation of airspace route structures**
- **Management of changes**



# FAB XX Safety Case



**Argument 2 is only required if cross-border operations**

Arg 1 FAB XX has been established/will  
be modified  
so to allow for safe(r) operations

St1 Demonstrate that under the  
umbrella of the States agreement  
All provisions for regulation, oversight  
and operations have been made

Arg 1.1 States level

Arg 1.2 NSAs level

Arg 1.3 ANSPs level

## Arg 1.1 States level

Provide evidence that all documents  
required to establish high level  
roles and responsibilities  
as well as States rights and commitment  
have been produced, agreed and  
signed

Arg 1.1 .1  
FAB  
Safety Policy  
(Part 1)

FAB  
Safety Policy

Arg 1.1.2 FAB  
airspace has  
been defined

AIP

Arg 1.1.3 Joint  
Designation  
of ANSP(s) has  
been made by  
FAB  
States (\*)

Designation  
official  
document

Arg 1.1.4 NSAs  
arrangements  
have been  
endorsed

States  
Official  
document

Arg 1.1.5  
Air policing

Provisions have  
been  
made to establish  
Procedures to  
Ensure States  
rights

States  
official  
document

Arg 1.1.6 Accident &  
serious incident  
Reporting and  
Investigation  
Arrangements  
made So as to  
allocate  
Responsibilities &  
Ensure safety flow  
And SAR coordination

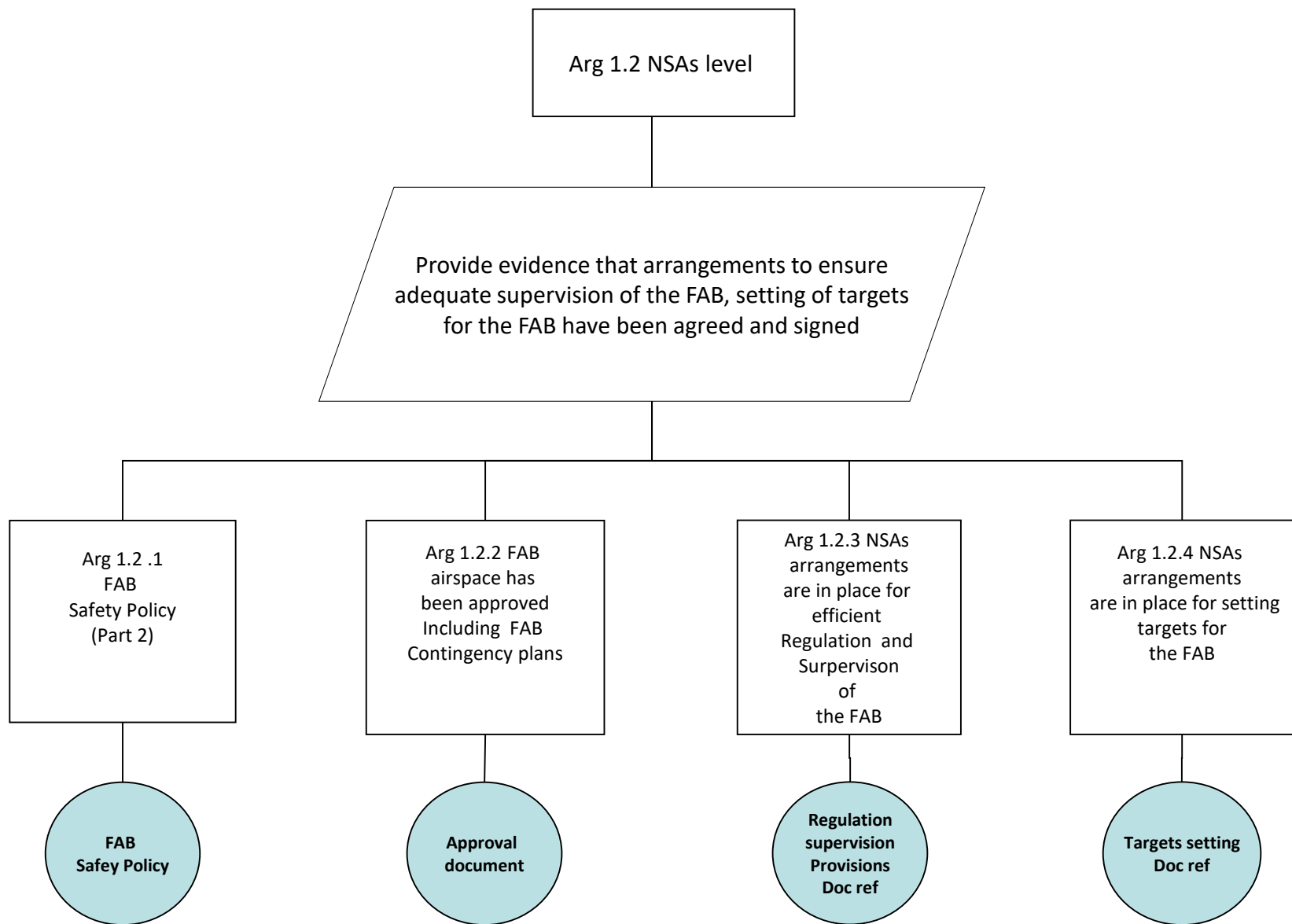
AIBs  
Arrangements  
Doc ref

SAR  
arrangements

Arg 1.1.7  
Compatibility  
  
With ICAO regional  
Plans is  
Demonstrated

States  
official  
Documen for  
ICAOt

*(\*) If one or more ANSP  
is not certified a specific  
argument has to  
demonstrate  
equivalence*



## Arg 1.3 ANSPs level

Provide evidence that arrangements to ensure operations in the FAB, will be acceptably safe and in compliance with regulations and with the view to achieve the targets as defined by NSAs

Arg 1.3 .1  
FAB  
Safety Policy  
(Part 3)

FAB  
Safety Policy

Arg 1.3.2 FAB  
airspace has  
been designed  
and validated to  
ensure safe(r )  
Operations, optimum  
use of airspace, smooth  
transfer of traffic, military  
use of airspace,  
Consistency with  
European route network

Airspace  
Description  
Doc ref

Airspace  
Validation  
&  
Assessment (\*)  
Doc ref

Arg 1.3.3 ANSP/ANSP  
arrangements  
Have been  
made to  
ensure safe(r)  
operations

ANSPs  
Arrangements  
Doc ref

Arg 1.3.4 FAB/FAB  
arrangements  
Have been  
made to  
ensure safe(r)  
operations

FABs  
Arrangements  
Doc ref

Arg 1.3.5 ANSPs  
SMS arrangements  
have been agreed and  
signed to ensure  
FAB continuous safety  
improvement

SMS  
Document  
(\*\*)  
(Roadmap)

Arg 1.3.6 ANSPs  
developed  
FAB contingency  
Plans

Contingency  
Plans  
Documernts

(\*) Includes FAB interfaces & compatibility with ICAO  
Regional Plans

(\*\*) reflects all arrangements made at NSAs  
or States level and safety data flow in  
particular

Arg 2 FAB XX will be **implemented**  
so to ensure safe ATS provision

St2 Demonstrate that **under the  
FAB arrangements** all enablers for  
Safe ATS provision in **cross-border  
Operations** will be in place  
And that through harmonisation and other  
Measures operations will be at least as  
safe as as prior to FAB

**Cross-border operations**

**Joint Safety assessments  
at FAB level [approval as per  
NSAs arrangements]**

*NO Cross-border operations  
But border issue(s)*

*Joint ANSPs  
Safety Assessments  
[approval at national levels]*

*NO border issue(s)*

*ANSP(s)  
Safety Assessments  
[approval at national level]*

No questions please

No questions please



No questions please

No questions please

No questions please

No questions please