SAFETY CHALLENGES AND FUTURE ATM SYSTEMS

To cope with the future expectations and objectives for the overall Air Transport System, ATM is evolving towards a unique Pan-European, fully interoperable and integrated ATM system supporting the Single European Sky. The EUROCONTROL Experimental Centre (EEC) together with its Stakeholders aims at achieving this vision for future ATM. Because there is so much change in the landscape envisaged, a significant, integrated and explicit safety effort is required.

OUR SAFETY MANAGEMENT APPROACH

Working under the Agency-wide Safety Policy, the EEC is committed to operate a Safety Management System, which ensures:

1. HIGHEST PRIORITY FOR SAFETY
   Achieving future safety objectives is afforded the highest priority with respect to commercial, operational, environmental or social pressures.

2. LEADERSHIP AND COMMITMENT
   Leadership commits necessary and sufficient investments in safety resources to continuously improve safety performance.

3. RESPONSIBILITY
   Our staff is responsible for improving safety.

4. FUTURE ATM SAFETY
   There is an increase in safety along with the implementation of the future ATM system.

5. SAFETY BUILT IN DESIGN
   Safety activities will accompany the research, development and industrialisation phases of future ATM Systems.

6. PRO-ACTIVE APPROACH TO SAFETY BENEFITS
   Safety design activities will pro-actively identify areas where safety benefits can be achieved.

7. SAFETY WITH OUR STAKEHOLDERS
   Work in attaining future safety requirements is co-ordinated with all our Stakeholders.

OUR SAFETY MANAGEMENT SYSTEM

Therefore, the EEC is committed to the following:

1. R&D TO INCREASE SAFETY
   Carry out safety R&D and safety evaluation of R&D to enable full scope assessment of the future ATM system thereby reducing ATM-related safety risks in the face of rising air traffic demand. Safety R&D addresses the need to adopt, develop where needed and maintain appropriate Safety Assessment methods that help R&D to predict potential safety performance of proposed ATM enhancements.

2. REQUIRED SAFETY RESOURCES
   Plan required resources to assess the changes in the aviation landscape and their implications for safety.

3. SAFETY TRAINING AND COACHING
   Conduct safety training programmes and provide coaching designed to teach, motivate and sustain safety performance.

4. HOLISTIC APPROACH TO ATM SAFETY
   Develop an Integrated Risk Model showing the relative safety contributions of different systems as part of the future ATM vision thereby ensuring that when put together, all aspects remain safe and resilient.

5. SAFETY ASSESSMENT AND SAFETY ASSURANCE
   Carry out safety assessment and assurance activities on all aspects and elements of the future ATM system.

6. EFFICIENT APPROACH TO SAFETY
   Achieve safety benefits in the most cost-efficient manner and in the shortest time possible.

7. SAFETY PROMOTION
   Disseminate in an efficient and timely manner safety information and lessons learnt to all stakeholders involved.

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