



CANSO Contribution to ICB discussions on Safety

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1. Safety principles and objectives for 2020

- It is the European Commission's expectation for SESAR, as expressed by EC Vice President Jacques Barrot, that it will deliver a future ATM system which can enable up to a 3-fold increase of traffic movements, whilst reducing delays, improve the safety performance by a factor of 10 (...).
- Safety is the highest priority above commercial, operational and environmental; it is the pre-requisite for a sustainable and competitive air transport industry
- Separation of regulatory functions, oversight functions and operational/service provision functions
- Safety must be treated harmoniously throughout global/European airspace (geographic) and harmoniously across all aviation sectors (operations). This requires uniform application of all regulation and service provision across the continent.

2. Effective regulation

- Based on mandatory safety regulatory requirements: ICAO Safety Management Manual, EC regulation such as SES Common Requirements, Directive 2003/42, etc..., Eurocontrol ESARRs
- Uniform safety management principles across all domains of ATM
- Risk-based safety management integrated into all aspects of ATM through the implementation of a mature Safety Management System on basis of the mandatory Safety Regulatory requirements
- Monitoring of safety achievement through Safety Objectives and Safety Requirements that are linked to the main components of the organisations Safety Management Systems (no imposed metrics nor target level of safety)
- Ensure level playing field by clear competences and responsibilities global standards and recommendations

3. What are the main hurdles to be overcome

- The implementation of safety regulations have to be ensured
- A common interpretation of safety regulations have to be promoted
- Different levels of implementation of risk-based safety management systems still exist; this should be improved

4. The European aviation Community can contribute to address these hurdles

- Enforcement of compliance to existing regulatory requirements (as opposed to proliferation of new rules that are partly implemented).
- Focus on financial and technical support to regions that have less developed safety management systems and safety cultures.
- Supporting increased safety through the implementation of new technologies in cockpits and air traffic control facilities.
- Increase the consistency and efficiency of the reporting system for safety occurrences/incidents, in line with “just culture” principle

5. Develop EASA as the safety authority in partnership with member states

- Extend EASA competencies to the whole aviation safety chain
- FABs will change the managerial structure of ATM and require increased cooperation between States.
- The subsidiarity principle should be applied for regional, national and local implementation
- All geographical Europe is to be included for the benefit of a homogeneous approach
- Military representation should be ensured
- EASA should be properly funded
- The transition should be carefully planned