



# FAB Central Europe Safety Policy

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# FAB Central Europe Safety Policy

## Document Identification Sheet

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<b>Author</b>	Vlado Bagarić on behalf of NSA CC
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**Document Approval**

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## 1. Introduction

To better identify the content and the definition of the Safety Policy to be drafted, existing documents (i.e., National Safety Policy of ANSPs, National NSA Safety Policy, State Safety Programmes, etc.) have been considered. From the analysis of the existing materials it could be concluded that a safety policy should have the following characteristics:

- Should be a framework set of statements to be followed by all Safety Entities within FABCE.
- Needs to be addressed to the State Entities representing Safety oversight and Service Providers within FABCE.
- The term "Safety Entities" denotes all the actors that are involved and have responsibility with regard to safety.
- Needs to address the importance of the cross border aspects of state responsibilities.

The Safety Policy of FABCE needs to reflect that FABCE is not a legal entity and has no safety responsibility other than those arising from the states tasks.

Other Aspect to consider when formulating the Safety Policy are that need to:

- Reflect the current expertise of individual entities and make use of these.
- Facilitate the sharing of resources where appropriate.
- Consider that the NSA responsibilities are already defined in the IR 1034 and in the IR in 1035.
- Consider the existing safety policies for consistency.
- Every ANSP and also some of the NSAs have defined their own safety policy therefore this should be taken in to account in the definition of the Safety Policy at FAB level.
- The Safety Policy should be a short statement defining the expectation of the FAB on the entities.
- The safety policy need to be communicated across all the entity involved in safety States, therefore the language used in defining the safety policy should be wider understandable.

From the analysis of the existing material it could also be concluded that the content of the NSA Safety Policy should include the following points:

- should require a formal and explicit safety management approach;
- should require that Safety shall be given the priority in legislative and oversight activities within the FAB, over commercial, operational, environmental or social pressures;
- should require that Entities have an individual responsibility of their own activities in regard to safety;
- should require that the overall objective is to define, harmonise, and where possible increase the existing level of safety within the FAB (minimize the ATM contribution to the risk of an a/c accident);
- should require that the organisations Achieve, Ensure and Promote safety;
- should require the promotion of SMS in the Service Providers and the MS in the Competent Authorities;
- should require the identification of the overall objectives and practices of an Organization as regard safety;
- should require to commit the Organization at all levels to the fulfilment of its statements;

## 2. Legal background

The Legal Obligation to define a Safety Policy comes from the regulation (EU) 176/2011, Annex, Part II, Article 1a where requirement for a common safety policy or plans to establish a common safety policy as part of the safety case for the FAB are defined.

In course of the stakeholder consultation (June 2012) in accordance with Commission Reg. (EU) 176/2011, EASA made the observation:

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“Based on the evidence provided, it was noted that plans for the establishment of a common safety policy are made at ANSP level, but not at NSA level. The initial FAB CE Safety Policy Statement presented in Annex 32 is not enough to demonstrate a common safety policy although it is complemented by the different actions included in the SMS Roadmap.”

leading to the consequence, that FAB CE has to provide such a safety policy on a higher level. It has to be noted, that the requirement does not specify the need for a safety policy at a certain level (Provider, NSA or State).

In accordance with FCC/10 Decision (I), the FLC review and assess the NSAs Safety Policy and Safety policy at ANSP level against the requirements laid down in EU legislation (in particular Reg. 176/2011 and Reg. 1035/2011), recommendations stipulated in EC Guidance Material for establishment of FABs and EASA's observations during the FAB CE establishment consultation process.

Both statements, i.e. NSAs' Safety policy and Safety policy at the ANSP level should form part of the FAB CE Safety Policy. However, combining the NSAs' Safety Policy and Safety Policy of ANSPs level is not sufficient to form FAB CE Safety Policy because the State level commitment should also be included. It is recommended that FAB CE Safety Policy shall encompass all three levels (State, NSA, ANSP) maintaining them in the separate statements, however introducing the overlapping aim for all three levels.

State level might include, e.g. commitment to ensure timely, due and coordinated implementation of EU safety legislative and regulatory framework;

The FABs Guidelines might be considered, i.e. Safety policy might reflect that:

- ✓ the FAB CE has established and is maintaining a high and uniform level of ATM safety, contributing to overall aviation safety, in accordance with the relevant legal and safety requirements;
- ✓ FAB CE (all levels, i.e. States, NSAs and ANSPs) are committed to continuously enhance levels of safety (within the remits of their respective competences and responsibilities).

### 3. Safety Policy

#### 3.1. FAB CE NSAs' Safety Policy

The FAB CE NSAs Safety Policy was adopted by the NSA CC members at the 11<sup>th</sup> NSA CC meeting held on the 27<sup>th</sup> November 2013 during which the attendees have agreed on the formulation of the FAB CE NSAs' Safety Policy as follows:

*“The first priority for FAB CE NSAs is to ensure high level of safety supervision using cooperation among all FAB CE NSAs with the goal to minimise ATM risk contribution and improve aviation safety performance.*

*To fulfil this policy, the FAB CE NSAs shall ensure:*

- ✓ *The Safety priority in oversight activities within the FAB CE over commercial, operational, environmental or social pressures;*
- ✓ *The effective cooperation and interaction with all internal as well as external stakeholders;*
- ✓ *The continuous improvement of the strategies and processes with aim to develop and implement the common FAB CE performance plan;*
- ✓ *The NSAs individual responsibility to their own safety activities.”*

### 3.2. FAB CE ANSPs' Safety Policy

FAB CE ANSP's Safety Policy has been discussed at the 13th meeting of the SAFWG in Bratislava (Feb. 2010.) and basic principles agreed regarding the Safety Policy.

After correspondence, SAFWG agreed to accept the proposal of the FAB CE Safety Policy at the SAFWG level, dated 21-October 2010, that is:

*„The first priority for FAB CE is to maintain high level of safety and to improve aviation safety performance by harmonization and cooperation of all FAB CE members and interaction with aviation stakeholders.“*

### 3.3. FAB CE Safety Policy

Within the FAB CE safety is afforded the highest priority over commercial, operational, environmental or social pressures. The FAB CE is committed to developing, implementing, maintaining and constantly improving strategies and processes to ensure that all aviation activities that take place under its area of responsibility, will achieve the highest level of safety performance, while meeting both national and international standards.

The FAB CE commits to maintain explicitly, safety standards which at least comply with the requirements of:

1. National Legislation;
2. The International Civil Aviation Organization;
3. The European Union (EU) and EASA;
4. EUROCONTROL.

To this end, FABCE supports the establishment of structures both at NSA and ANSP level ensuring high and uniform levels of ATM safety contributing to the overall aviation safety.

## 4. FAB CE Safety Policy Statement

*Within the FAB CE safety has the highest priority over commercial, operational, environmental or social pressure. Overall objectives are to define, harmonize and increase the existing level of safety by cooperation among all states' entities within the FAB CE. Individual states' entities within FAB CE are committed to achieve, ensure and promote safety at all levels.*