

**SASS 2018 Safety Performance – What can we do?**

# **DFS: European ANSP perspective**

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# Current requirements for ANSPs

- **Safety Management System (SMS)**  
implemented according to ICAO Annex 19
- **Certified SMS according VO (EU) 1035/2011**
- **Occurrence reporting system according to VO (EU) 376/2014**
- **Performance scheme / targets**  
**Safety Key Performance Indicators according to IR (EU)**  
**390/2013**

# EU Performance Scheme

## Key Performance Areas (KPAs)

### Safety

- Safety maturity level that must be achieved by the ANSPs and NSAs
- Percentage of application of the risk analysis tool (RAT)
- Implementation of measures

### Capacity

- Minutes of en-route ATFM delay per flight
- Total of ANS-related ATFM delays in terminal areas
- Additional time in the taxi-out phase
- Additional time for ASMA at aerodromes with more than 100,000 aircraft movements per year

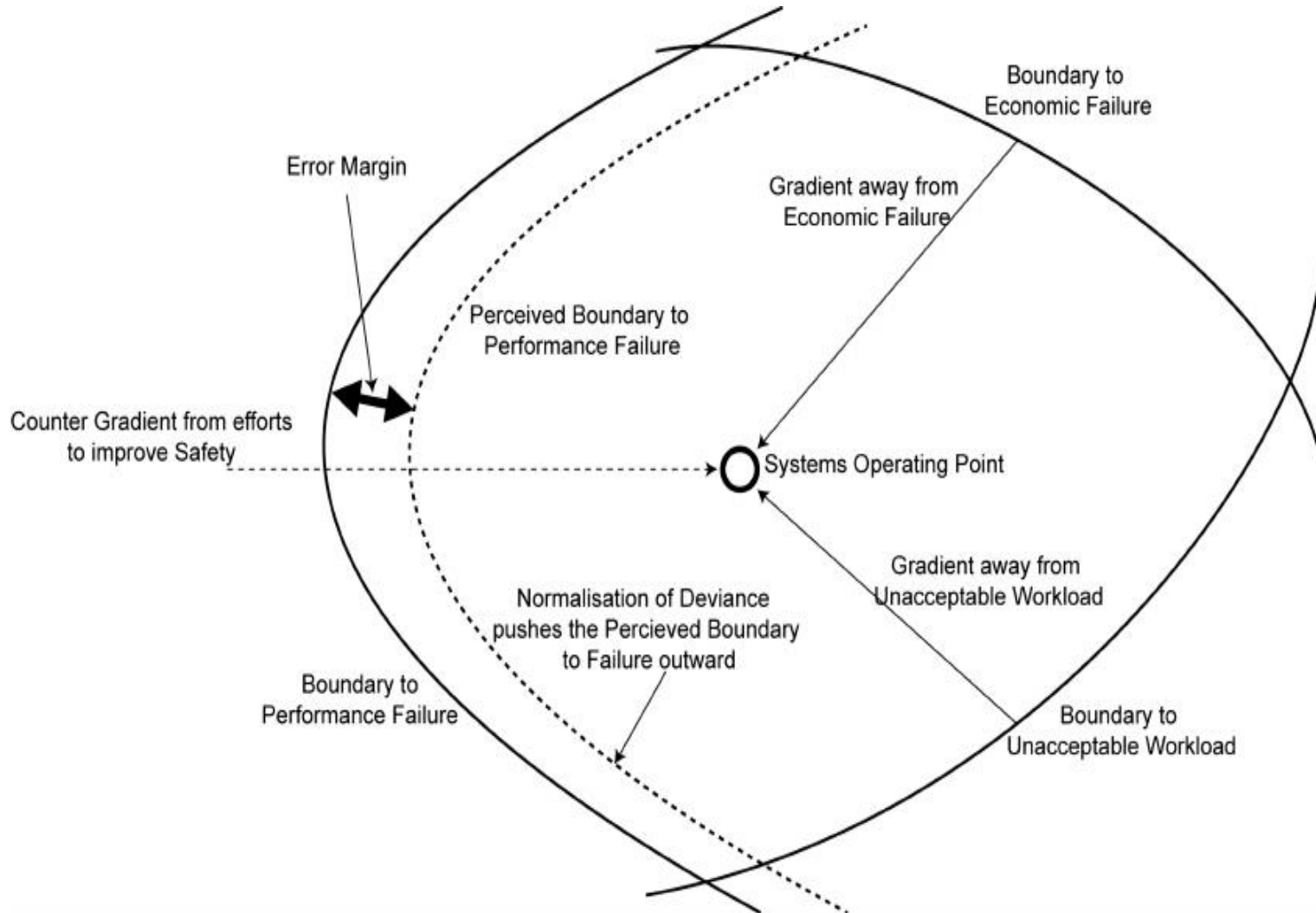
### Environment

- Average horizontal en-route flight efficiency
- Effective use of civil/military airspaces

### Cost-efficiency

- Average European unit rate for en-route charges
- Costs and air navigation charges in the terminal area

# The Rasmussen Model



# Systems Thinking for Safety: Ten Principles



# DFS Safety Programme

- Systemic thinking
- Resilience engineering
- Proactive approach
- Human centred approach
- Automation concepts
- HMI concepts, Ergonomics
- ATCO Training: “expect the unexpected”
- Safety Culture Survey
- Local Safety Surveys



Thank you!

Q & A

