

# Air Traffic Safety Oversight Service (AOV)



Federal Aviation  
Administration



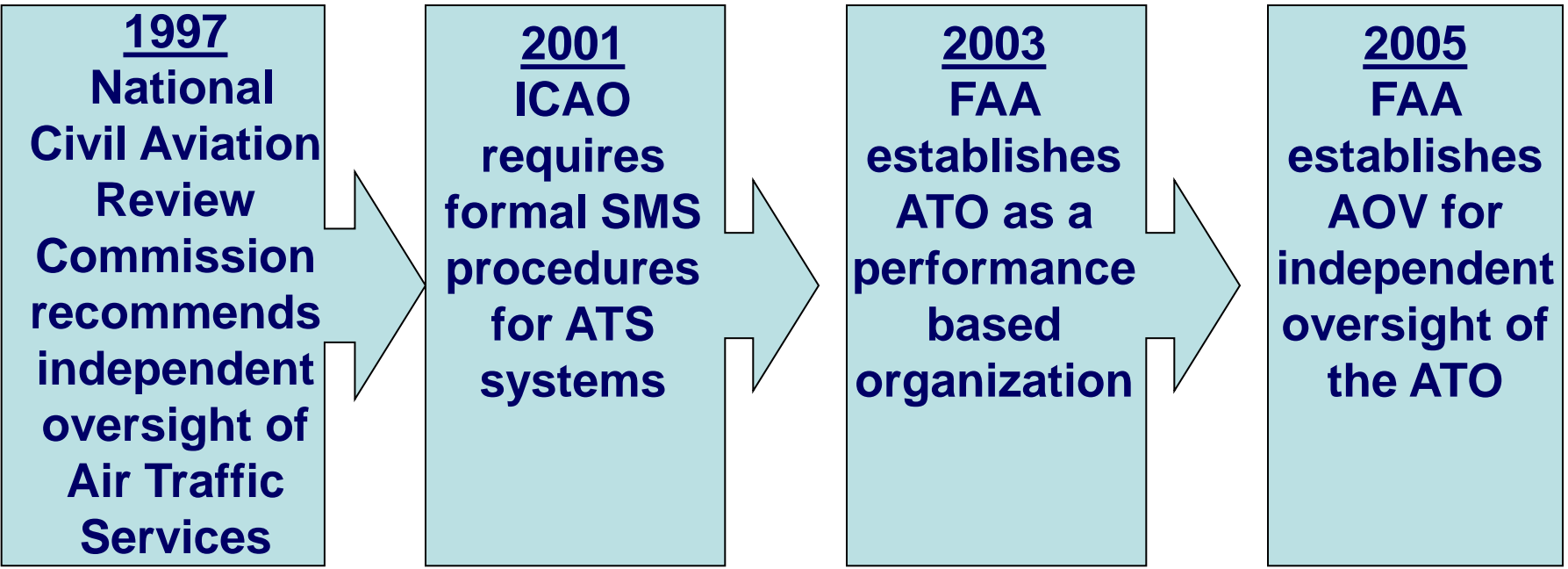
- Presented to NAT PBCS Workshop
- Feb 21, 2013
- By: Rafael D.L. Quezada

# Overview

- **AOV Mission and Organization**
- **SMS and Oversight Process**
- **Applicability to Performance Based Communications and Surveillance (PBCS)**



# *Establishment of Independent ATC Oversight*

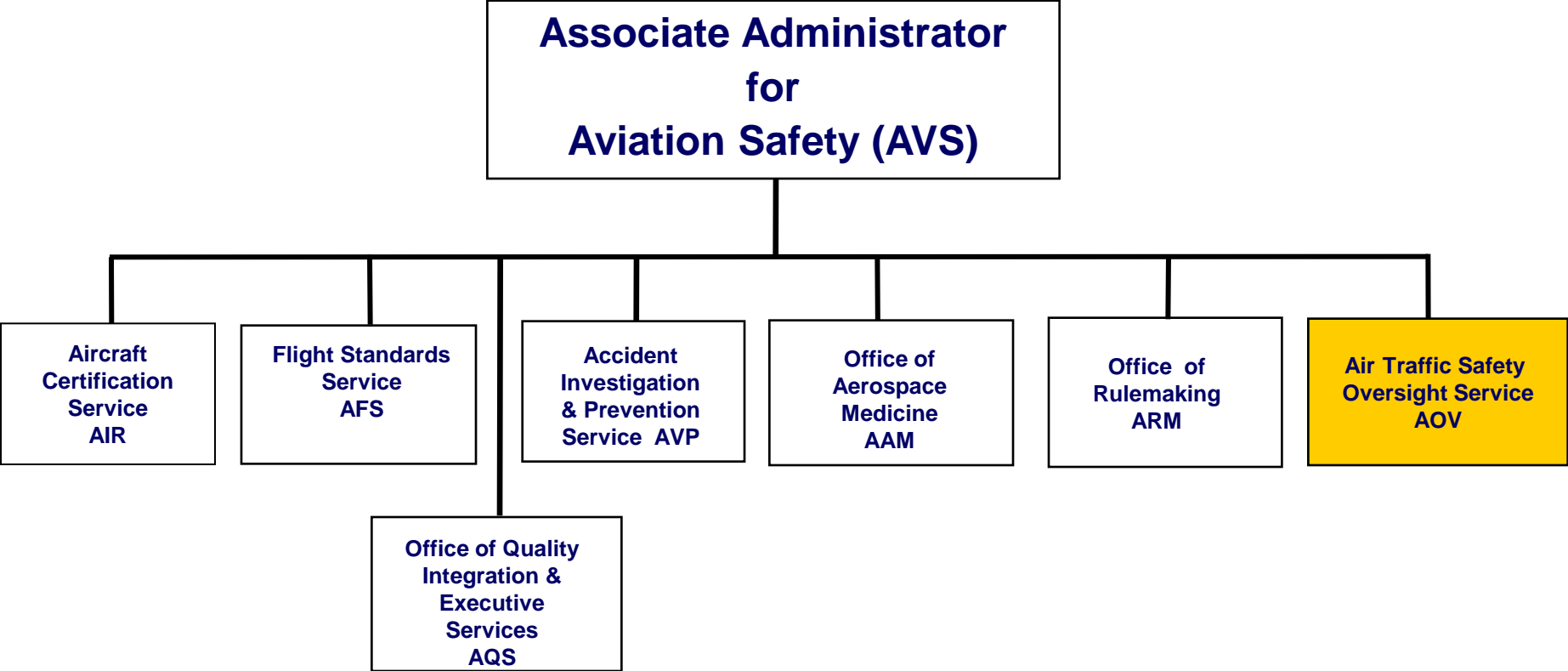


## **AOV Mission:**

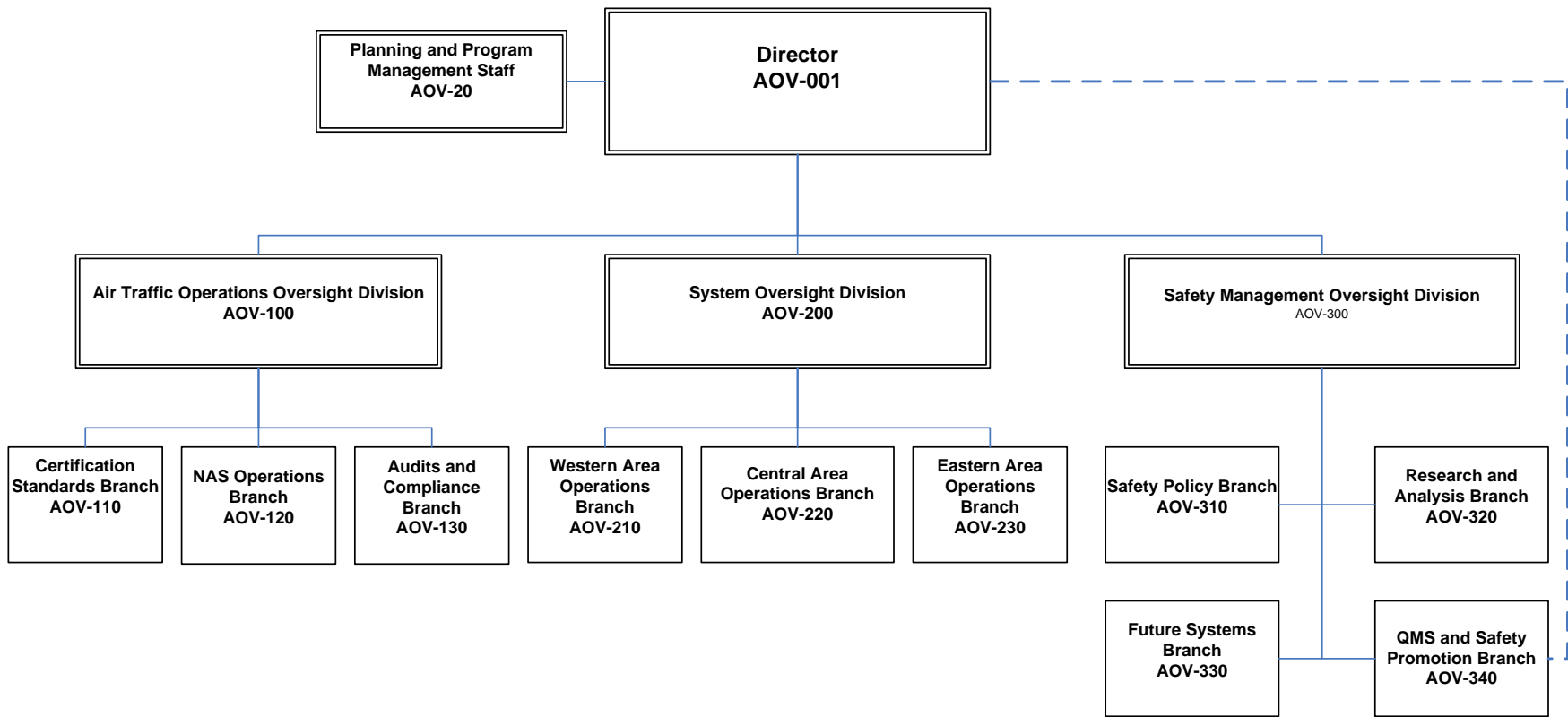
*“To provide the safest, most efficient aerospace system in the world.”*



# FAA's Aviation Safety Organization



# Air Traffic Safety Oversight Service

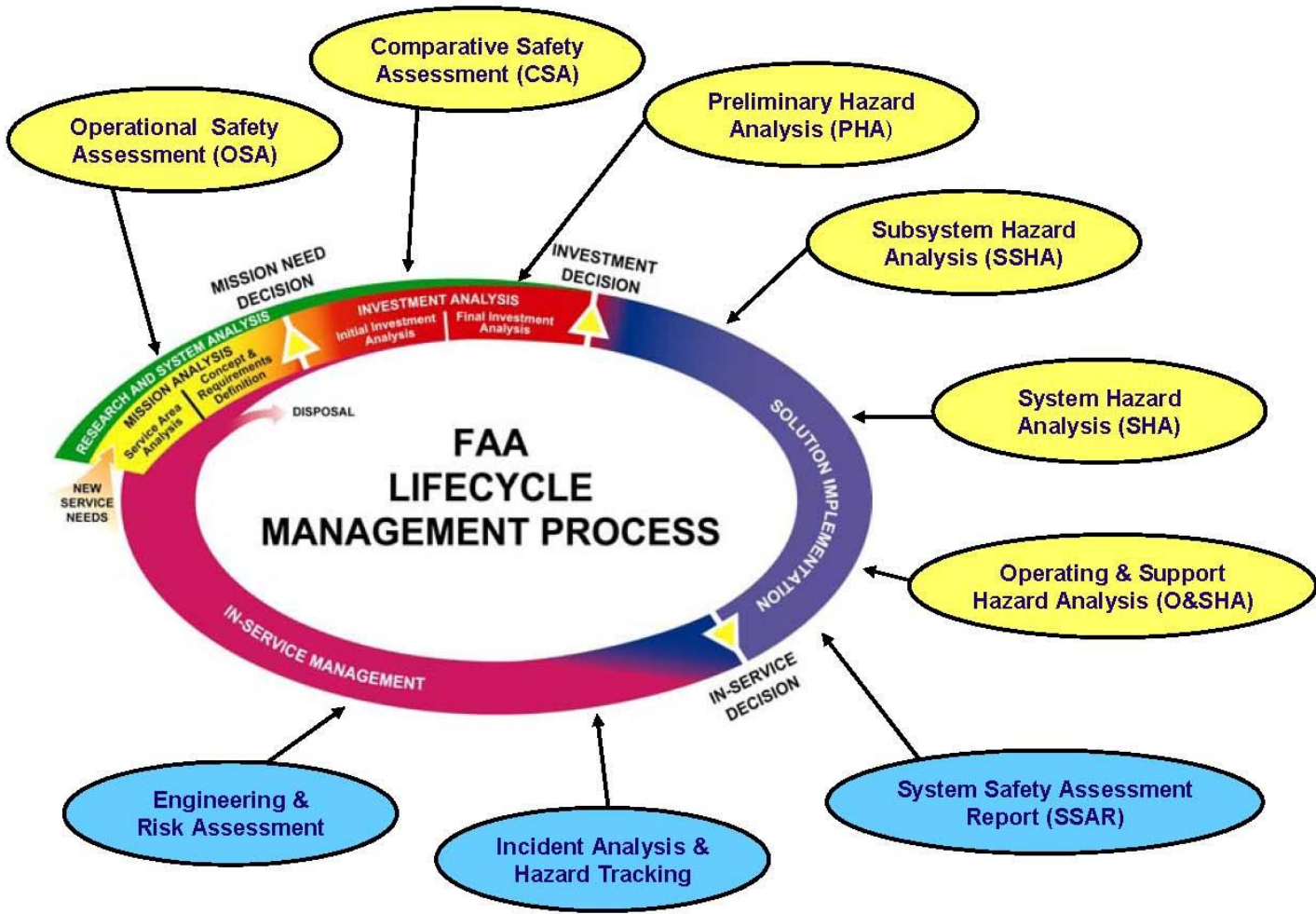


# AOV: What We Do

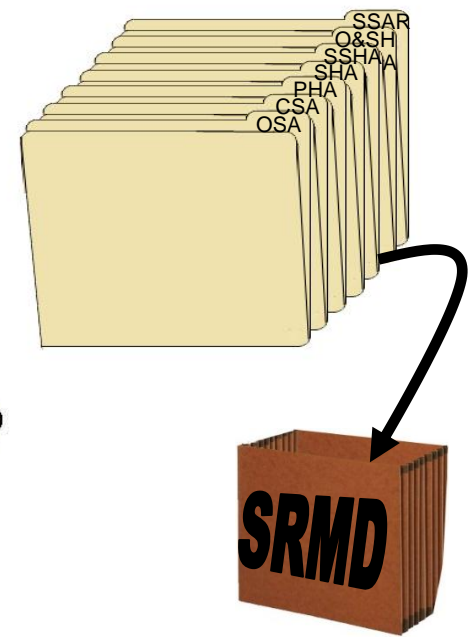
- Oversight audits, investigations and safety analysis
- Implementation of standards for Safety Management Systems (SMS)
  - Approve ATO SMS Manual
  - Provide the common framework to assess safety risks associated with the NAS
- Approval of system changes based on safety risk management, safety assessments and/or modeling
  - Collect and analyze safety data; conduct safety reviews, and evaluations; investigate air traffic incidents; and continuously monitor data to ensure NAS safety



# FAA SMS Life Cycle



## Seven Types of Assessments/Analysis



# ***Safety Risk Management Document (SRMD)***

- **An SRMD/SRMDM must be prepared for all changes that affect the safety of the NAS, as defined in the SMS Manual.**
- **An SRMD defines the proposed change and the SRM process used.**
  - What is the change?
  - What hazards have been identified?
  - How has the safety risk of the change been assessed?
  - How will the risks be mitigated and monitored?
- **The length and level of detail vary based on the type and complexity of change.**
- **An SRMD is a living document**





# ***Application of SMS on PBCS***

- **Safety Risk Management:**
  - Analyze safety requirements and ensure systems meet requirements
  - Establish data link services and operational requirements
  - Conduct controller and other ATS staff training, as appropriate
  - Contractual arrangements/service agreements with CSP(s)/SSP(s)
  - Conduct operational trials
  - Document in SRMD
- **Service Provider**
  - Publish Document Change Proposal (DCP)
- **Post-implementation monitoring, analysis, and corrective action, as appropriate**
  - Conduct oversight and surveillance



# SMS Questions

## Air Traffic Services

- Do safety policies and objectives need to change?
- How do we ensure safety arguments — that are dependent on communication and surveillance — are valid?
- How do we ensure that communication and surveillance systems comply with safety requirements?
- How do we promote safety?

1. Safety policy and objectives
  - 1.1 Management commitment and responsibility
  - 1.2 Safety accountabilities
  - 1.3 Appointment of key safety personnel
  - 1.4 Coordination of emergency response planning
  - 1.5 SMS documentation
2. Safety risk management
  - 2.1 Hazard identification
  - 2.2 Safety risk assessment and mitigation
3. Safety assurance
  - 3.1 Safety performance monitoring and measurement
  - 3.2 The management of change
  - 3.3 Continuous improvement of the SMS
4. Safety promotion
  - 4.1 Training and education
  - 4.2 Safety communication

# ***Bottom Line***

- **Performance Based Communications and Surveillance (PBCS) and all subsets will progress thorough the rigor of the FAA SMS/SRMD process**
- **Issues will be worked in collaboration between the Air Navigation Service Provider (ATO) and Air Traffic Safety Oversight Service (AOV)**



# Air Traffic Safety Oversight Service (AOV)



Federal Aviation  
Administration



- Presented to NAT PBCS Workshop
- Feb 21, 2013
- By: Rafael D.L. Quezada