International Civil Aviation Organization

WORKING PAPER

AN-Conf/13-WP/277
26/9/18
(Information Paper)
English only

THIRTEENTH AIR NAVIGATION CONFERENCE

Montréal, Canada, 9 to 19 October 2018

COMMITTEE B

Agenda Item 6: Organizational safety issues
6.2: Implementation of safety management
6.2.1: State safety programmes (SSPs)

SAFETY PERFORMANCE MONITORING OF AIR NAVIGATION SERVICES THROUGH WEB-BASED APPLICATION: NEW EFFORT SAFETY INTEGRATED

(Presented by Indonesia)

EXECUTIVE SUMMARY

Refer to the ICAO Doc 9859, *Safety Management Manual*, Chapter 4, point 4.3.5, paragraph 4.3.5.1: The acceptable level of safety performance (ALoSP) concept complements the traditional approach to safety oversight that is primarily focused on prescriptive regulatory compliance with a performance-based approach that actual defines of safety performance levels within a prescribed SSP framework. For the purpose of this manual, ALoSP is the acceptable level of safety performance as defined by its SSP safety indicators and their associated targets and alert levels. A State's ALoSP should be prominent to its safety policy and objectives.

AirNav Indonesia has developed a web-based application: New EFFORT Safety Integrated for the safety data collection and monitoring. The system may enable corporation management or Board of Directors (BOD) to monitor the safety performance in all branches, so that it will assist them in the decision-making as the proactive and corrective actions in order to improve and maintain the safety performance of the air navigation.

1. INTRODUCTION

1.1 In order to commit for managing the safety of air navigation services, AirNav Indonesia has developed a safety reporting system based on a web-based application: EFFORT (Electronic Form For Occurrence Report) implemented since 2014, two years after AirNav Indonesia has been established as a single air traffic services (ATS) provider in Indonesia.

1.2 Previously, the safety reporting system was carried out using a paper-based mechanism by filling the mandatory and voluntary reporting forms including reporting of hazards, incidents, serious incidents and accidents. This paper-based reporting system was developed into a web-based application "EFFORT" that can be accessed by all technical personnel in online system, thus facilitating the process of reporting and data collection.

1.3 In 2017, further development of EFFORT was made, in order to provide information regarding the investigation of safety, safety compliance and achievement of ALoSP at AirNav Indonesia branches and service units besides the main function as the safety reporting system. This application was established in the beginning of 2018 and namely as New EFFORT Safety Integrated.

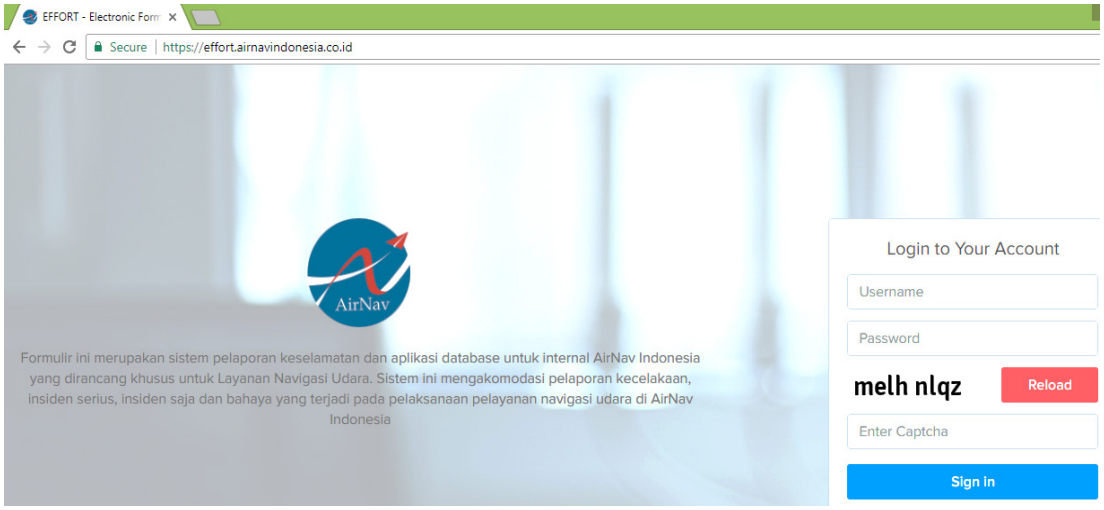


Figure 1. New EFFORT Homepage Safety Integrated: Log in

2. DISCUSSION

2.1 New EFFORT Safety Integrated can be accessed through the web effort.airnavindonesia.co.id, where the user name and password allocated for each user in the AirNav Headquarter and branches, as well as the access for the BOD to see the dashboard.

2.2 Furthermore, the activities that can do by users are as follows:

a) conducting safety reporting both mandatory and voluntary;

b) getting information concerning on occurrence data;

c) getting information concerning the result of internal safety investigation and updating the follow-up action to comply with safety recommendations;

d) getting information concerning the compliance data of air navigation certification and updating the follow-up action of either the certification or audit;

e) getting information and conducting monitoring safety performance data; and

f) verifying the incoming data.

Note: The user authority is adjusted to the interests of users in the organization.

2.3 The dashboard displays information related to safety performance measurement as a ALoSP achievement. There are five safety performance indicators that have been set for air navigation services, these are:

a) accidents involving ATS services with a target of zero events per year;

b) loss of separation incidents/airprox/near miss due to ATS service with a correction target of 5 per cent from the previous year's average number;

c) runway incursion (involves air traffic control (ATC) communication) with a correction target of 5 per cent from the previous year's average number;

d) runway excursion (involves ATC communication) with a correction target of 5 per cent from the previous year's average number; and

e) availability of aviation telecommunications facilities with a target of at least 97 per cent.

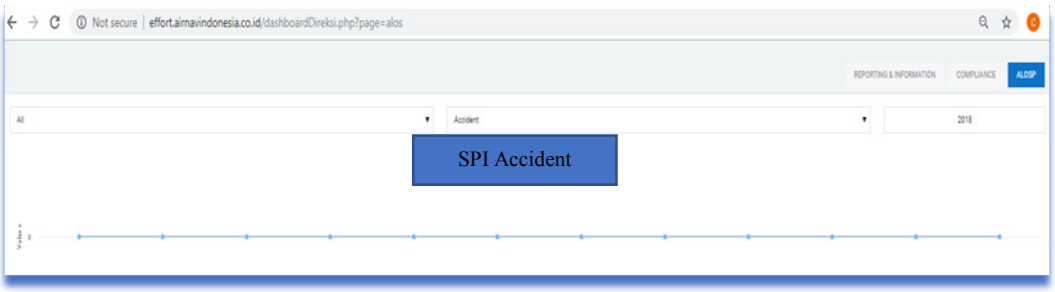


Figure 2. BOD Dashboard: Monitoring ALoSP corporate in general (2018) – dropdown menu



Figure 3. BOD Dashboard : Monitoring ALoSP corporate in general per indicator (2018)

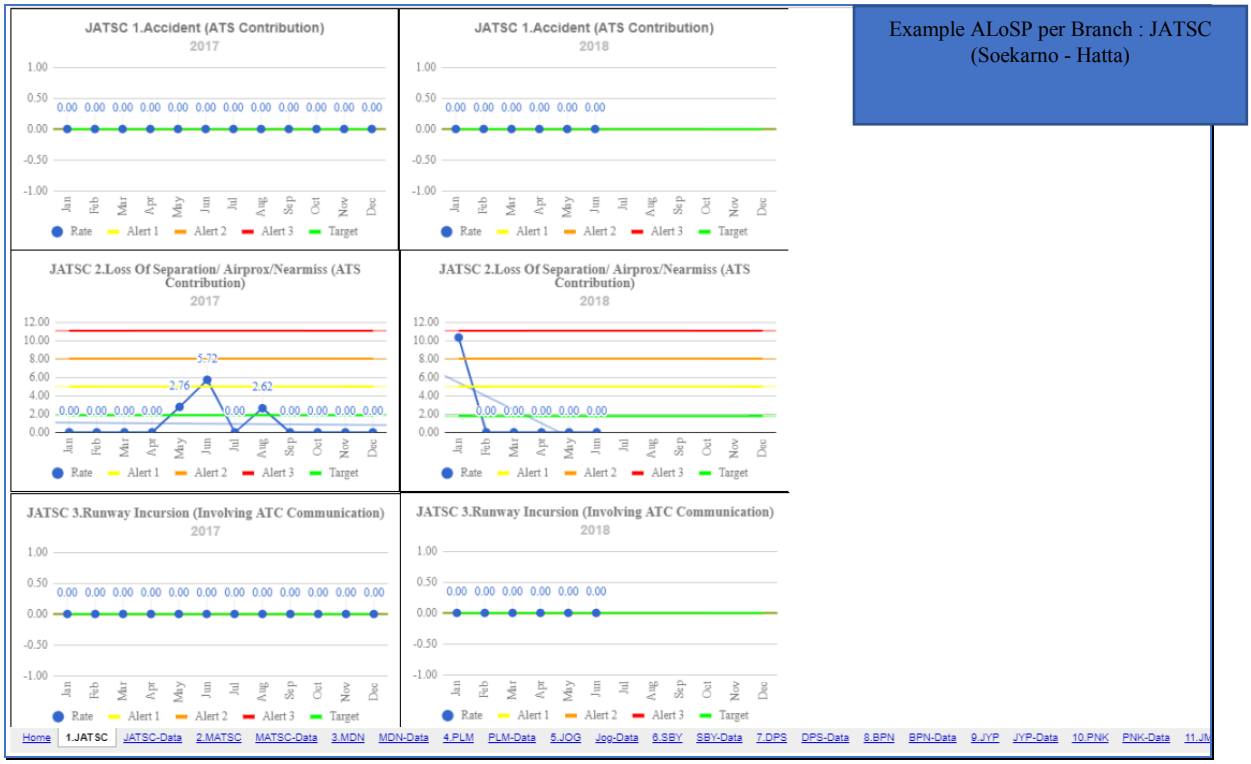


Figure 4. BOD Dashboard : Monitoring ALoSP per Branch (2018)

2.4 By this online information, either BOD or corporate management will be able to monitor safety performance both corporate and detail in branch offices with updated information, as well as providing supporting data for the management to carry out safety risk management and risk analysis.

3. CONCLUSION

3.1 In order to commit for managing the safety of air navigation services, AirNav Indonesia has developed a safety reporting system based on a web-based application namely as “New EFFORT Safety Integrated”.

3.2 By using this system, either BOD or corporate management will be able to monitor safety performance both corporate and detail in branch offices with updated information, as well as providing supporting data for the management to carry out safety risk management and risk analysis.

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