

ELEVENTH AIR NAVIGATION CONFERENCE

Montreal, 22 September to 3 October 2003

Agenda Item 2 Safety and security in air traffic management : (ATM)

SAFETY STUDIES

(Presented by Netherlands)

1.1 In March 2002 the FAA published the Commercial Airplane Certification Process Study (CPS), an evaluation of selected aircraft certification operations, and maintenance processes. This thorough study led to 15 findings and 2 observations related to the interfaces between these area's of aviation activity. In a general way they can be summarised by the statement that further safety improvements will require significant intra- and inter- organizational cultural changes.

1.2 The Ministry of Transport in the Netherlands took the initiative to investigate how this approach could be extended to the aviation system as a whole. The Flight Safety Foundation appeared to be quite enthusiastic about this idea and a workshop was organised in Amsterdam on April 3, 2003, to discuss the potential of an initial research project and to screen whether this should interfere with existing safety projects. The workshop with participants from the FSF, Boeing and the Dutch aviation community concluded that it was meaningful to carry out a pilot study. This study called "**Improving Safety by Better Understanding and Handling of Interfaces**", was undertaken by the NLR in Amsterdam. The initial results look promising. It appears that, on the whole, aviation system interfaces do play an important role in compromising safety. The report will be available before the end of the year.

1.3 The Board of the Flight Safety Foundation during its June meeting this year fully endorsed the idea of a pilot project. At its November meeting the Board will decide whether or not it will support further FSF participation in this project.

1.4 The present idea is to define a follow-up project, called phase A, in which the interface problem will be studied in more detail. Furthermore a preliminary study has been proposed on how to handle interfaces in a more efficient way by rulemaking, organization, technology, and safety culture.

1.5 If the results of phase A, which will last until June 2004, look promising, in phase B the organization of a full scale project, which might be of the same order of magnitude as CFIT and ALAR, will be set up. This requires the participations of all sectors of the aviation community and may take also about half a year, after which the green light for the full program can be given.

1.6 For more detailed information, suggestions, and future participation you can contact either:

Mr. Alfred Roelen, NLR, 020- 5113616

E-mail: roelen@nlr.nl

Mr. Henk Wolleswinkel (WAC) 0297 331234

E-mail: hnwolleswinkel@planet.nl

Mr. Bob Vandel FSF 703 739 6700

E-mail: Vandel@flightsafety.org

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