

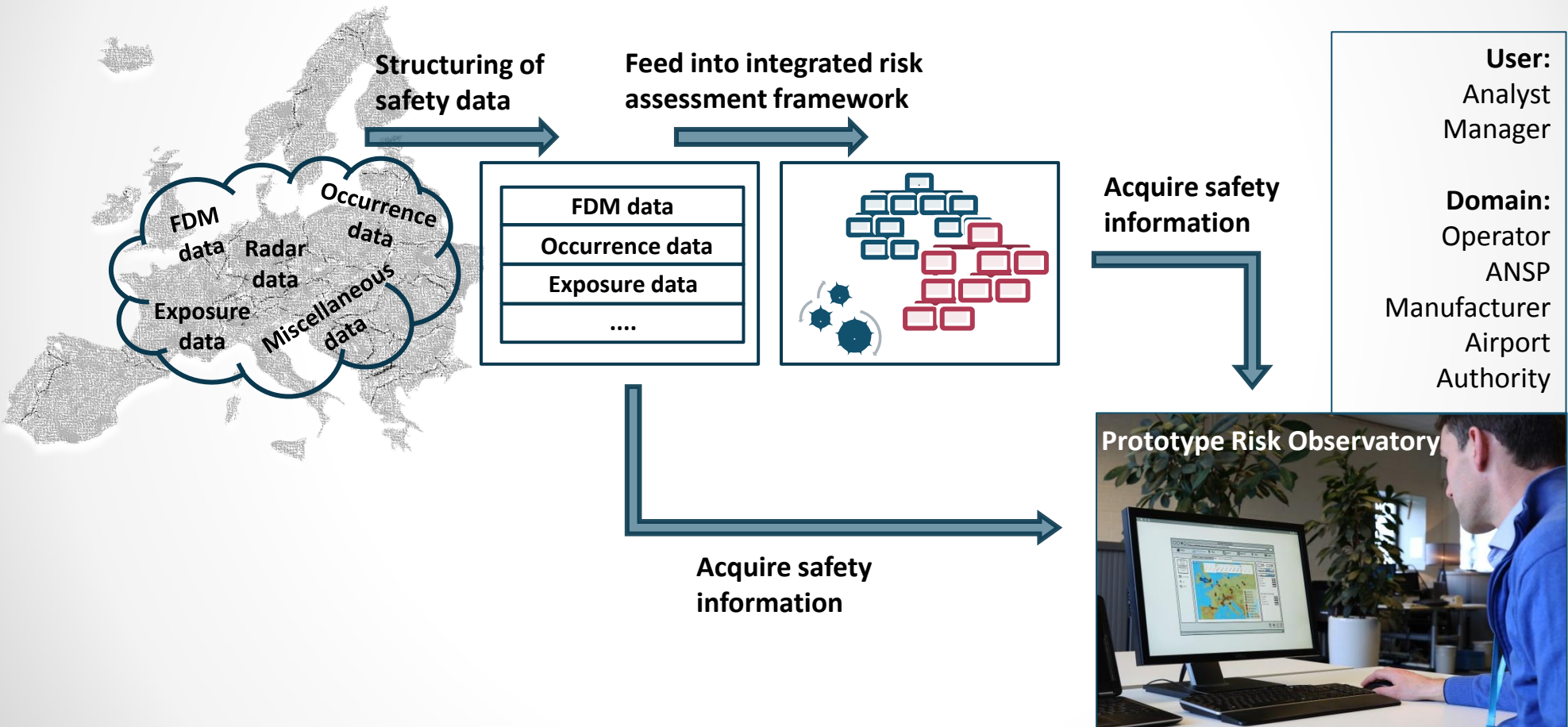
The Risk Observatory

Strengthening the ability to monitor safety performance



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Introducing the Risk Observatory



The elements of a Risk Observatory

It is software for end-users

P4 will deliver a prototype Risk Observatory (RO)



It is supporting software and hardware

P4 will specify software and hardware needs

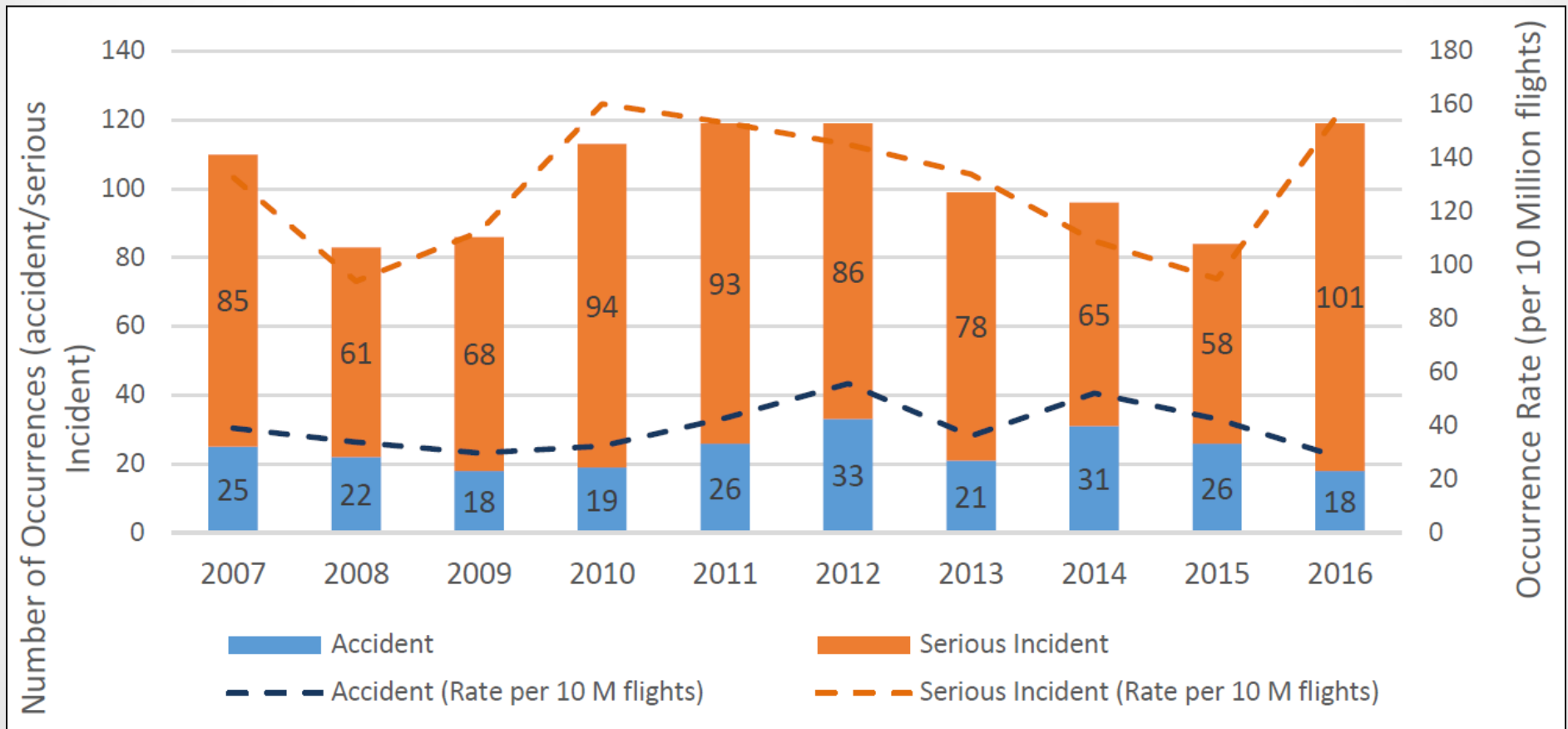


It is an organisation

P4 will deliver a RO organisation business model



Why we want a Risk Observatory



Source: EASA Preliminary Safety Review – 2017

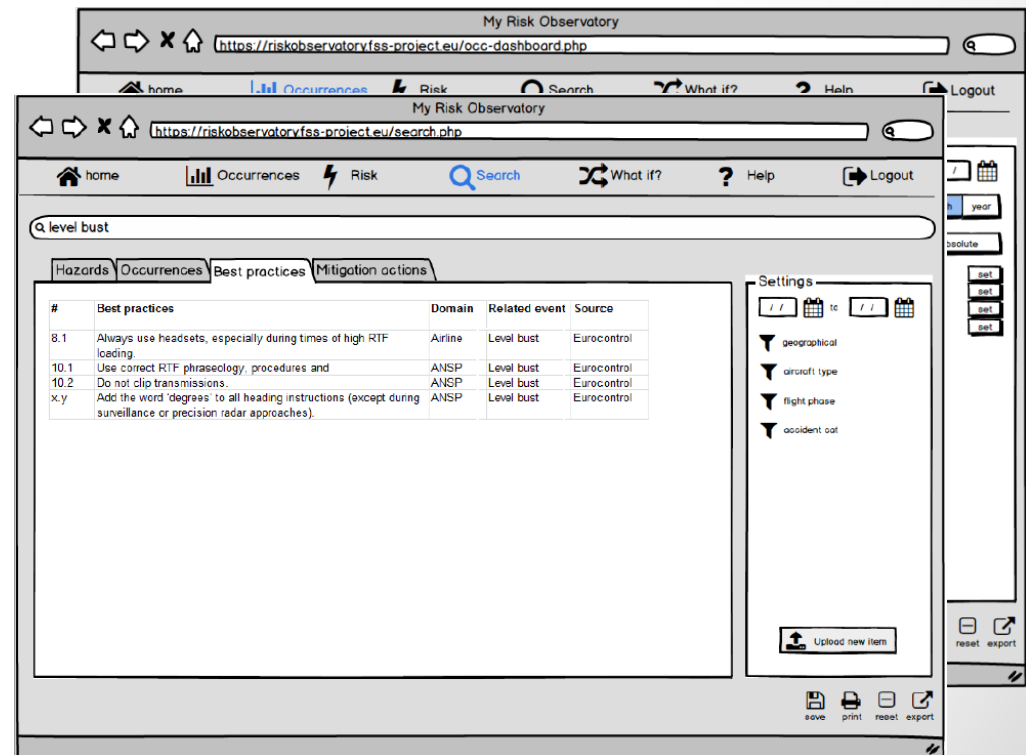
Compare safety performance

“What is normal performance?”



What the stakeholders want

How P4 delivers it



The screenshot shows the 'My Risk Observatory' web application. The top navigation bar includes links for home, Occurrences, Risk, Search, What if?, Help, and Logout. The main content area displays search results for the query 'level bust'. The results are organized into a table with columns for #, Best practices, Domain, Related event, and Source.

#	Best practices	Domain	Related event	Source
8.1	Always use headsets, especially during times of high RTF loading	Airline	Level bust	Eurocontrol
10.1	Use correct RTF phraseology, procedures and	ANSP	Level bust	Eurocontrol
10.2	Do not clip transmissions.	ANSP	Level bust	Eurocontrol
x.y	Add the word 'degrees' to all heading instructions (except during surveillance or precision radar approaches).	ANSP	Level bust	Eurocontrol

On the right side of the search results, there is a 'Settings' panel with filters for geographical, aircraft type, flight phase, and accident out. At the bottom right, there are buttons for 'Upload new item', 'save', 'print', 'reset', and 'export'.

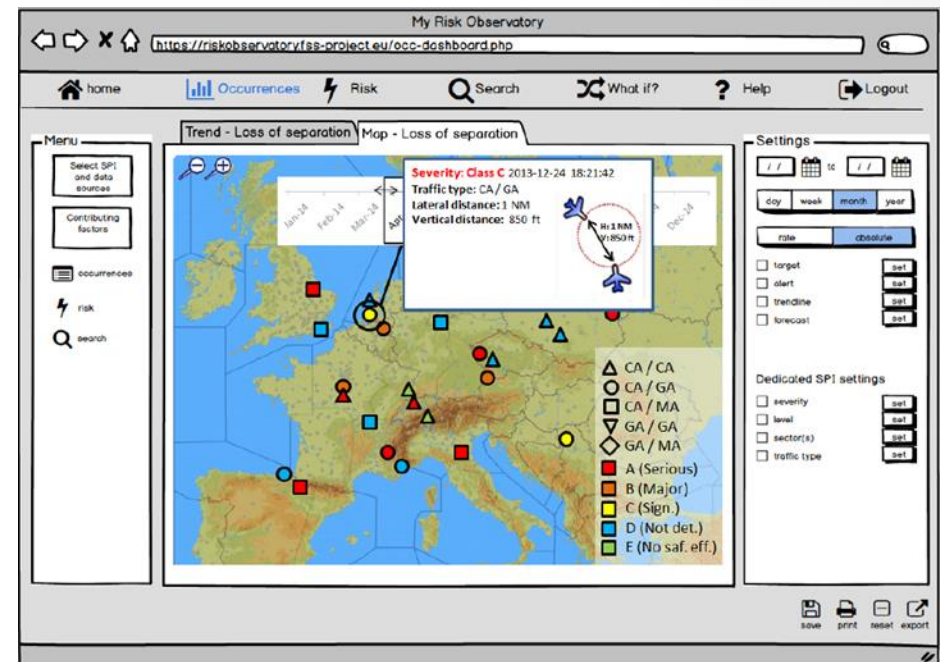
Facilitate joint actions

“Build momentum behind actions that will make a difference”



What the stakeholders want

How P4 delivers it



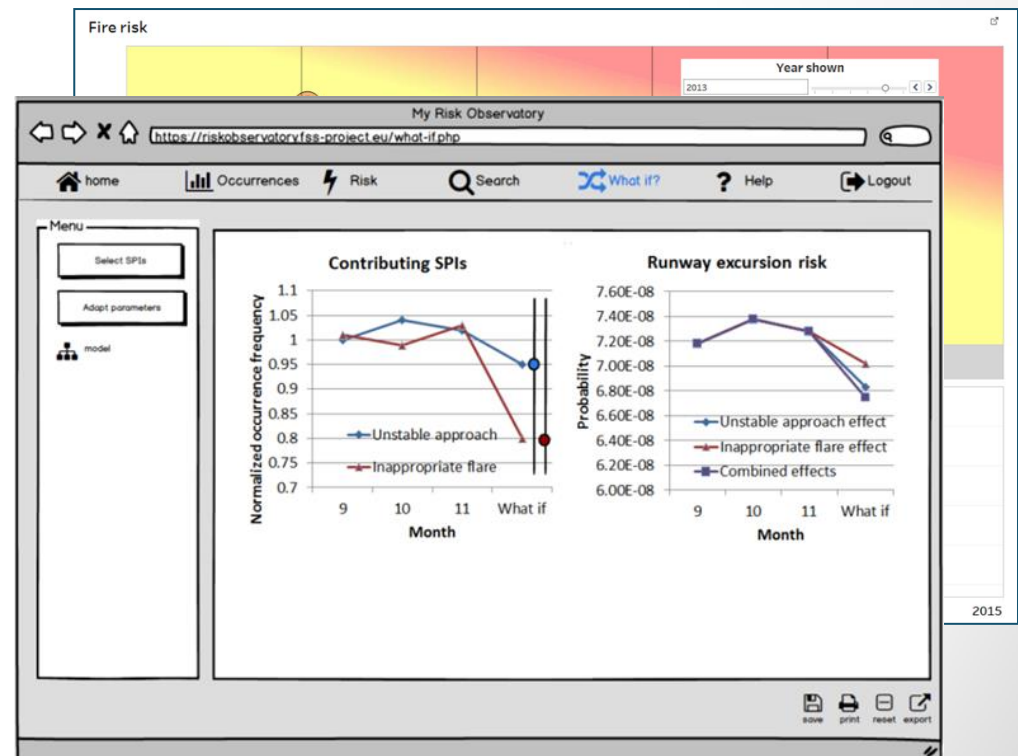
Focus on the highest risk

“We would like to prioritise hazards”



What the stakeholders want

How P4 delivers it



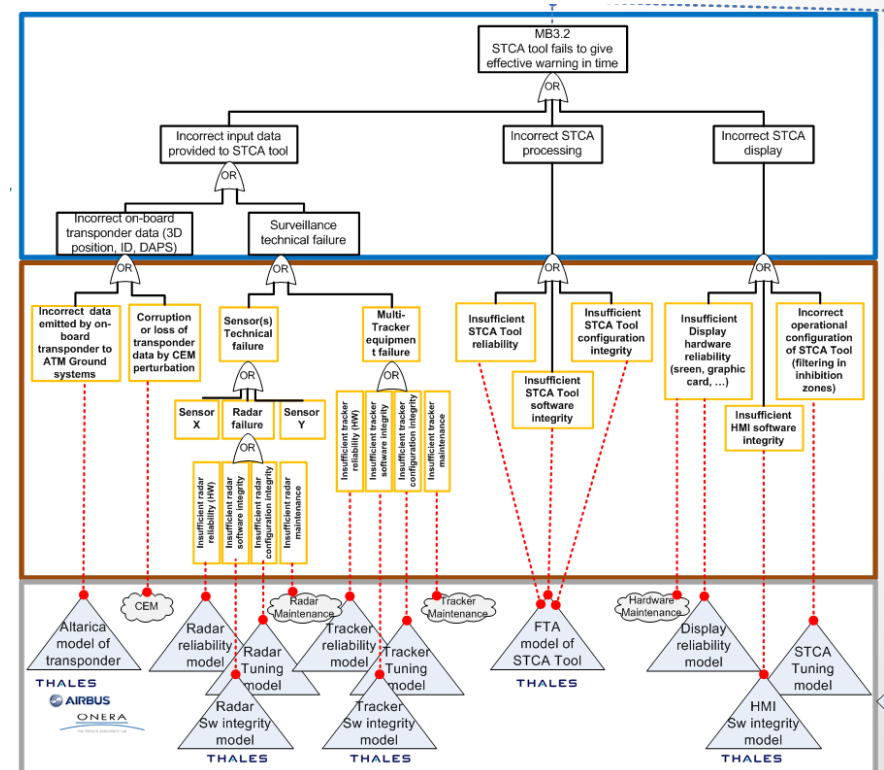
Tackle concerns at interfaces

“Ensure the interfaces are working together effectively”



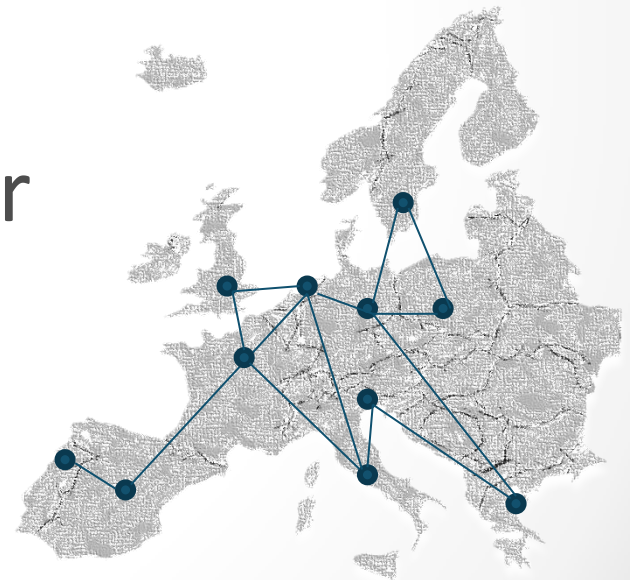
What the stakeholders want

How P4 delivers it



How a RO helps to achieve the safety goal

- Raise the bar
- Best use of resources
- Learn from your peers
- Tackle big concerns together





Consortium

Stichting Nationaal Lucht- en Ruimtevaartlaboratorium
Deutsches Zentrum für Luft- und Raumfahrt
Office national d'études et de recherches aérospatiales
Centro para a Excelência e Inovação na Indústria Automóvel
Centro Italiano Ricerche Aerospaziali
Centre Suisse d'Electronique et Microtechnique SA
Institutul National de Cercetari Aerospatiale "Elie Carafoli"
Instituto Nacional de Técnica Aeroespacial
Výzkumný a zkušební letecký ústav, a.s.
Totalförsvarets Forskningsinstitut
European Organisation for the Safety of Air Navigation

Civil Aviation Authority UK
Airbus SAS
Airbus Operations SAS
Airbus Defence and Space
Thales Avionics SAS
Thales Air Systems SA
Deep Blue SRL
Technische Universität München
Deutsche Lufthansa Aktiengesellschaft
Service Technique de l'Aviation Civile
Embraer Portugal Estruturas em Compositos SA

Russian Central Aerohydrodynamic Institute TsAGI
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Trinity College Dublin
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Institut Polytechnique de Bordeaux
Koninklijke Luchtvaart Maatschappij
Sistemi Innovativi per il Controllo del Traffico Aereo

<http://www.futuresky-safety.eu>

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