Collision Avoidance
Amsterdam – 27th October 2014
Timeline

May 2014
Long Beach

1 day event
Approach, Scope and detail

October 2014
Amsterdam

1.1/2 day event
Detail & Structure

March 2015
London

1/2 day event
Review and Approve

Document and Plan

Document email exchange
Organisational Structure

The one of the statements made at the New Orleans meeting was that a Collision Avoidance rule needs to be presented within a management framework. Because of this and for completeness, all three goals identified at the meeting need to be addressed. These will be addressed by three teams:

- Unified Collision Avoidance Rule [UCAR – Steve Sawaryn]: Comparison of different collision avoidance methods, advantages and disadvantages.
- Assurance and Verification [A&V – Pete Clark]: When business partner does collision avoidance scan, assurance that SF is acceptably similar? Create test framework and index. Base the approach around the Operator Group work.
Principles

• The *recommendations* may only refer to existing methods and algorithms, described in a recognised, publically available paper (preferably peer reviewed).

• We will recognise that future improvements are likely and we will be open to evolving the standard in a controlled manner, through peer review and management of change.

• The adopted method will distinguish between HSE and non-HSE collisions and be risk-sensitive.

• We will address rule(s) for both planning and for execution.

• Qualify first, then quantify.

• We will test the feasibility and practicality of execution of any proposal.

• We commit to developing and adopting the minimum set of rules that satisfies existing operating envelopes.

• We will define the limitation of the stated recommendations, or algorithms.

• The output generated by the attendees from the October 2014 meeting will be compiled into a draft standard by a group of 5 or so members endorsed by the wider group.