

Modernising
Air Traffic
Management
AS ONE



Supporting
European
Aviation



2023 LSSIP+ Cycle Safety Questionnaires

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NMD/SAF
17th October 2023
14:20 – 14:40



NETWORK
MANAGER



Objective **SAF10.1** + questionnaire **EAPAIRR**

“Implement measures to reduce the risk to aircraft operations caused by airspace infringements”

Objective **SAF11.1** + questionnaire **GAPPRE**

“Improve Runway Safety by Preventing Runway Excursions”

Specifics for Safety Objectives:

- Based on two action plans with a shopping list of recommendations
- Regulators together with Local Stakeholders to assess the action plans against the local conditions and specific context
- Stakeholders to create a subset of relevant recommendations to be implemented locally
- Regulators to implement the selected recommendations and monitor the implementation by the local stakeholders

SAF 10.1 - EAPAIRR

EUROPEAN ACTION PLAN FOR AIRSPACE INFRINGEMENT RISK REDUCTION

“Implement measures to reduce the risk to aircraft operations caused by airspace infringements”

Recommendations for:

- ANSP
- AIM/MET providers
- Regulators
- Airspace Design
- Airspace Users



Link to the document: <https://skybrary.aero/sites/default/files/bookshelf/1044.pdf>

SAF 11.1 - GAPPRE

GLOBAL ACTION PLAN FOR THE PREVENTION OF RUNWAY EXCURSIONS

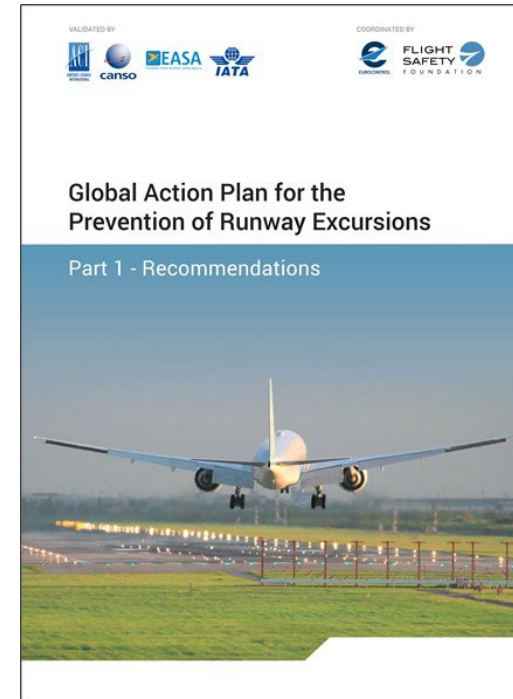
Improve Runway Safety by Preventing Runway Excursions

GAPPRE signed by:

- EASA
- IATA
- CANSO
- ACI
- EUROCONTROL
- FSF

Link to the document:

<https://skybrary.aero/articles/global-action-plan-prevention-runway-excursions-gappre>



SAF 11.1 - GAPPRE

GLOBAL ACTION PLAN FOR THE PREVENTION OF RUNWAY EXCURSIONS

Improve Runway Safety by Preventing Runway Excursions”

In SAF 11.1 Recommendations for:

- State Authorities
- ANS Providers
- Airport Operators
- Airspace Users



Why are SAF10.1 and SAF11.1 accompanied by questionnaires?

- Both *European Action Plan for Airspace Infringement Risk Reduction* and *Global Action Plans for the Prevention of Runway Excursion* contain recommendations that are “shopping lists”.
- The SLoAs call for action plans (“the shopping list”) recommendations to be reviewed and a relevant to the local conditions subset to be created.

Therefore, the questionnaires collect information about:

- The selected recommendations
- The recommendations that are not considered relevant considering the local conditions
- The context for the selection

After the first year, an annual update is only requested for changed action items.

To make it simple, what we are interested in:

Is a recommendation relevant for you?

- Yes
- No – why not?

Are you implementing the recommendation?

- Yes – how?
- No – why not?

With the **pull-down menu** this gives the following desired outcome:

- **Completed** How have you implemented the recommendation? *(The provided context here gives us valuable information best practices).*
- **Ongoing** What are the plans to implement and by when do you expect implementation to be complete?
- **Planned** What are the plans to implement and by when do you expect implementation to be complete?
- **Not yet planned** Why? What is limiting the planning?
- **Not relevant** Why did you consider this recommendation irrelevant for your organization?

ANSP6	Review the controlled airspace structure and simplify boundaries where possible	<p>This action is particularly relevant to areas of dense VFR traffic. It should aim to simplify, where possible, the numerous boundary level changes of TMAs and CTRs that can contribute to vertical navigation error. It should also aim to ensure the reliable protection of the IFR traffic established on the extended runway centreline and within 15 NM from the runway threshold from the nearby VFR traffic. This would reduce the number of operationally unnecessary RAs generated by TCAS. Alignment of <FL195 airspace structure boundaries and of VFR routes (corridors) with prominent ground features and landmarks should be sought to make them more easily identifiable by pilots during flights. The review should be informed by identification of hot spots based on the analysis of incident reports (e.g. airspace infringements) or other appropriate methods. Automated tools may also be used to plot actual flight tracks in a particular area onto the existing airspace structures in order to identify potential inconsistencies in the design of protected (controlled) airspaces. Such methods will also facilitate the identification of underutilised portions of controlled or restricted airspaces that may be released for use by GA VFR flights. This action concerns ANSPs that have been delegated the responsibility of developing and implementing changes to the airspace organisation subject to the approval of the National authorities. Introduce, where necessary, standard VFR entry, exit and crossing procedures and/or routes in busy controlled airspaces. Meet with relevant stakeholders for review of proposals, e.g., Airlines, ANSP's, GA, etc. Add the promotion of implementing VFR routes/corridors in controlled airspace – if they are deemed beneficial – where simplification is not possible.</p>		DD/MM/YYYY	Ongoing	Review █████ Airspace below 4500 ft by <u>workgroup</u> hosted by █████	Duplicate
ANSP7	Facilitate the exchange of information and operational experience between ATCOs/FISOs and pilots at local level.	<p>“Open doors days” at ATS units and familiarisation visits by ATS staff to flying clubs and military sites should improve the understanding of each other’s operational needs, capabilities, and concerns. ATS staff will improve their awareness of single-pilot aircraft operation (pilot workload, limits, priorities, etc.) and mission/training requirements (for military). Pilots will improve their knowledge of controllers’ tasks, ways of working and the assistance that may be provided to them by ATS. Other approaches that could be adopted are dedicated safety seminars with the participation of all airspace user types, service provider organisations and regulatory authorities, or periodic safety analyses (e.g., bi-annual) of the common use of airspace. Pilot associations and flying clubs could play a role in improving the interface with ATC. Knowledge exchange programmes should include pilots with different experience from the various type of operations, e.g., pilots of light aircraft, gliders, helicopters, etc.</p>		DD/MM/YYYY	Completed	Yearly, █████ informs the pilot community with lessons learned during the ‘Day of the Pilot’ sessions.	Duplicate

What are the benefits of the questionnaires for you

- It provides you with an overview of the implementation of safety improvement measures at state level.
- Previously, the SAF objectives were monitored as regular objectives. The questionnaires provide more flexibility and no requirements per item. It eases the process.
- With the feedback, future Action Plans will be more effective and easier to implement.
- We can focus promotional activities, like SKYclips, on recommendations that are less implemented.
- Together with our stakeholders we invest a lot of time and effort in producing the action plans, the questionnaires provide insight in the effectiveness of our prioritization.