

IntACT

International Audit Cooperation Team

Luxembourg, 2012-11-22

the past ... 1998-2008

TriNET (Tri National Evaluation Team)

- **Audit cooperation** existed since **1999** between
 - # Austro Control,
 - # Deutsche Flugsicherung DFS and
 - # skyguide (resp. Swisscontrol)
- **Safety Audits** carried out first in **ATS services** (TWR, APP, ACC), later on within **TEC Services, Operational Support and Training**

the present ...since 2008

- based on a **mandate** given by
CEO's of DFS, DSNA and skyguide
and in the framework of **FABEC**
a task force was established in 2008 to re-define an
audit cooperation, considering the **experience** and
benefit gained within TriNET cooperation.

IntACT

IntACT audits use a **customized combination** of the methodologies of ...

Audits [ISO19011]

Safety Audits [ICAO 9859] and

Safety Surveys [EC 1035/2011]

It ranges from a strict audit, searching for conformances with internal and external regulations

to a Safety Survey looking for improvement.

High job specification regarding an **auditors competence** defined in the IntACT Manual

- such as **Air Traffic Controller or ATM Technician / Engineer**
- Defined **minimum number of audits per year** to be performed by an auditor (audit team leader or auditor)
- **Training / refresher training**

(...) shall:

- **detect, determine and report deviations from legal requirements in particular** such deriving from international and national regulations as well as corporate instructions and standards;
- identify potentials to **improve safety, security and quality**;
- contribute to **increase confidence** in association with public affairs, customers, partners and supervisory bodies;
- support the **international harmonisation** process;
- **discover potential risks** which could lead to legal claims against the ANS organisations.

4 - i Philosophy:

i nternal

(with external participation)

i nternational

(external view, exchange of experience)

i ntegrated

(safety, security, quality)

i ndependend

(from units and entities)

Case 1

AoR ATC

THREE (3) different movements... on

RWY 36

18

W
Y

APRON 1

THREE (3) different frequencies... with

TWY A

TWY A

THREE (3) different personnel... working at

NO landings on RWY36
due to WIR at TIR

THREE (3) different working positions in ATC TWR... with

ATC 1. KVV check off

car frq with

TWR assistant

BC4

APRON 3

THREE (3) persons in TWR coordinating... fortunately,

ABC43. 101 X-ing

RWY09 on GND frq
with ATCO 1

because of the partial RWY36 closure, in a not too complex situation

DEF30. 101 departure

RWY09 on TWR frq



AoR ATC

Non-Conformity with EAPPRI Ed 2.0 para 1.3.5

Case 2

skyguide

AoR ATC

AoR Apron

Busses, Tank trucks etc.

WITHOUT necessity a TWY is used for take off and landing in spite that the helipad (with published FATO) is nearby

TWY C may be officially used for t/o

It has been observed that for reasons of convenience a helicopter did not perform a landing in TWY C but perform a low approach with a right turn onto Apron 3 while a tank truck (not known to TWR) was crossing Taxi Lane C

TWY C has in parts been defined as Taxi Lane C

In spite of the fact that there is quite a number of vehicles shuttling between Apron 2 and Apron 3 no coordination procedure between APRON Control and TWR Control is in place concerning crossing vehicles on Taxi Lane C.

remain on TWR freq.

X-ing vehicles are not

Recommendation as to Safety, Responsibility & Accountability

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