

Non Compliant Approach – Balancing the risk with SMI

Safety forum: Airborne conflict

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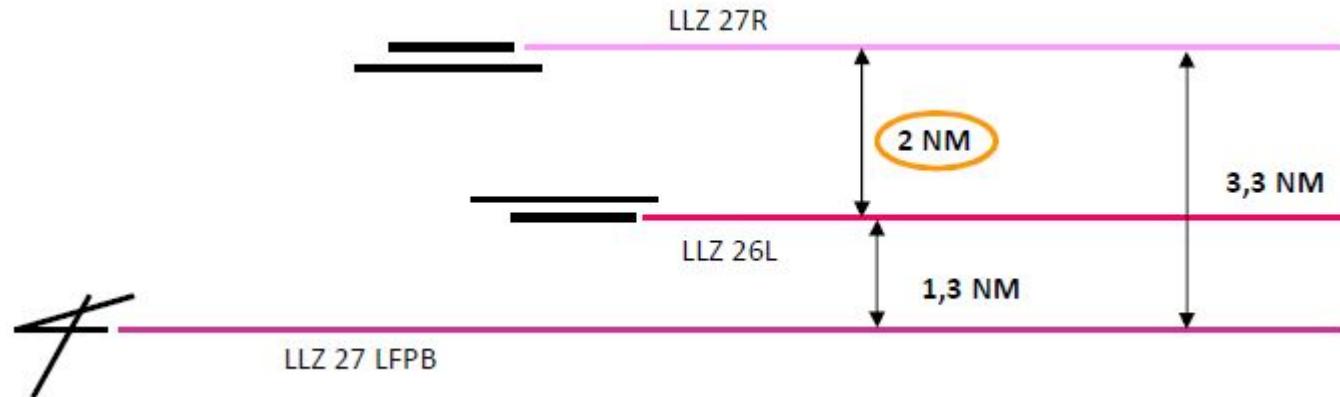
What's the issue?

- Non Compliant approach risks:
 - Can be a precursor to a Non Stabilised Approach
 - A NSA can lead to a go-around and can be a precursor to CFIT or RE
- Project together with National Supervisory Authority to investigate NCAs at CDG airport
 - Objectives:
 - Quantify the number of NCAs
 - Reduce go-around and other NSA associated risks (in line with EAPPRE)
 - Automated tool developped for quantification purposes
 - Based on a set of criteria, defined in coordination with National Supervisory Authority
 - Records & archives data every day (since 2 years now) => ~ 4000 NCAs a month
- Need to act on NCAs at CDG **while balancing the risk with Separation Minima Infrigement**



Context (CDG)

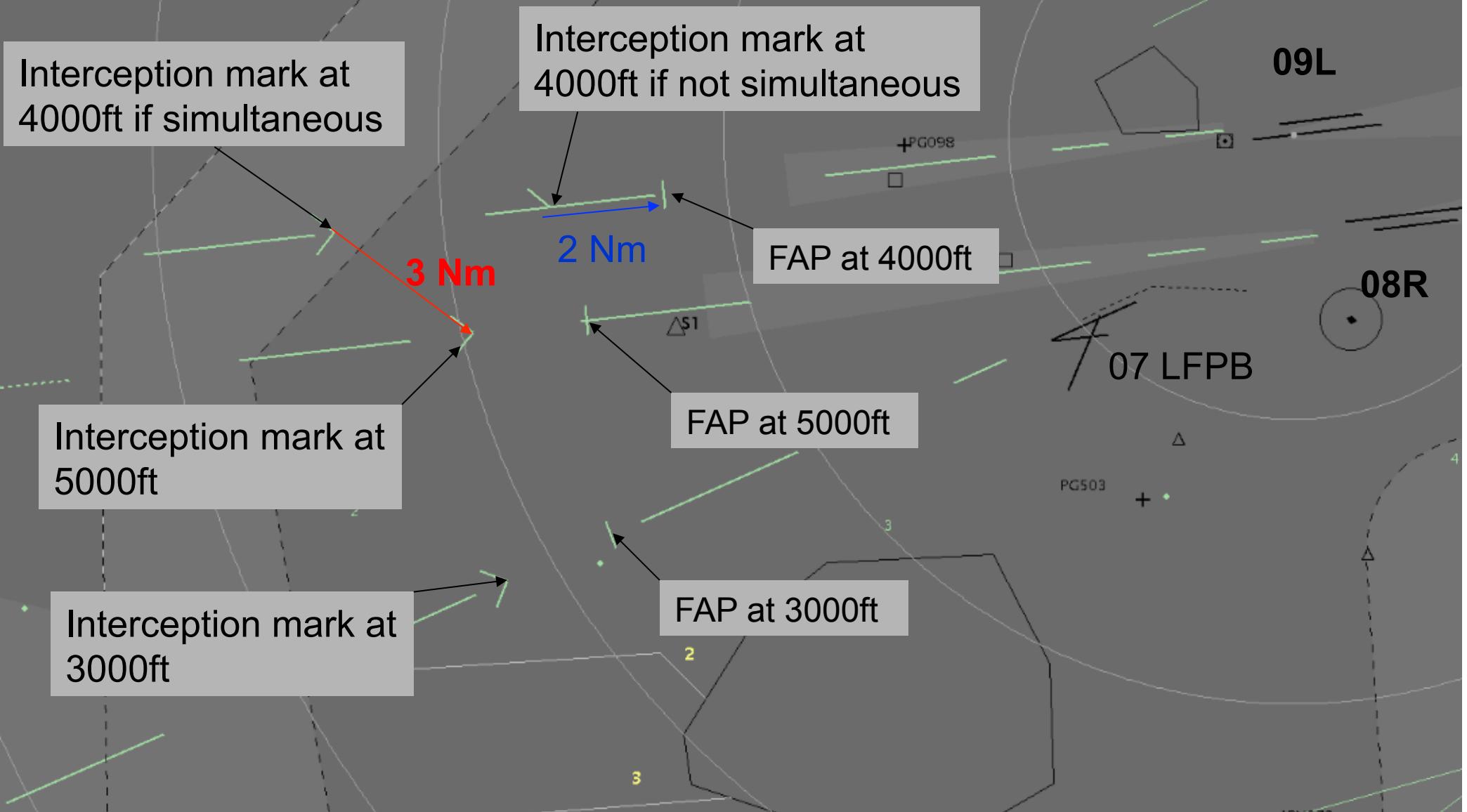
- Triple approaches:
 - 2 in CDG + 1 in Le Bourget
 - Distance between the axes is short (2Nm between CDG's arrival runways and 1.3Nm between CDG's southern arrival RWY and RWY27 at Le Bourget)



- any localizer course overshoot could lead to a loss of separation in this simultaneous approaches context
 - In order to minimize the risk, different altitudes of interception have been defined for each RWY and different interception marks have been put on controllers' radar screen

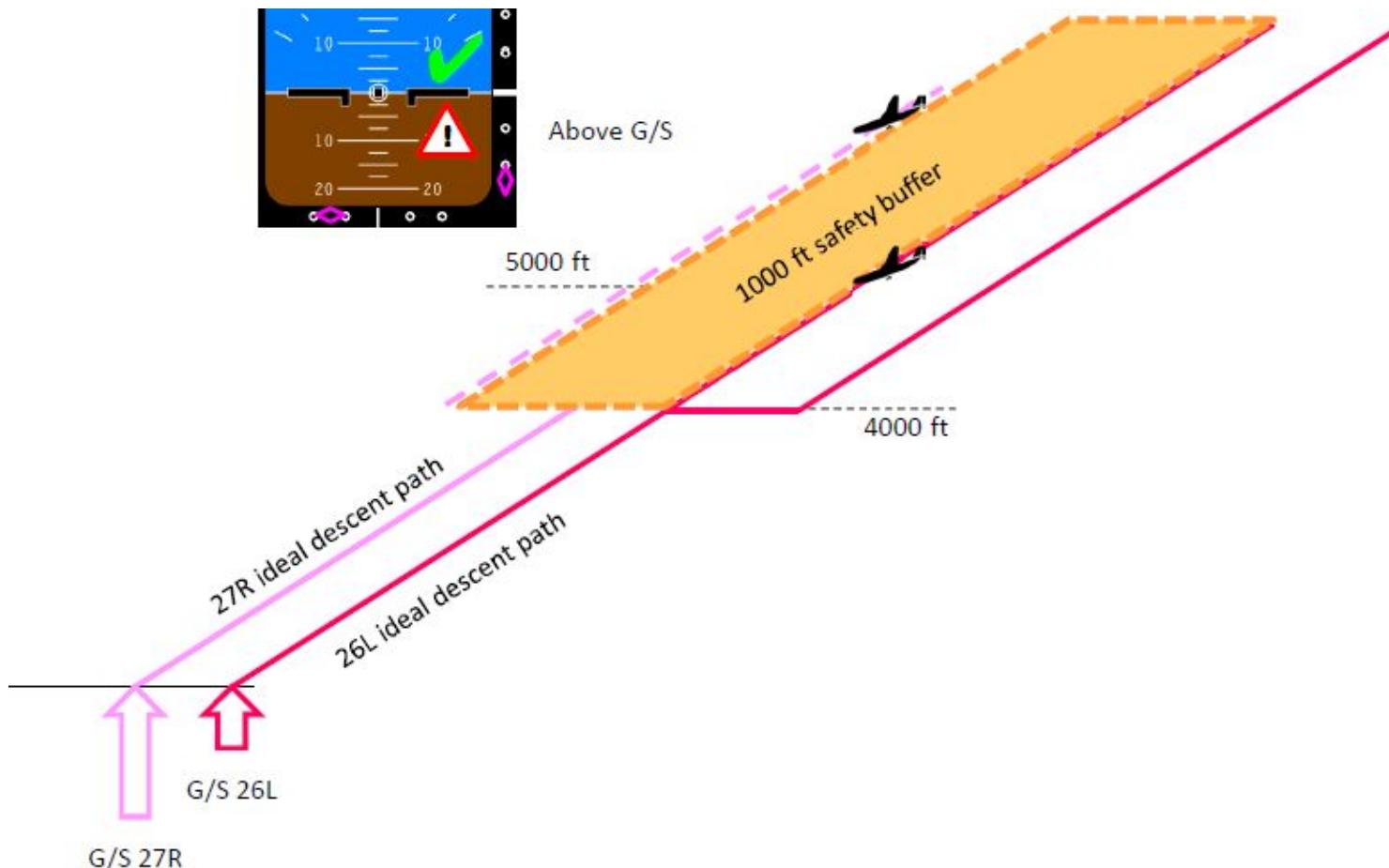


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Context (CDG)

- Important work done by CDG's safety division to decrease the number of loss of separation at interception
- Strong interdependency between loss of separation & NCAs => preventing the latter could degrade the former



Deeper analysis

- Initiative with Eurocontrol
 - Validate the concept of non-compliant approach so that it can be further promoted within the activity of European Action Plan for the Prevention of Runway Excursion (EAPPRE) => subsequent dissemination of findings
 - Reduce risk associated with NCAs at CDG
 - Manage tension between NCA and SMI risks of parallel runway operations
- Review of what is available in ICAO, PANS-OPS, ... regarding Compliant Approach elements
- Need for classification & prioritization
 - Crunch the numbers to investigate distribution of both lateral and vertical non compliance
 - Initial criticality classification: define the most « serious » NCAs



Next steps

- Refine current classification with the help of CDG experts (manual analysis of some NCAs, platform knowledge)
- Further collect, integrate & analyse data for NCAs, NSAs and risks during approach and landing at CDG:
 - Subject experts interviews (controllers, pilots)
 - Correlation with Non Stabilised Approaches
 - Work with aircraft operators => contacts taken with CDG main operators
 - Gather and analyse data related to non stabilised approach flights & deviations recorded during preparation and execution of the approach
- Define means to reduce the threat of NCAs, notably when tension exists between NCAs and separation minima infringement risks of parallel runway operations
 - Tackling the NCA issue should not increase SMI
- Disseminate findings and conclusions



Thank you for your attention



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