

Collaborative Aerodrome Safety Highlights (CASH)

The implementation on Paris-Orly airport.

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& FA

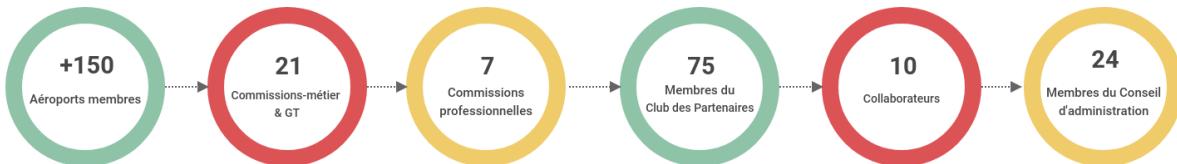
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→ CASH project

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CASH - LFPO

→ Who we are

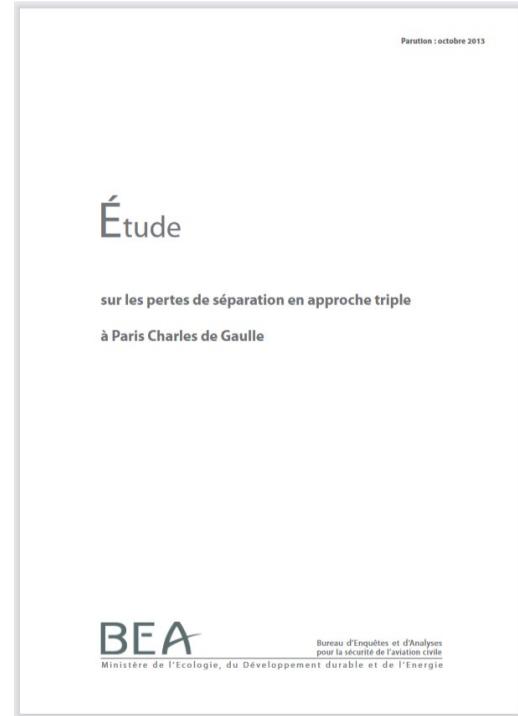
- ✓ The Union of French Airports (UAF) is the professional organization of French airports, whatever their size and speciality.
- ✓ UAF is an associate member of the National Federation of Merchant Aviation (FNAM) and of the Airports Council International Europe (ACI Europe).



→ The origin

Starting point : a safety study by the BEA

- ❖ **October 2013:** Publication by the French BEA of a safety study on the **loss of separation on triple approaches at Paris-CDG airport**
- ❖ **Recommendation:** « The study shows the benefits of AREX-type meetings of CDG operators, particularly in terms of information exchange. It also shows the limits of AREX meetings as some airlines do not participate and are not informed of the local risks discussed.
- ❖ Consequently, the BEA recommends that the French DGAC ensures that all French airlines and the oversight authorities of foreign airlines flying to CDG are **better informed of the risks and special instructions at CDG.**»



https://www.bea.aero/fileadmin//uploads/tscalaeetudessecurite/pertes.de.separation.en.approche.triple_01.pdf

→ The origin

DGAC's answer to the recommendation

- ❖ The DGAC considered that the recommendation raised the **more general issue of sharing information relating to particularities of an aerodrome** which do not necessarily appear in the aeronautical publications → **“nice to know”** information
- ❖ Most airlines keep this kind of information in Part C of their Operating Manuals
- ❖ This type of information also appear in the operators' SMS
- ❖ → **In 2015:** first meeting of a **working group** of French airlines, French ANSP (DSNA) and airport operators (UAF) ; WG led by DGAC.

**Manuel d'Exploitation
HOP!-AIRLINAIR
Partie C - ATR 42/72**

**Consignes d'aérodromes
Figari-Sud Corse — LFKF/FSC**

**APT-01-30-LFKF
page 3
Rév. 19 - 23/02/15**

C. CONSIGNES RELATIVES À L'ATERRISSEMENT ET À LA REMISE DE GAZ

Ces consignes ne concernent que l'approche et l'atterrissement au QFU 23.

1. GÉNÉRALITÉS

L'approche ne sera pas entreprise si un orage est signalé par la TWR et passe sur le terrain ou à proximité de celui-ci. Attendre avec le contrôle d'approche d'Ajaccio sur le point GALDA, MASAL ou en secteur maritime (passage rapide, environ 15 minutes).

Les limitations de masse en remise de gaz durant l'approche, et l'atterrissement sont données par la fiche Flyg-prestana correspondante à la variante ATR exploitée.

2. CONSIGNES RELATIVES À L'ATERRISSEMENT

a) Conditions météorologiques

Il y a un risque de rencontrer des turbulences, si la carte des vents au FL050 indique des vents de secteur NW sur le sud de l'île à plus de 25kts.

En complément, si le vent du METAR est orienté sur le Secteur W et variable au W/NW avec une force de 25kts et plus en rafales, le risque devient important et l'intensité des turbulences sera proportionnelle à la force du vent.

NOTA
De manière générale, le vent moyen au FL50 est sensiblement égal à la valeur maximale de la rafale au niveau du sol. (Voir Table ci-après)

FL50	NW < 25 kts	25 kts < NW < 35 kts	NW > 35 kts
METAR	240V310 15G25	240V310 25G35	240V310 > 25G35+
TURB	MOYEN	FORT	TRES FORT

ATTENTION
En conséquence, l'approche sur l'aéroport de Figari-Sud Corse est interdite si le vent moyen est supérieur à 25 kts au sol. (La valeur de la rafale est laissée à l'appréciation de l'équipage).

b) Approche à vue
L'approche à vue est formellement interdite de nuit.
Elle peut être recommandable de jour par beau temps, notamment par fort vent d'Ouest, afin d'éviter les turbulences dans l'arc 15 DME et durant toute la finale 23.

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→ The origin

The working group had to answer several questions ?

- ❖ Which information to share ?
 - ❖ avoid replication of official information (NOTAM, AIP France, AIP Supp, AIC)
- ❖ How to share this information ?
 - ❖ On each aerodrome website ? → unrealistic
 - ❖ On the official website of the French Aeronautical Information Service SIA? → SIA reluctant
 - ❖ → Decision to publish the information(at least during first trials) on DGAC's website despite drawbacks
- ❖ How to call this information ?
 - ❖ CASH : Collaborative Aerodrome Safety Hotspots → Collaborative Aerodrome Safety Highlights
- ❖ Which edition rules?
 - ❖ Data organised according to flight phases: Arrival, Runway, Taxi, Departure + General + Disclaimer
 - ❖ Photos, videos are more than welcome

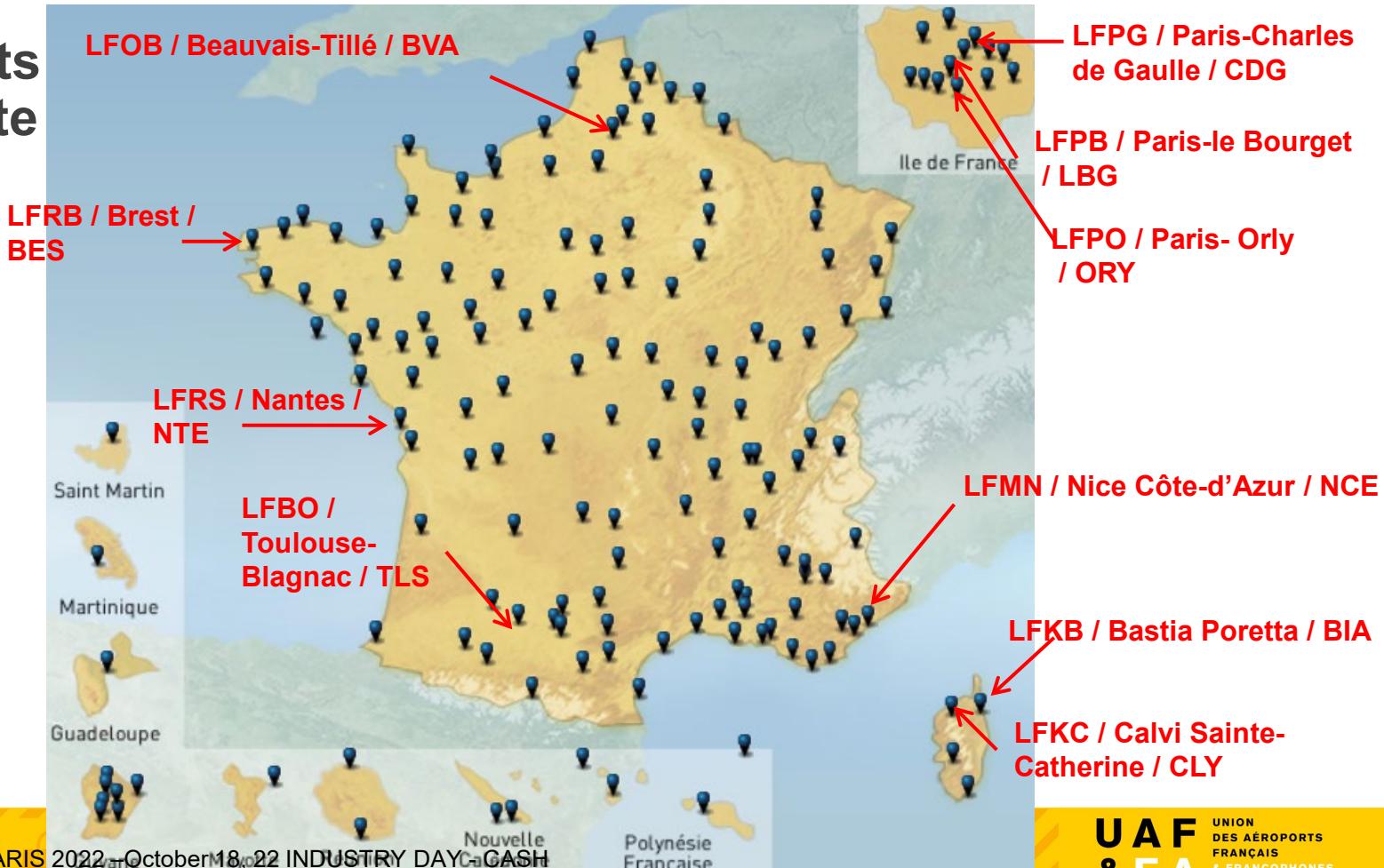
→ From trial to official launch

- ❖ **Mid-2016** : Launch of a trial based on CASH data produced by four voluntary aerodrome CASH + online questionnaire
- ❖ **End 2016** : initial assessment of the visits of the web-pages and answers to the questionnaire
- ❖ **End 2017** :
 - ❖ final assessment of the trial
 - ❖ adoption of a **procedure** to produce a CASH file
 - ❖ adoption of the standard CASH format
- ❖ **2018** : official launch of CASH
- ❖ **Since then** : annual assessment of CASH by the working group

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→ 10 airports participate on CASH today



@<https://www.ecologie.gouv.fr/en/collaborative-aerodrome-safety-highlights>



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Proposez un aérodrome pour un ajout à la liste CASH

Donnez votre avis sur CASH

LFKB / Bastia-Poretta / BIA

LFOB / Beauvais-Tillé / BVA

LFRB / Brest-Bretagne / BES

LFKC / Calvi Sainte-Catherine / CLY

LFPB / Paris-Le Bourget / LBG

LFRS / Nantes-Atlantique / NTE

LFMN / Nice Côte-d'Azur / NCE

LFPG / Paris-Charles de Gaulle / CDG

LFPO / Paris-Orly / ORY

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Accueil → Politiques publiques / de A à Z → Aviation civile → Sécurité aérienne → Collaborative Aerodrome Safety Highlights - CASH

Collaborative Aerodrome Safety Highlights - CASH

Le Mardi 4 janvier 2022

CASH est une initiative de sécurité collective, qui vise à attirer l'attention des pilotes d'aviation commerciale et générale sur le contexte aéronautique et les principales menaces associées à un aérodrome.

L'identification de ces menaces est issue d'un travail collaboratif entre opérateurs de la plate-forme (exploitants aériens, exploitant de l'aérodrome, prestataire de service de navigation aérienne, aéroclubs, Météo-France...) en confrontant les éléments de leurs systèmes de gestion de la sécurité (SGS). Les membres des Local Safety Team (LST) de chaque plate-forme ont validé ces informations.

Cette initiative s'inscrit dans le cadre de HORIZON 2023, le plan d'action stratégique d'amélioration de la sécurité de la DGAC (point 1.3 / encourager le partage d'informations de sécurité entre opérateurs).

Cette page présente les données CASH relatives aux aérodromes participant, à ce jour, à cette initiative de sécurité.

COLLABORATIVE AERODROME SAFETY HOTSPOTS (CASH)

A TRIAL TO FURTHER IMPROVE FLIGHT SAFETY IN FRANCE

- A joint collaboration between airport operators, ANSP, Météo-France, airlines and other stakeholders.
- To improve aircrews situation awareness on the safety specificities of the participating French aerodromes.

A USEFUL COMPLEMENT FOR FLIGHT PREPARATION!

- More information and list of participating aerodromes in the AIC on SIA, the French aeronautical information service website (type **CASH** in the search engine).
- CASH data directly accessible via flash code below.

Ministry of Ecology, Energy and Sea
www.developpement-durable.gouv.fr

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COLLABORATIVE AERODROME SAFETY HIGHLIGHTS

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01

WHAT IS A CASH DATA ?

WHAT IS A CASH DATA ?

◆ Criterias :

- **Information on the specificities of an aerodrome (arrival, ground, departure)**
- **Permanent data (safety risks related to airside works are not concerned)**
- **CASH data can't replace regulated information ("good to know" in addition of the AIP)**

◆ Source of the information : safety event analysis (ANSP, Airport, Airline, Météo France) and feedback of operators

◆ Same structure for all airports :

- **General**
- **Arrival**
- **Runway**
- **Taxi**
- **Departure**



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This page is intended to draw the attention of commercial and private pilots to the aeronautical context and main threats related to an aerodrome. They have been identified in a collaborative way by the main organisations operating, to, on the platform (airlines, airport operator, air navigation service provider, aero clubs, Meteo France...) by comparing items from their respective safety management systems (SMS). Such information has been validated by the members of the Local Safety Teams (LST) of the aerodromes.

Updated on 18 August 2021

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GENERAL

- Helicopter paths crossing runway axes

ARRIVAL

- Windshear / standard API RWY 25
- Transfer from Orly TWR to Orly GND
- Use of visual docking guidance system
- PAPI settings

RUNWAY

- Separation reduction on runways
- HIRO Procedure
- Interdependent runways

TAXI

- Warning ground movements
- Risk of confusion with taxiway W47 when taxiing on W1
- HOT SPOT ! Runway incursion risk
- Authorized taxi paths (centerline marking and lighting)
- RWY 25, risk of confusion between W4/W34 for large aircraft
- B52, B61 et B62 stands entry and exit paths
- Speed limitation on RET W35

DEPARTURE

- Speed limitation IAS 250 kt below FL100
- Transfer Orly TWR to Orly DEP
- Wind indication RWY 20

DISCLAIMER

The pieces of information provided are published only for information and are not exhaustive. We do our best to keep them updated. They are a valuable complement for flight preparation but they cannot and should not replace the reference aeronautical information contained in the AIP France (Aeronautical Information Publication), AIP supp, AIC (Aeronautical Information Circular) and NOTAM.



02

EXAMPLE OF 2 CASH ITEMS

EXAMPLE OF 2 CASH ITEMS



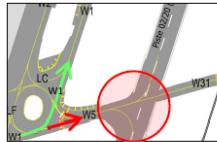
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HOT SPOT ! Runway incursion risk

Paris-Orly features a HOT SPOT runway incursion located at the crossing of runway 02/20 and W5/W31 taxways.

Caution, at this location, when taxiing eastward on W1 it is necessary to turn left to stay on W1. Failure to do so, could lead to a runway 02/20 incursion via W5.

HOT SPOT location and taxiing on W1 :



REMINDER :

- Only ATC may give clearance to cross any runway,
- It is mandatory to read back all instructions before crossing any runway

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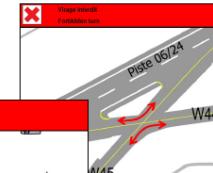
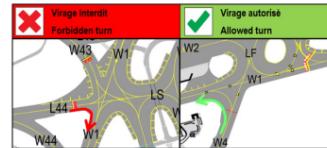
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Authorised taxi path (centerline marking and lighting)

To avoid any risk of taxiway excursion or collision with an obstacle, any path without a centerline marking is prohibited.

Any turn whose centerline marking shows an angle is forbidden. An authorized turn is necessarily shown by a curved centerline marking (yellow marking sometimes completed by green centerline lights).

The figures below represent examples of prohibited turns, some with a risk of runway incursion.



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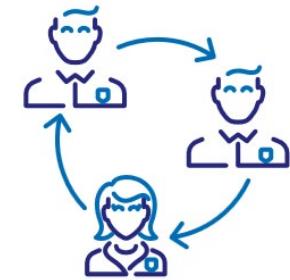
03

CASH UPDATE AND AREAS OF IMPROVEMENT

CASH UPDATE AND AREAS OF IMPROVEMENT

◆ Update :

- CASH Management : Orly : partnership between SNA-RP (ANSP) and Groupe ADP
- Approval committee of the update : Local Safety Team with Airlines, ANSP and Airport
- Frequency : once a year



◆ Questions / Areas of improvement :

- Number of items must be limited : is 18 items too much for CASH?
- Dissemination of CASH update



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Thanks ...