

NM TOP5 OPERATIONAL SAFETY PRIORITIES

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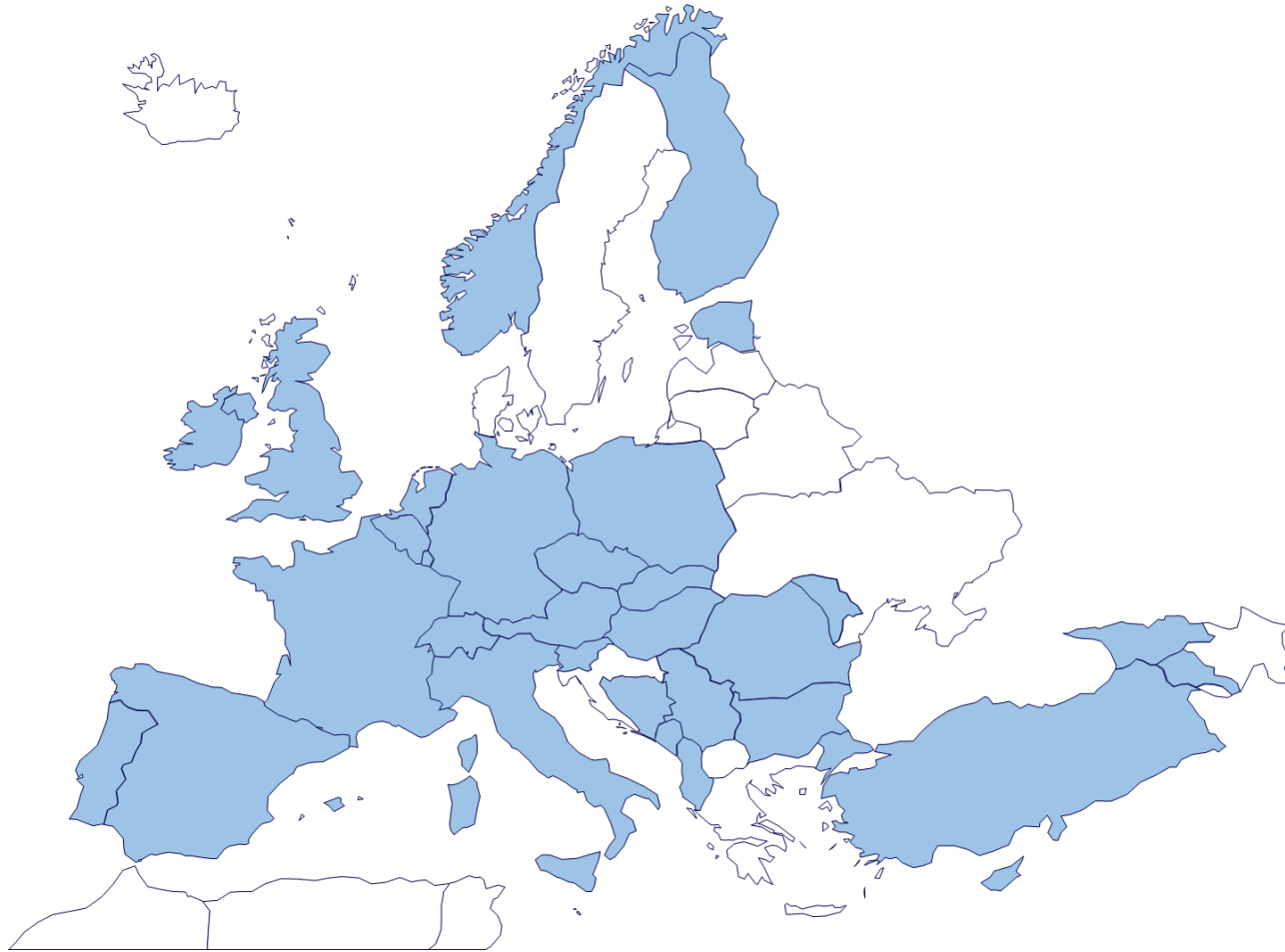


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OPERATIONAL SAFETY PRIORITISATION



2023 sample – 25 ANSPs

Network Manager task in EU
2019/123 from 24 January 2019:

*“identify operational safety hazards
at network level in cooperation with
operational stakeholders and
assess the associated network
safety risk and report them to the
Agency”.*



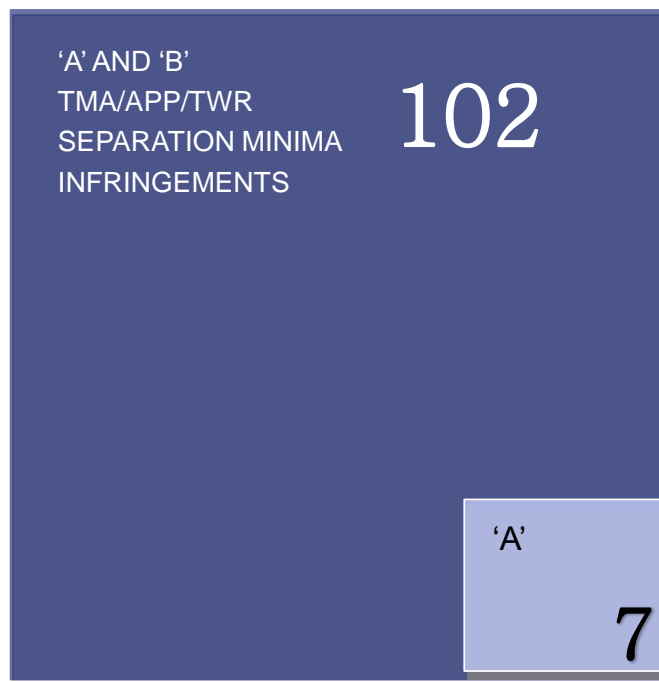
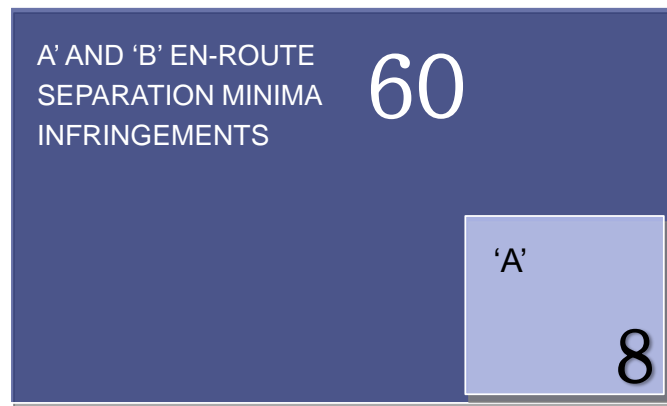
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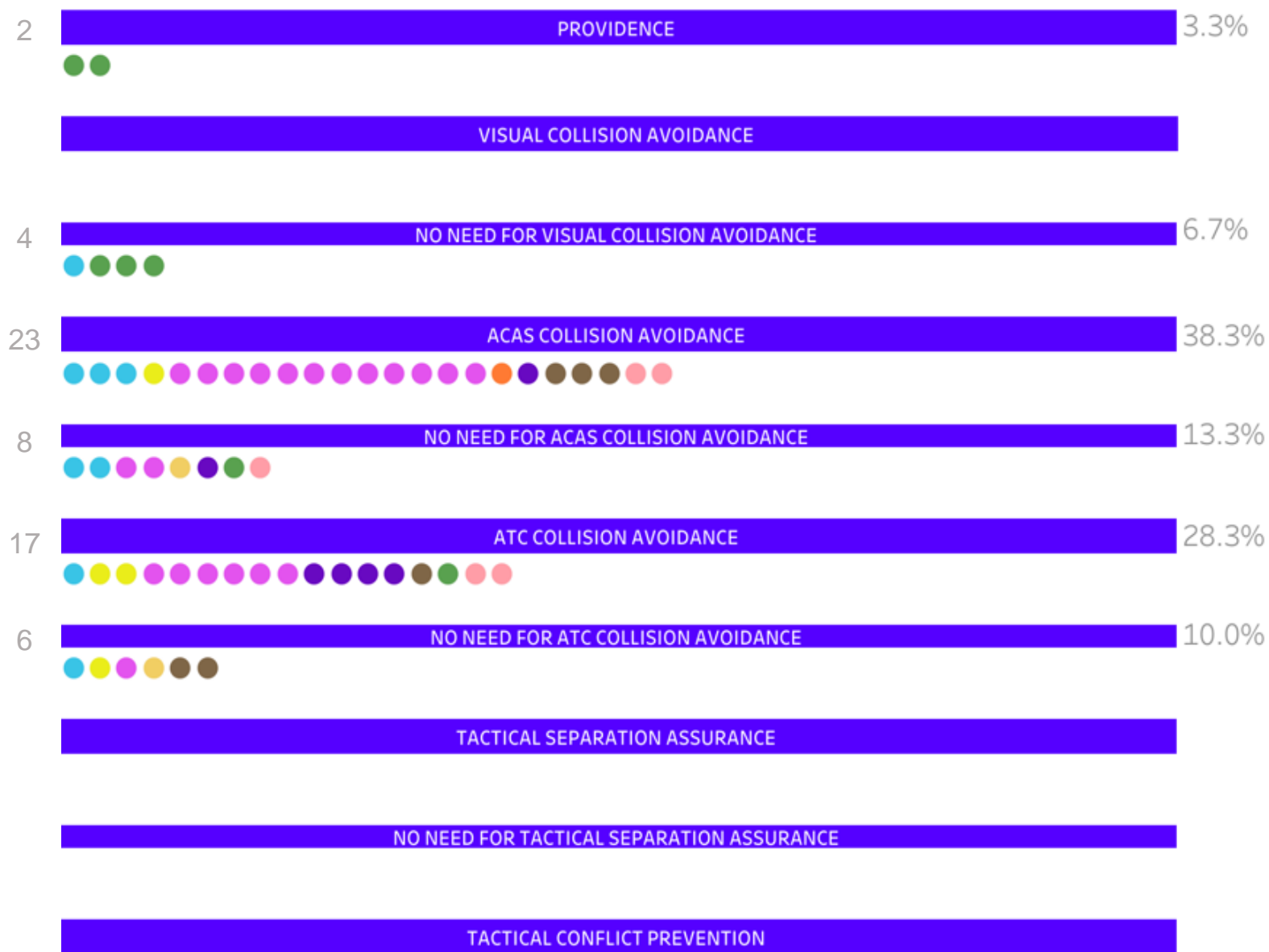
PRIORITISATION PROCESS

- ❑ Sample of European A and B severity incidents
- ❑ Safety Functions Map (SAFMAP) Analysis
- ❑ Visualisation and pattern identification
- ❑ Expertise-based decision making - SAFOPS

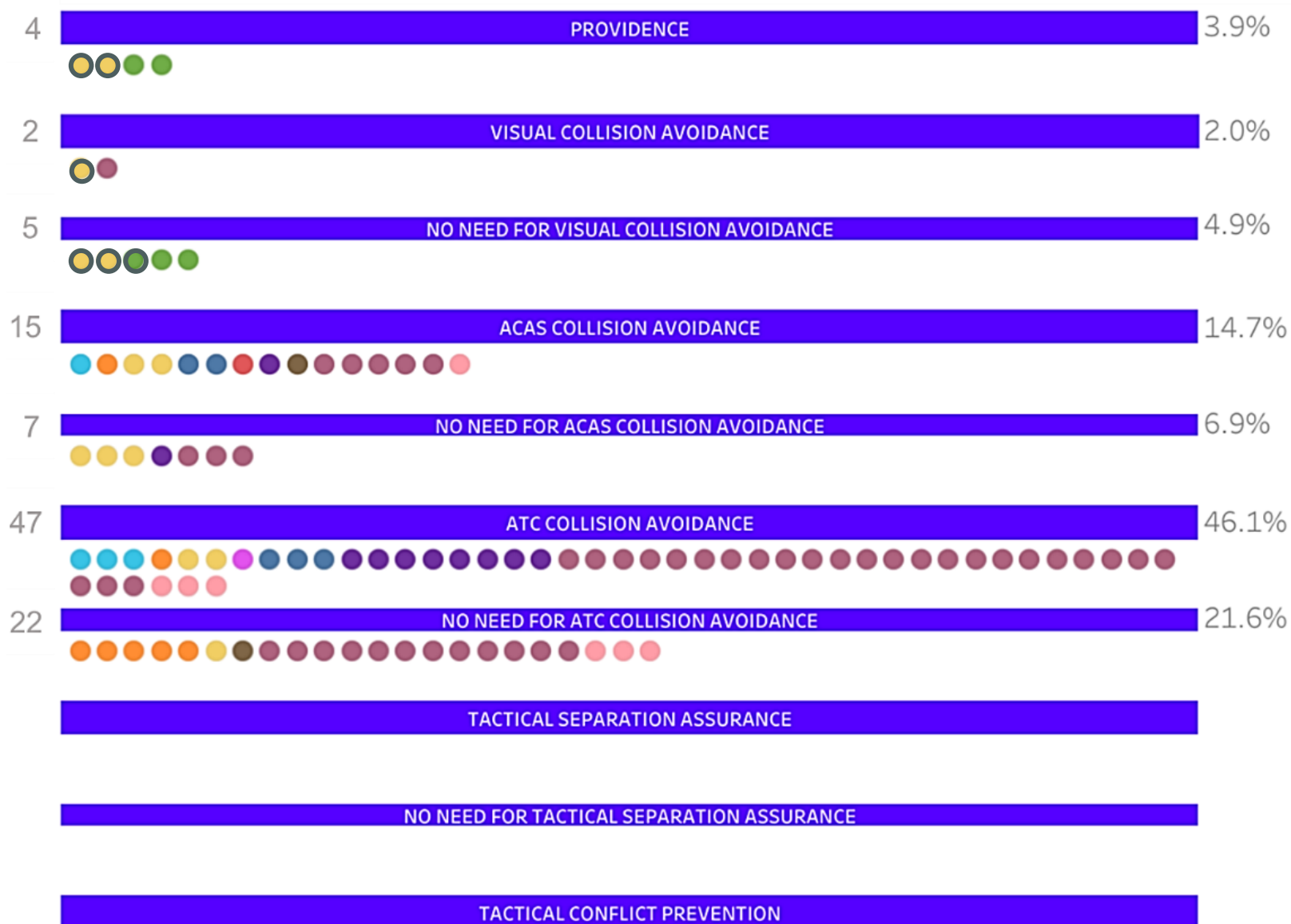
SAMPLE OF 203 INCIDENTS OF SEVERITY A OR B



EN-ROUTE INCIDENT ANALYSIS



TMA/CTR INCIDENT ANALYSIS



● “Controlled airspace infringement” – high criticality

● “Restricted airspace infringement” – high criticality

○ “Transponder not available” – high criticality



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RUNWAY INCURSION INCIDENT ANALYSIS



In 39% (16 out of 41) of the incidents, ATC did not detect the potential RWY conflict before issuing the RWY clearance

For only one of the events the runway presence was unauthorised

EUROCONTROL NM Top 5 Safety Priorities



New



1. “Controller blind spot”.
2. “Flight without transponder or with dysfunctional one”.
3. “Controller detection of potential runway conflict”.
4. “Controlled airspace infringement”.
5. “Restricted airspace infringement” **New**

RISK MONITORING LIST

- ☐ “ACAS RA not followed”.
- ☐ “Altitude deviation”.
- ☐ “On-the-job-training”.
- ☐ “High controller workload”.
- ☐ “Synchronisation of successive arriving to land and of arriving to land and departing aircraft”.
- ☐ “VFR/IFR incidents in TMA/CTR airspace”.
- ☐ “Non-commercial flights in TMA/CTR airspace”.
- ☐ “Inadequate ATC teamwork”.
- ☐ “Pilot/driver induced incorrect entry onto the runway protected area”.
- ☐ “Incorrect presence of non-commercial flight aircraft on the runway protected area”.
- ☐ “Incorrect presence of vehicles on the runway protected area”.
- ☐ “Incorrect presence on the runway protected area that could have been prevented by stop bars”.

NEW – DISIDENTIFIED SAFMAP DASHBOARDS

- ❑ Separation minima infringement en-route:
 - ➔ <https://skybrary.aero/tableau/2022enr>
- ❑ Separation minima infringement in TMA/CTR airspace.
 - ➔ <https://skybrary.aero/tableau/2022tma>
- ❑ Runway incursion.
 - ➔ <https://skybrary.aero/tableau/2022rwy>