

NM TOP5 OPERATIONAL SAFETY PRIORITIES

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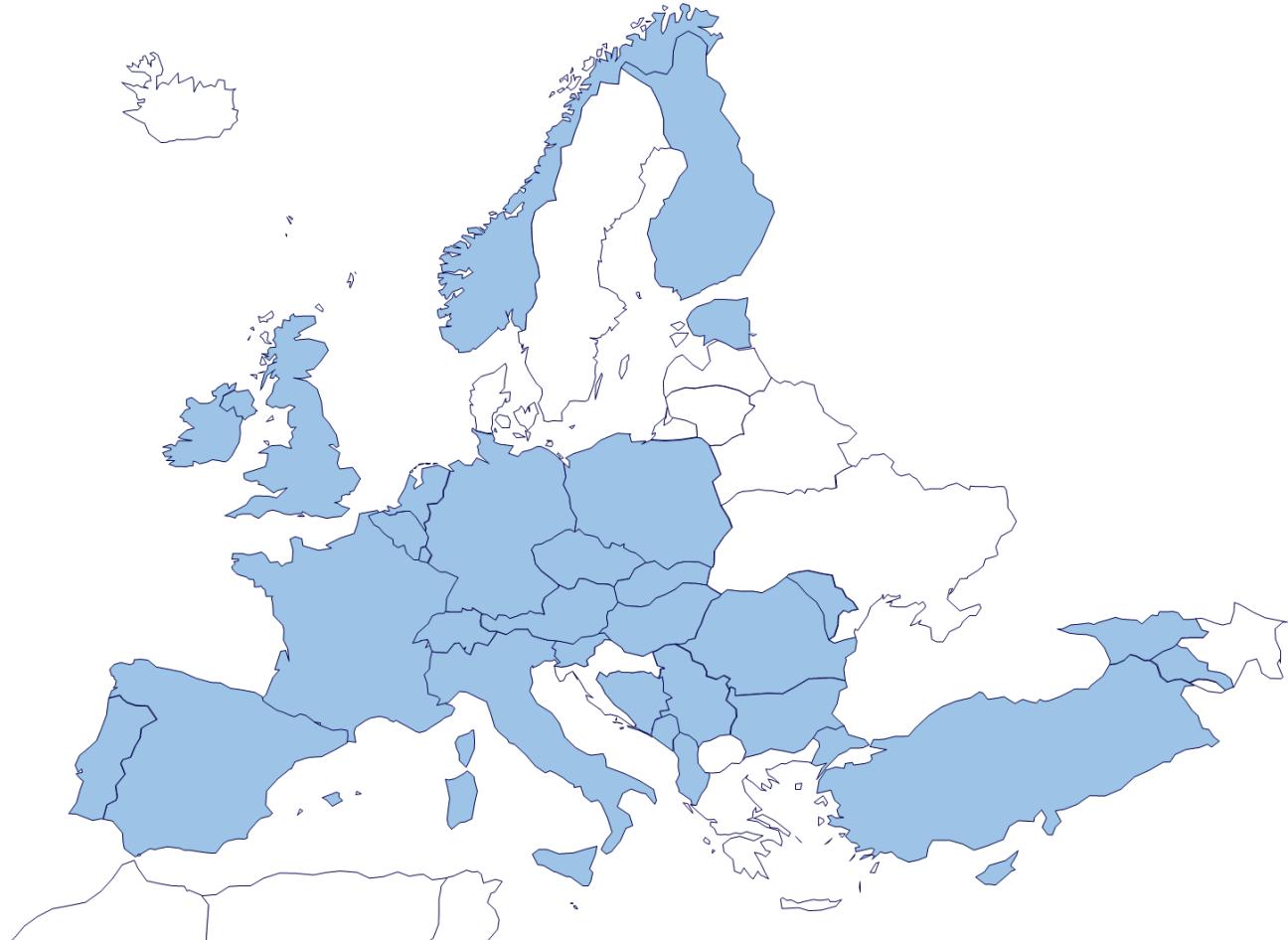


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Supporting European Aviation

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

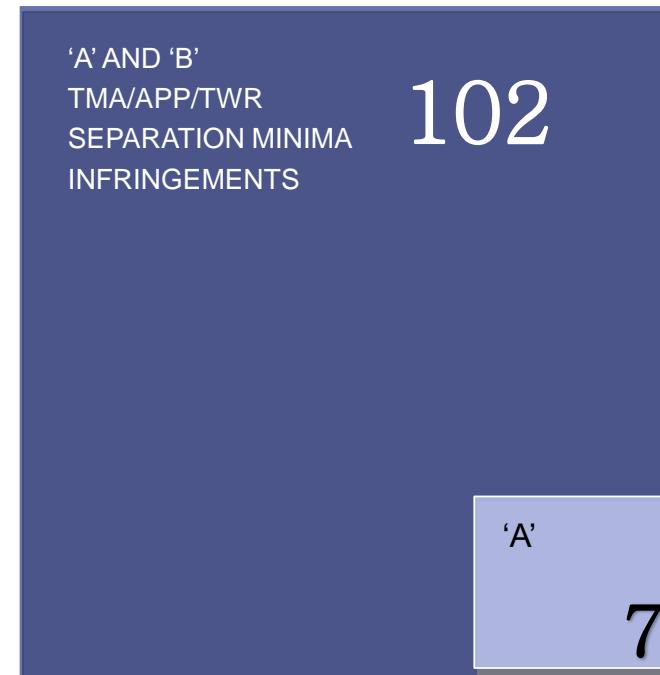
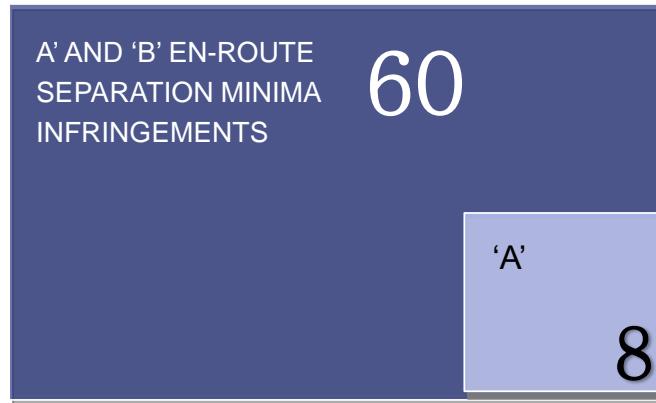
- Sample of European A and B severity incidents
- Safety Functions Map (SAFMAP) Analysis
- Visualisation and pattern identification
- Expertise-based decision making - SAFOPS



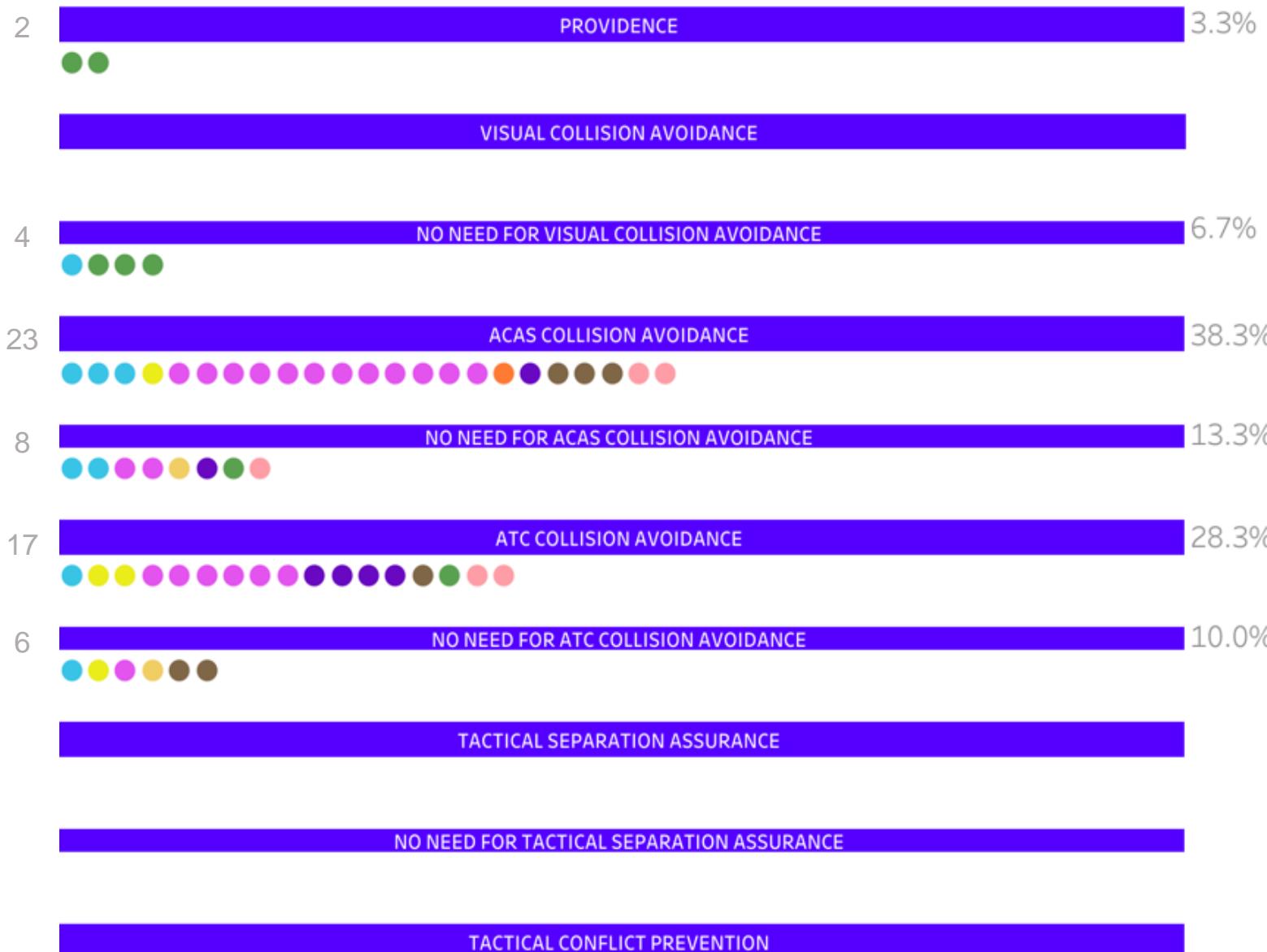
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SAMPLE OF 203 INCIDENTS OF SEVERITY A OR B



EN-ROUTE INCIDENT ANALYSIS



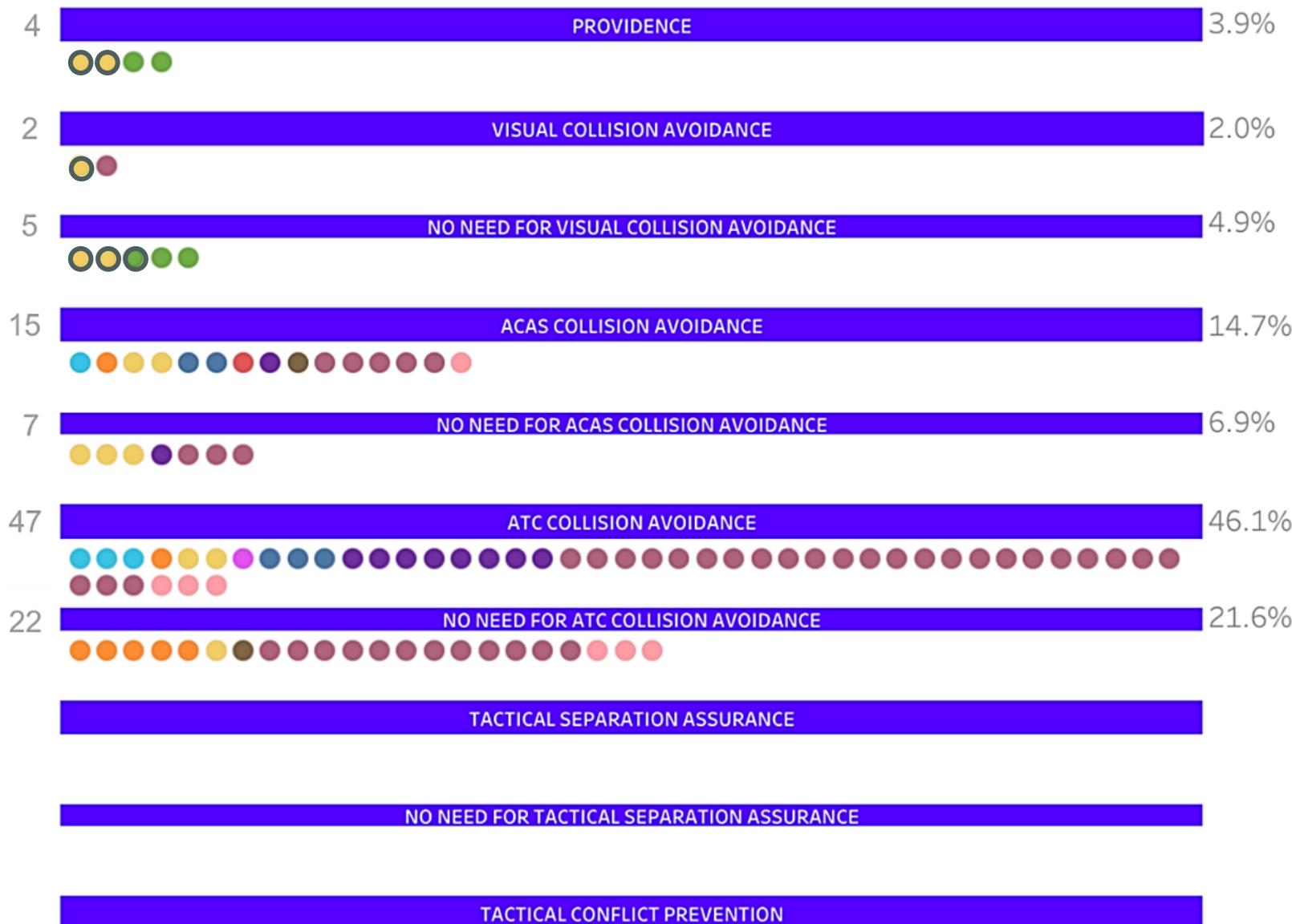
- “Blind spot” – 25% of the sample
- “Restricted airspace infringement” – high criticality



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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



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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**



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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”.



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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>



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