Ministry of Infrastructure and the Environment

State Safety Programme

The Kingdom of the Netherlands

31 May 2012

The Kingdom of the

St Maarten
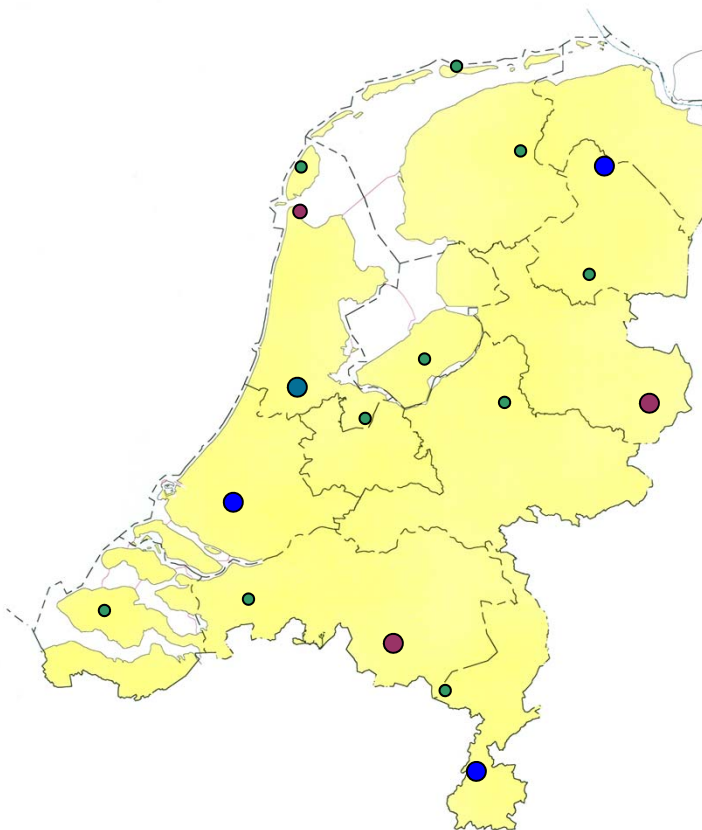Saba
St Eustatius

Aruba
Curaçao
Bonaire

The Netherlands

Aerodromes:

- **Mainport**
  Amsterdam

- **Regional**
  Rotterdam/The Hague
  Groningen/Eelde
  Maastricht/Aachen

- **Military/Civil use**
  Twente
  Eindhoven
  De Kooy

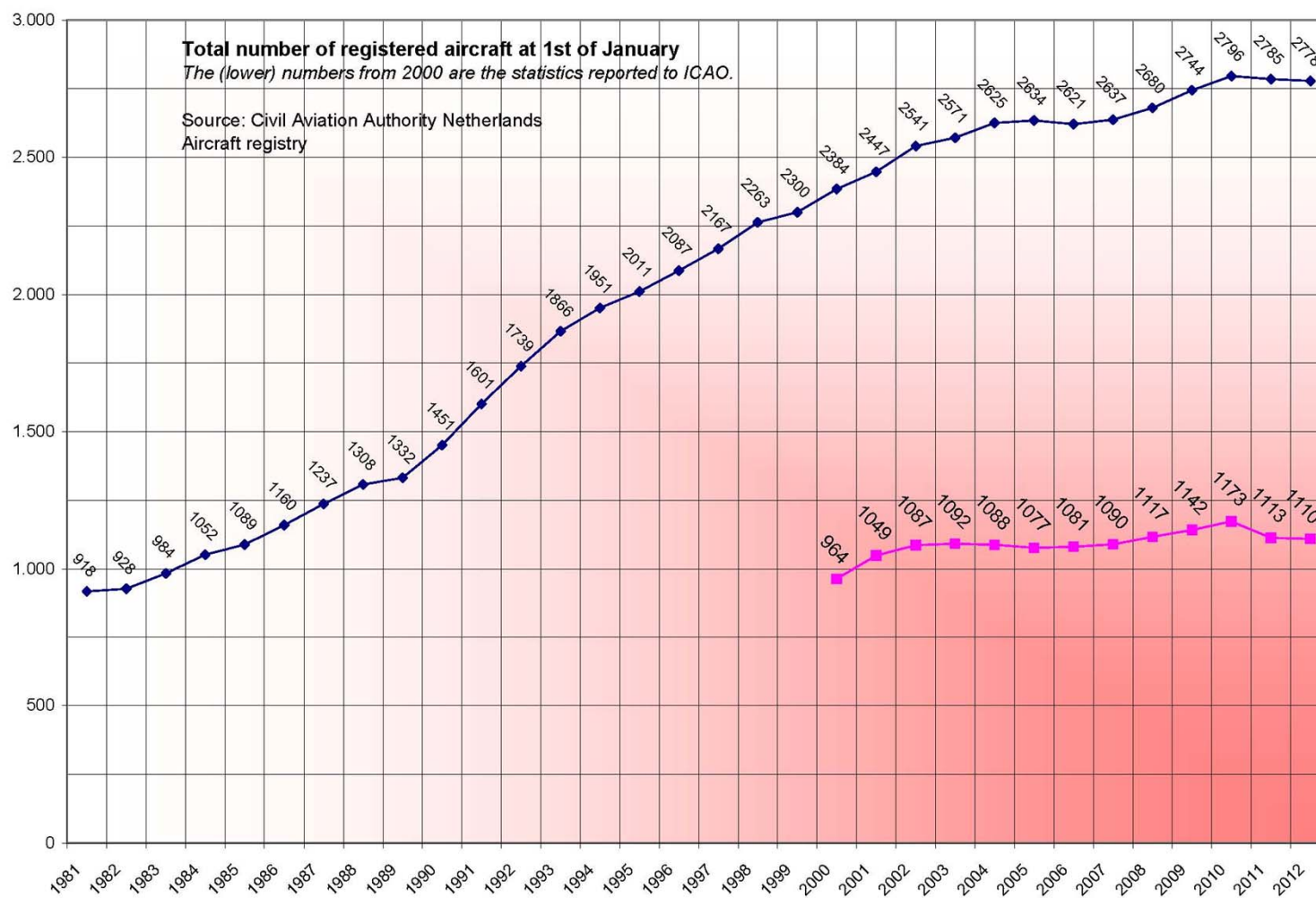- **General Aviation (10)**

Aerodromes:

- **Mainport**
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  Twente
  Eindhoven
  De Kooy

- **General Aviation (!0)**

- **Helicopters (>150)**
  Gliders + MLA (>30)

Number aircraft registrations:

Aeroplane	Turbo fan	264
	Prop	828
Balloon		466
Glider		700
Helicopter		101
Micro light		246
Powered parachute		188
Total		2.793

Total number of registered aircraft at 1st of January
The (lower) numbers from 2000 are the statistics reported to ICAO.

Source: Civil Aviation Authority Netherlands
Aircraft registry

Operators (31)

Airplane (14)

Helicopter (9)

Sight seeing (8)

Airworthiness

Maintenance (80)

Production (30)

Training Organisations

FTO/TRTO (23)

RTF (68)

LAB (7)

Aero Medical Centre

AMC (7)

AME (54/7)

Safety reports:

	2010	2011
Total incidents	8.616	10.778
Accidents	17	17
Serious incidents	22	19
Incidents	8.169	9.774
without safety effect	143	702
Not determent	241	265
No value	24	1

Type of Event:
- Technical   66 %
- OPS   25 %
- ANS   3 %
- Aerodromes   6 %

Reported by:
- Airlines 70 %
- ATM   30 %

Reported location:
- Netherlands   50 %

State Safety Programme

State Safety Plan

Safety Manual

Luchtvaartveiligheid programma voor het Koninkrijk der Nederlanden – Nederland
State Safety Program for the Kingdom of the Netherlands – The Netherlands

Versie 1.0 – 23 mei 2011

State Safety Programme

Description of aviation activities in the Kingdom of the Netherlands and the involved stakeholders

Where do we stand and what are we doing !

An essential document:

-Provided a complete overview for the Management
-Relevant information for the Parliament

Beleidsagenda

Luchtvaartveiligheid 2011-2015

State Safety Plan

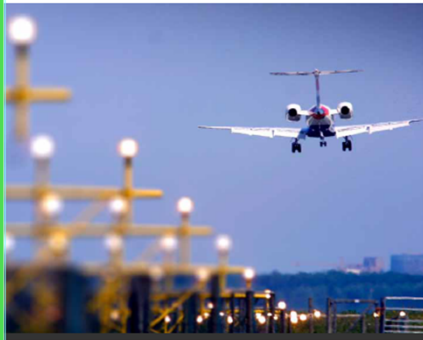Multiannual schedule of activities

Multiannual planning of budget

Structured approach per item:

- Activity name + number
- Why
- What already
- Ambition 2011-2015
- Actions
- Indicators
- Target 2011-2015

Beleidsagenda
Luchtvaartveiligheid 2011-2015

State Safety Plan

4 priorities:
- **competence & skills**
- **ATM safety**
- **Safety Management**
- **Aerodrome safety**

MAD= Medicine, Alcohol and Drugs

International

International cooperation;	commitment on 4 international priorities
Implementation regulations;	90% implemented within period
Cooperation within Kingdom;	implementation regulation 55% to 80%
International assistance;	cooperation in Caribbean

SMS

Implementation SMS;	95% providers certificated + CAA ISO
Measurable indicators;	within 5 years
Improve safety information;	half year report (2 months after period)
Mature safety culture;	80% of self assessment is positive

Aerodromes

Improve safety aerodromes;	implementation nat. regulation, Nov. 2014
Third party risk;	classification all aerodromes, Nov. 2014
Reduction bird strikes;	50% reduction bird population
Optimum operation;	2 security drills a year

Operation

Airworthiness;	Standard for UAS
Improve training;	Support ECACs initiative and JAA TO
MAD policy;	80% providers have MAD policy
Introduction FRMS;	Majority providers have FRMS
Optimize ANS;	introduction Management of Change

Beleidsagenda
Luchtvaartveiligheid 2011-2015

State Safety Plan

International
International cooperation
Implementation regulations
Cooperation within Kingdom
International assistance

SMS
Implantation SMS
Measurable indicators
Improve safety information
Mature safety culture

Aerodromes
Improve safety aerodromes
External safety
Reduction bird strikes
Optimum operation

Operation
Airworthiness
Improve training
MAD policy
Introduction FRMS
Optimize ANS

European Aviation Safety Agency

Report

European Aviation Safety Plan
2012-2015

European Aviation Safety Plan

Systematic issues
  *
  * SYS 1.7
Operational issues
  *
  *
Emerging issues
  *
  *
HF & Performance
  *
  *

SYS 1.7 SSPs are not consistently available in Europe

Revise the State Safety Plan

European Aviation Safety Agency

Report

European Aviation Safety Plan 2012-2015

European Aviation Safety Plan

Systematic issues

SYS 1	SYS 2	SYS 3	SYS 4
		SYS 3.1	
		SYS 3.2	SYS 4.2
		SYS 3.4	
		SYS 3.5	
		SYS 3.6	
SYS 1.7	SYS 2.7	SYS 3.7	
	SYS 2.9		
	SYS 2.10		
		SYS 3.11	

= **Issues addressing the Member State**

European Aviation Safety Agency

Report

*European Aviation Safety Plan
2012-2015*

European Aviation Safety Plan

Operational issues

AER 1	AER 2	AER 3	AER 4	AER 5	HE 1	GA 1
	AER 2.1			AER 5.1		
				AER 5.2		
					HE 1.3	
		AER 3.4		AER 5.4		
AER 1.5		AER 3.5		AER 5.5		GA 1.5
AER 1.6			AER 4.6			
AER 1.7			AER 4.7			
	AER 2.8		AER 4.8			
	AER 2.9			AER 5.9		
				AER 5.10		

European Aviation Safety Agency

Report

*European Aviation Safety Plan
2012-2015*

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Emerging issues

EME 1	EME 2	EME 3	EME 4

HF & Performance

HFP 1

European Aviation Safety Agency

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2012-2015

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Systematic issues

SYS 1	SYS 2	SYS 3	SYS 4
		SYS 3.1	
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		SYS 3.4	
		SYS 3.5	
		SYS 3.6	
SYS 1.7	SYS 2.7	SYS 3.7	
	SYS 2.9		
	SYS 2.10		
		SYS 3.11	

Systematic issues	Issue	Actions
SYS 1.7	SSP not consistently available	Revise the State Safety Plan
SYS 2.7	Promotion SMS	SMS training to staff + providers SMS Light
SYS 2.9	Promotion SMS	CAA website + link to ESSI
SYS 2.10	SMS International Cooperation	Member SMICG
SYS 3.1	Coordination safety analysis tasks	Member European Network Analyst
SYS 3.2	Comparable risk classification	Member Safety Assessment Task Force
SYS 3.4	Monitor performance national level	Published SSP, no PBO, Risk based
SYS 3.5	Lack methodology define SPIs	Improving with growing experience
SYS 3.6	Monitoring ATM safety performance	Using ECTL tools + SES II
SYS 3.7	ATM performance scheme all domains	PBM still developing
SYS 3.11	Operational issues in FDM programmes	Dialogue with industry
SYS 4.2	Support European Crisis Cell (EACCC)	Participating

SMICG - Safety Management International Collaboration Group

Operational issues	Issue	Actions
AER 1.5	Runway excursions addressed in SSP	Next SSP
AER 1.6	Share actions in workshop	Action extended
AER 1.7	Take part in Runway Symposium (RRSS)	Participated
AER 2.1	Implement EAPAIRR	Implementing
AER 2.8	Mid-air collisions addressed in SSP	AI programme + airspace redesign
AER 2.9	Share actions in workshop	Frequent meetings
AER 3.4	CFIT addressed in SSP	Next SSP
AER 3.5	Share actions in workshop	Action extended
AER 4.6	Loss of control in flight addressed in SSP	Next SSP
AER 4.7	Share actions in workshop	Action extended
AER 4.8	Support ICATEE	Next SSP

ICATEE = International Committee for Aviation Training in Extended Envelopes

EAPAIRR = European Action Plan for Airspace Infringement Risk Reduction

RRSS = Regional Runway Safety Symposium

Operational issues	Issue	Actions
AER 5.1	Runway Safety Team in place	In place
AER 5.2	Implement EAPPRI	Implemented
AER 5.4	Runway incursions addressed in SSP	Addressed
AER 5.5	Share actions in workshop	VPS / Action extended
AER 5.9	Ground operations addressed in SSP	Next SSP
AER 5.10	Share actions in workshop	VPS / Action extended
HE 1.3	Implement EHEST recommendations	ERF 2012 Amsterdam / website ESSI
GA 1.5	Lack methodology define SPIs	Improving with growing experience

VPS = Veiligheid Platform Schiphol / Safety Platform Schiphol

ERF = European Rotorcraft Forum

EAPPRI = European Action Plan for the Prevention of Runway Incursions

Beleidsagenda

Luchtvaartveiligheid 2011-2015

State Safety Plan

European Aviation Safety Agency

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Conclusions:

Structure EASp and SSP is not the same,
but EASp actions are well addressed
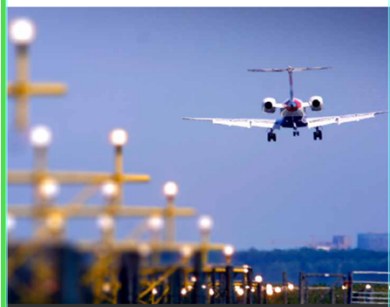and in SSP national actions are addressed: bird strikes

Safety management should result in Performance Based Oversight,
but effective reporting systems on the safety performance (ARA.GEN.305)
are not yet operational
Lack of experience or lack of transparency?

Risk Based Oversight is based on expert judgement,
but is a good alternative to Performance Based Oversight

State Safety Plan

European Aviation Safety Plan

Thank you

Ministry of Infrastructure and the Environment   31 May 2012

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