

Belgian Safety Programme (BSP)



*Federal Public Service
Mobility and Transport
Belgian Civil Aviation Authority*

EASp Summit

Cologne, 29th May 2012

Belgian Safety Programme (BSP)

- **BSP introduced in:**
 - o the Policy Document of the State Secretary of the Federal Public Service of Mobility and Transport;
 - o the Management Plan of the Belgian CAA Director-general.
- **Development of a Belgian CAA Safety Policy in January 2010.**

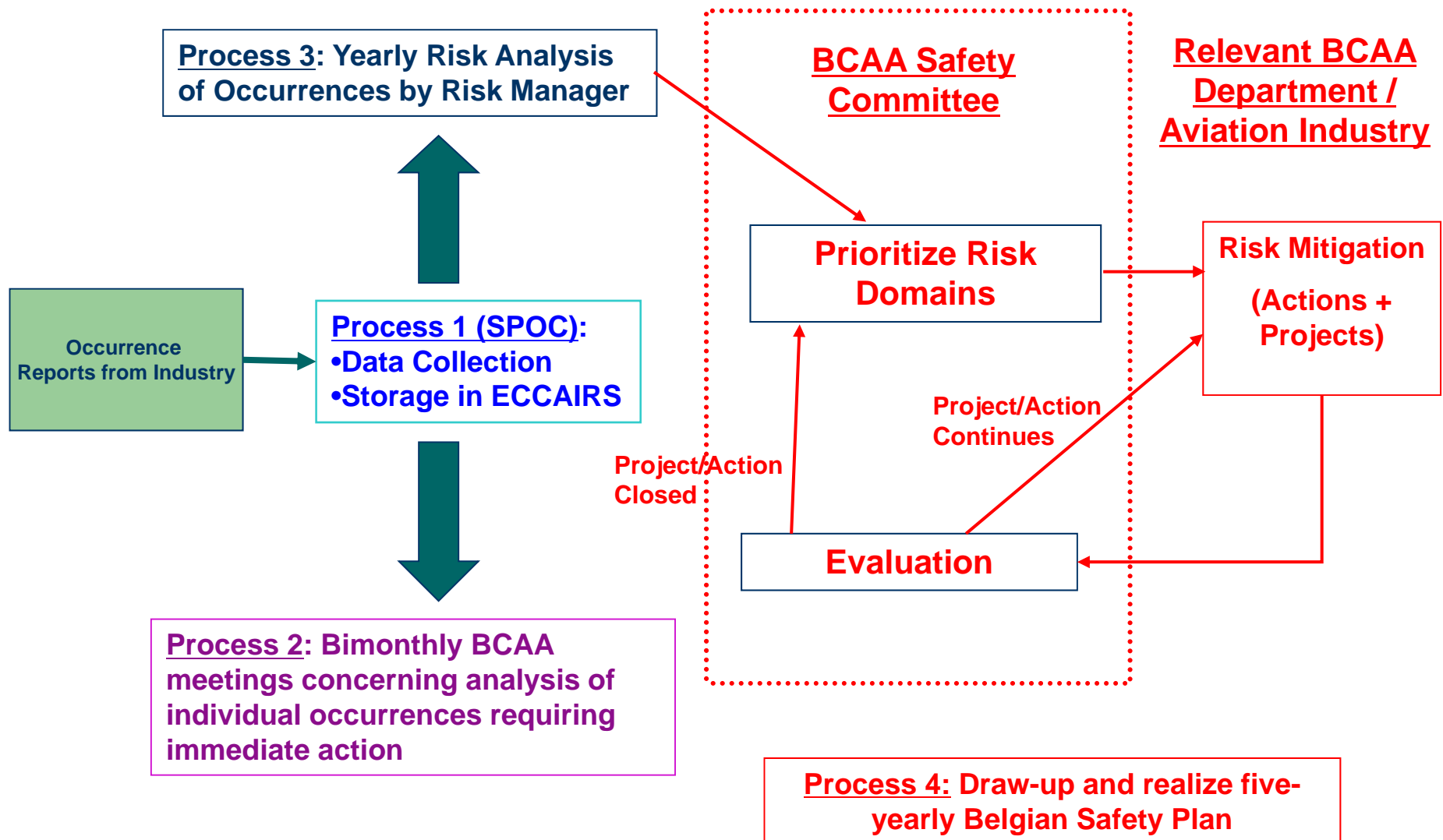
Belgian Civil Aviation Safety Policy

- Introduction of the concept of Risk Management;
- Introduction of the Belgian Safety Plan (BSp);
- Organisation of the BSP;
 - o Introduction of the Belgian CAA Safety Committee;
 - o Definition of Responsibilities;
 - o Availability of Procedures & Processes;
 - o Co-ordination with International Organizations (EASA, ICAO...);
 - o Consultation with the Belgian Aviation Sector.

Belgian CAA Risk Management Process

- Process 1: Storage and distribution of occurrence reports;
- Process 2: Investigate individual occurrences requiring an immediate action;
- Process 3: Execute yearly risk analysis;
- Process 4: Draw-up and realize five-yearly Belgian Safety Plan.

Belgian CAA Risk Management Process



Process 1: Storage and distribution of occurrence reports

- Store occurrences in the ECCAIRS database againsts Directive 2003/42 (Royal Decree 22 April 2005 and Circular CIR/INS-01);**
- Mandatory and Voluntary Reporting (Confidential and Non-Punitive);**
- Occurrence Reporting System (ORS) within the Belgian CAA Aviation Inspectorate.**

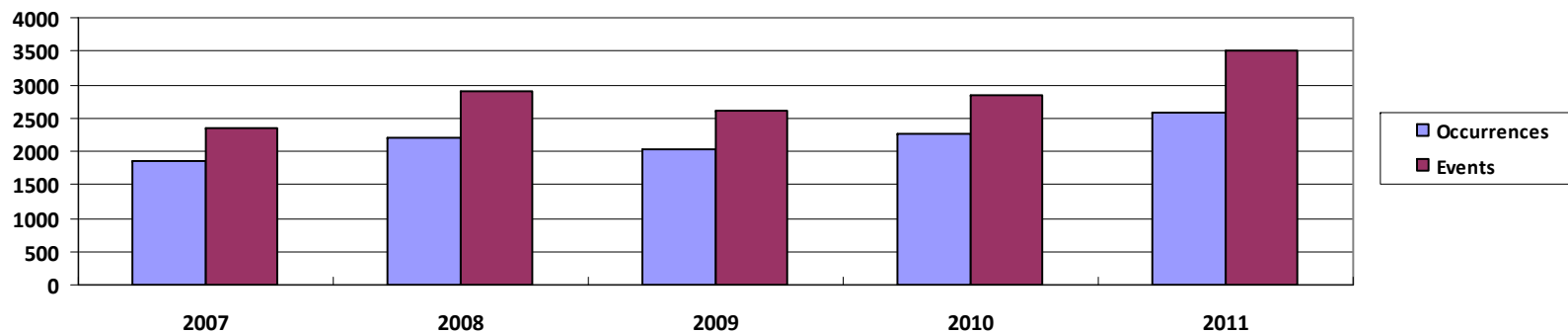
Process 1: Storage and distribution of occurrence reports

- **All occurrence reports sent to a SPOC's Request Collector (no longer double or triple reporting to Belgian CAA);**
- **All occurrences forwarded by Risk Manager to relevant Operational Directorates within 48 hours;**
- **All occurrences introduced in ECCAIRS database by Aviation Inspectorate Inspectors within 10 working days;**
- **Verification correct introduction in the ECCAIRS database by Risk Manager (data correctness and quality).**

Process 1: Storage and distribution of occurrence reports

Year	2007	2008	2009	2010	2011
Number of Occurrences	1853	2209	2027	2270	2586
Number of Events	2353	2906	2608	2842	3509

Occurrences/Events



Process 2: Investigate individual incident reports requiring an immediate action

- **Participants: Belgian CAA Operational Directorates, Risk Manager and Accidents and Incidents Investigator;**
- **Program:**
 - o **Encoded events in ECCAIRS database to be corrected (data correctness and quality);**
 - o **Occurrences to be investigated;**
 - o **Eventual actions and Safety Recommendations.**

Proces 3: Yearly Risk Analysis Dynamic Integrated Risk Management (DIRM)

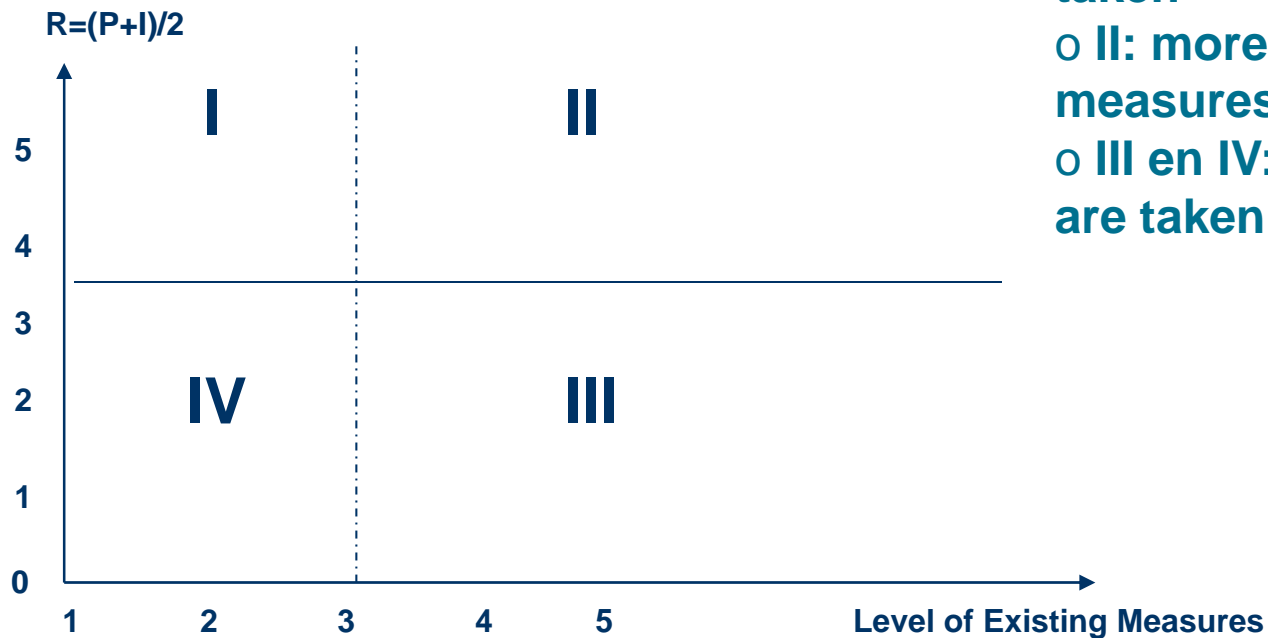
- The Risk Control Matrix is based on:**
 - o Probability (P): scale from 1 till 5;**
 - o Impact (I): scale from 1 till 5;**
 - o Risk Level $R=(P+I)/2$;**
 - o Level of Existing Measures.**

Proces 3: Yearly Risk Analysis Dynamic Integrated Risk Management (DIRM)

- Level of existing measures: 3 parameters are taken into consideration;**
 - o Existence of a regulation (Y/N);**
 - o Supervision by the industry (Y/N);**
 - o Supervision by the Belgian CAA (Y /N /Occasional /Continuous).**

Proces 3: Yearly Risk Analysis Dynamic Integrated Risk Management (DIRM)

Risk Control Matrix



- o I: measures must be taken
- o II: more effective measures must be taken
- o III en IV: no measures are taken

Proces 4: Belgian CAA Safety Committee

- **Four-monthly meetings;**
- **Participants: Director-general, Directors, Accident and Incident Investigator, Risk Manager;**
- **Yearly Risk Analysis: event types with a high risk level are discussed;**
 - ⇒ **Implementation of corrective actions to mitigate selected risks**
- **Evaluate and eventually adjust corrective actions;**
 - ⇒ **Update Belgian Safety Plan.**

Federal Public Service Mobility and Transport

Belgian Civil Aviation Authority

SAFETY PLAN 2010-2014

2011 UPDATE



*Federal Public Service
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Belgian Safety Plan 2010-2014

Structure

- General Measures (GM) derived from the ICAO Guidance on the development of a State Safety Programme;
- Operational measures (OM) derived from:
 - o The risk management system of aviation occurrences;
 - o Issues of the EASp.

Belgian Safety Plan 2010-2014

Structure of GM's and OM's

- a) Description of the measure;**
 - o Expected Safety Benefit;**
 - o Safety Performance Indicator (SPI);**
 - o Responsible Entity;**
 - o Alignment with EASp.**
- b) Yearly progress on action.**

Belgian Safety Plan 2010-2014

General Measures (GM)

- **GM1: Establishing a Safety Library;**
- **GM2: Developing Safety Performance Indicators (SPI's) + Implementation of SMS at the Service Providers;**
- **GM3: Developing a strategy with respect to safety training and safety promotion.**

Belgian Safety Plan 2010-2014

General Measures (GM)

- **GM3: safety training and safety promotion:**
 - o Periodic consultative meetings with representatives of the Belgian aviation sector (Operators, national ANSP, airports...);
 - o ICAO SSP training course in Brussels from 06-08 June 2012;
 - o Helicopter Safety Event in Brussels (27th June 2012) in collaboration with EHEST;
 - o Latest information ESSI also available on Belgian CAA website (ECAST, EHEST, EGAST).

Belgian Safety Plan 2010-2014

Operational Measures (OM)

- **OM1: Establishing a Belgian Aviation Wildlife Hazard Committee and drafting a national action plan to prevent collisions with animals (mainly Bird Strike);**
- **OM2: Resolving problems related to ground handling in partnership with the market sector;**
- **OM3: Drafting regulations with respect to unruly passengers;**

Belgian Safety Plan 2010-2014

Operational Measures (OM)

- **OM4: Annual check of the reliability of flight controls for commercial aircraft in Belgium;**
- **OM5: Complete the regulation with respect to the “Targeting of Aircraft with Hand Held Lasers”;**
- **OM6: Implementation of the European Action Plan for the Prevention of Runway Incursions (EAPPRI).**

Belgian Safety Plan 2010-2014 2012 Update

- **Second update of Belgian Safety Plan 2010-2014;**
- **New safety actions due to:**
 - o **Results risk analysis 2011;**
 - o **Alignment with EASp 2012-2015.**

Belgian Safety Plan 2010-2014 2012 Update

Most important Operational Measures added:

- **OM7: Implementation of the European Action Plan for Airspace Infringement Risk Reduction (Eurocontrol, Belgocontrol and concerned BCAA Directorates);**
- **OM8: Development of SPI's with associated data stream – (EASp SYS3.11);**
- **OM9: Unstabilized Approaches (CFIT) ?**

Belgian CAA Challenges

- **Setting effective safety indicators and targets at national level and for industry;**
- **Focusing regulations and inspections on safety priorities;**
- **Belgian CAA contribution to the EASp.**

Questions ?

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