

Implementation of the Aerodrome 'Triple One' Concept



Contractor

airsight GmbH

Consortium Members

Brussels airport

ACI EUROPE

Luxembourg Airport

ANA Luxembourg

Contract period

25/10/2022 - 24/10/2024

Budget

415.600 €

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Main objectives:

Runway incursions pose a severe threat to aviation safety, with the potential for catastrophic collisions on active runways. Enhancing communication on a single, shared frequency during runway operations is crucial. The "Triple One" concept describes the use of a single frequency and a single language for all movements associated with a runway: "one runway, one frequency, one language" for improving situational awareness among airport stakeholders.

The main objectives on the study on the "Triple One" concept are as follows:

- Improve the understanding on the contributing factors that can lead to runway incursions, with emphasis on incursions by aerodrome vehicle drivers.
- Provide an overview of the correct usage of the "Triple One" concept or its variations among the EU member states.
- Substantiate the Safety Benefits that can be gained by the implementation of the "Triple One" concept or its variations.
- Substantiate the Safety Risks that can be created by the implementation of the "Triple One" concept or its variations.
- Provide Policy Options to the stakeholders that could guide them towards the implementation of the "Triple One" concept.

The final, overall objective is to further the overall understanding of the interaction of all key players acting in the manoeuvring area (ATCO, pilots, vehicle drivers) and improve the Level of Safety among the EU airports.

Impacts & benefits

The project aims to furnish the Agency and aviation stakeholders with comprehensive insights into the safety benefits and risks associated with the 'triple one' concept. It will elucidate the reasons behind its adoption or non-adoption. Ultimately, the study will present policy options to enhance runway safety across EU aerodromes by reducing the risk of runway incursions.



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Further reading

This project is part of the portfolio of EASA managed research projects funded under the European Research Programmes. Projects under this portfolio address research needs of civil aviation authorities and are geared to generate mid-term benefits after the successful completion of the project to enhance safety, security and sustainability.

Further information can be found in the EASA website and the related bibliography, such as.:

- EAPPRI, V.3.0, 2017
- GAPPRI, 2023
- Reg. (EU) 139/2014, Annex III & IV (Part-ADR.OR & OPS)
- ICAO Doc 9870, 1st edition, 2007

