

RNO – SMS perspective and support from EUROCONTROL

EASA Safety Days – June 2021

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Supporting
European
Aviation

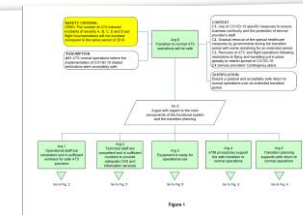


Talk about everyday work in the context of COVID19 return to normal OPS and skills pre-covid

“Everything changes and nothing stands still.”

“Surprises are the new normal and resilience is in big demand”

Overall Safety Argument



SAPPHIRE
List of potential hazards associated to the recovery of normal operations following COVID-19 restrictions

SAPPHIRE (Safety Assessment of Potential Hazards in the Recovery of Normal Operations following COVID-19 restrictions) is a project funded by the European Union under the Horizon Europe programme. The project aims to identify and assess potential hazards associated with the recovery of normal operations following COVID-19 restrictions, and to develop mitigation measures to reduce the risk of these hazards.

The project is led by EUROCONTROL, with participation from the following organisations:

- EUROCONTROL
- ENAC (Ente Nazionale per l'Aviazione Civile)
- CAA (Civil Aviation Authority)
- ANSP (Autorité Nationale de Sécurité de l'Aviation Civile)
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The project is expected to deliver a range of outputs, including a list of potential hazards, an assessment of the risk of these hazards, and a set of mitigation measures to reduce the risk of these hazards.

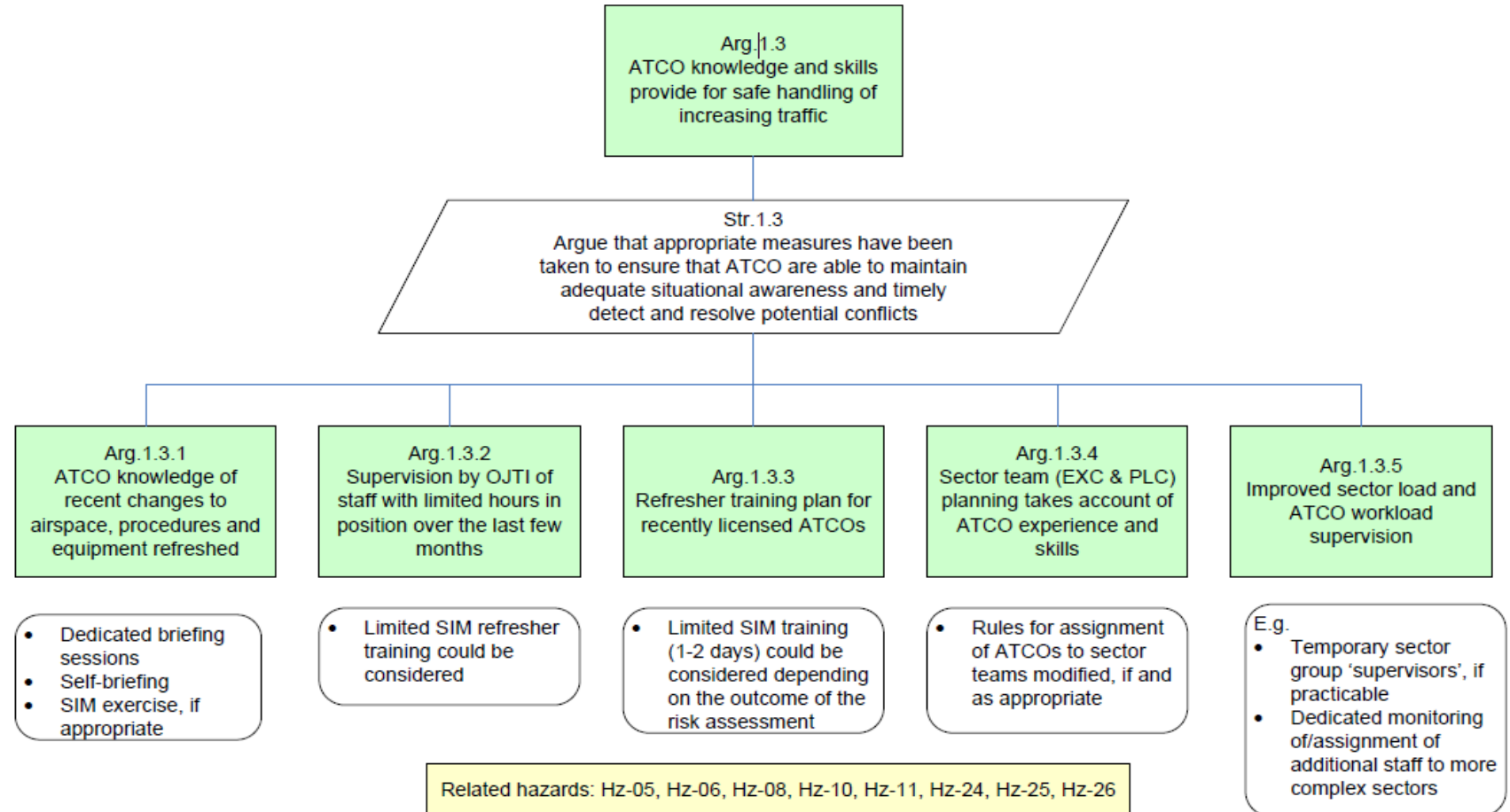
List of potential hazards and mitigations associated to the recovery of normal operations

Hands-on skills preparations, UTC plans



Safety Argument

- Serve as a support and assist ANSPs in the safe and resilient return to normal operations
- Identifies elements of the ANSP's functional system affected by the reduced scope of operations
- Emphasis on the set up of a robust transition planning, monitoring and management process
- Targeted pro-active safety monitoring and timely identification & resolution of transition issues



List of Potential Hazards and Mitigations

- Address the following domains:
 - Demand-capacity balancing;
 - Staff skills, training and human factors;
 - Equipment and infrastructure;
 - Aeronautical information management;
 - Runway operations;
 - Aircraft navigation/flight operation & Air ground-communication
- Should be adapted to local operational environment and specific impact

	Hazard description	COVID-19 lock down related causal and contributory factors	Mitigation ideas (if any)	Related Safety Argument
Hz-04	Insufficient number of operational and technical staff to meet the increasing demand in the transition period and beyond it.	Disproportionate demand due to cancelation of lockdown measures/country-based/region-based and significant number of staff locally still under quarantine. Staff retired to alleviate financial impact.	ATFCM measures (capacity decrease). Regular health checks. General hygienic measures constantly promoted. Availability of cleaning hands points in the	Arg.1 Arg.2 Arg.5.2
	Hazard description	COVID-19 lock down related causal and contributory factors	Mitigation ideas (if any)	Related Safety Argument
Hz-01	Capacity imbalances and unusual traffic patterns at regional and/or network level.	Different pace of capacity recovery by ANSPs. Insufficient coordination with NM, other ANSPs, AOs, military and airport operators.	European NOP - 2020 Recovery Plan and related coordination and planning arrangements. Re-evaluate airport capacity and notify concerned parties.	Arg.5.1.1 Arg.5.1.1 Arg.5.1.1
Hz-02	Planned ATC sector configuration inadequate to actual traffic demand.	Airports had to accept many grounded aircraft, so the capacity on ground is temporarily reduced. Inflexible planning of ATC sector configurations.	Structural meeting platform to discuss weekly (or more often, if needed) the different aspects, coordinating and planning the capacity increase; also the CFSPs should participate.	Arg.5.1
Hz-03	Pre-tactical ATFM measure(s) inadequate to actual traffic demand.	Insufficient and/or inefficient simulated scenarios/exercises for the changing traffic density and pattern. Low predictability of traffic evolution. The high volatility of predictions implies that any adjustments to system capacity are very difficult to be made reasonably in advance.	Consider holding the network flow planning meeting twice a day: one in the morning for post-ops analysis and the normal one in the afternoon for the day after. Tactical update to the planned sector configurations and ATFM measures.	Arg.5.1
		Prolonged OJT because, for a long time, the traffic will be too low and not easy to train/assess the trainee's skills.	of hours required per endorsement over 180 days (e.g. to 30 hours until 1st September)	
		Training becomes extremely difficult to plan in the simulator and in the operations rooms.	and/or extend medical certificate validity. Request CA to permit option for "Renewal assessment" in simulator.	

Example - Hz-37 Flight crew knowledge/skill fade and decreased capacity.

Mitigations to be applied by ATCOs

General

- Careful monitoring of pilot compliance with instructions and clearances and questioning if in doubt;
- Request/instruct speed increases as last resort;
- Comply as far as possible with the filed flight plan route.

Descent Phase

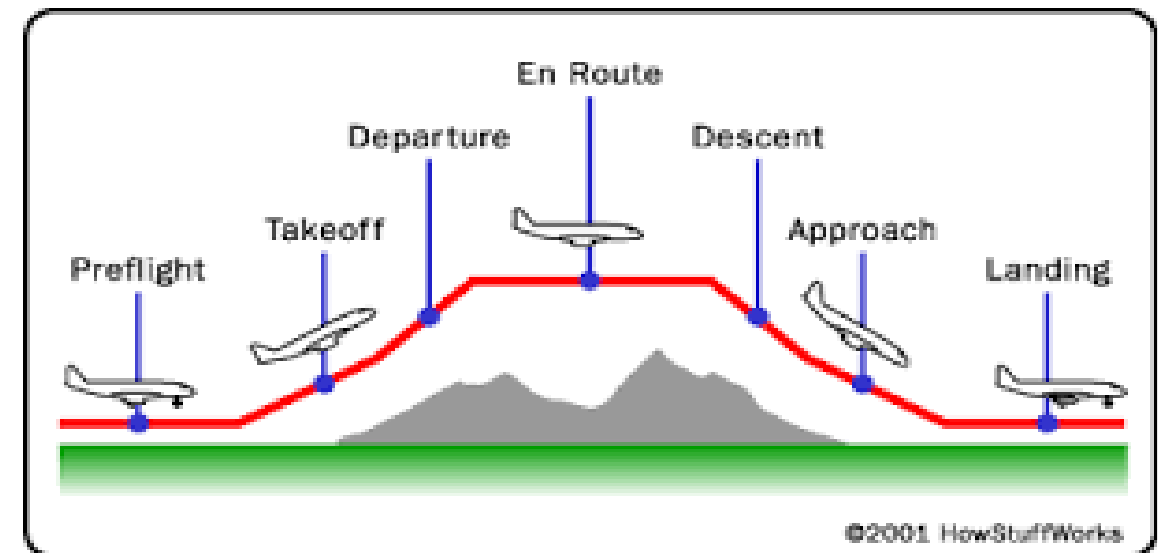
- Refrain from high-speed descent clearances.;
- Refrain from offering short cuts. Ensure aircraft can achieve a sensible descent profile when offering short cuts.;
- Any changes to runway / approach type / arrival should be communicated to flight crew at the earliest opportunity.

Departure Phase

- Inclusion of any capability for intersection departure in DCLs, where DCL service is provided;
- Inclusion of cardinal headings in pushback clearances.
- Expect lower taxi speeds;
- Monitor more carefully for taxi routing errors – be prepared for more “guidance” requests.

Approach and Landing Phase

- ...



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“No man ever steps in the same river twice, for it's not the same river and he's not the same man”.