



Ministry of Infrastructure and the  
Environment

# Topics for discussion for DCA 6

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The Netherlands



## Main Content for Discussion

- Assistance of large countries to the CAR Region
- Certification of Aerodromes
- Example of Support Programme (East Africa)
- Training National Continuous Monitoring Coordinator (NCCMC)
- Update State Safety Programme (SSP) of the Netherlands



# Assistance of large countries to the CAR Region

- **Assistance proposal/possibility for CASSOS Member States:**
  - Cooperation of several countries in sharing data with audits/inspections by auditors/inspectors from NL/UK/
  - Offer 2-3 CASSOS auditors/inspectors the opportunity to join in audit/inspections
  - CASSOS to nominate auditors/inspectors for the program on the basis of longer commitment
    - Three (3) years in the programme
    - Monitoring and progress verification of these auditors/inspectors

Prior to the first audit/inspection the team will make an assessment of the safety situation as is, and define priorities/areas to focus on for improvement.



# Assistance of large countries to the CAR Region

## ➤ **Outcome or benefit for CASSOS:**

- After three years CASSOS should be in the lead
- Technical input can be requested for individual cases/situation

## ➤ **Recommendations to the Meeting:**

- Investigate possibilities and willingness with States and CASSOS for such a programme/initiative
- Update the proposed steps wherever considered necessary



## Aerodrome: Certification

- Bonaire Airport has been certified by The Netherlands CAA in 2015, formally against CARNA 14, but with Annex 14 and Annex 19 already in mind





## Aerodrome: Infrastructure Update

- For the Airports of Bonaire, Saba and Sint Eustatius (Dutch Caribbean Islands) projects have been running and will be running until 2018 to update the infrastructure to comply to the minimum ICAO safety requirements:
  - Aeronautical Ground Lighting (AGL) for the runway and taxiway and related systems;
  - power equipment, signs, EXEL frangible structures and LED apron floodlighting;
  - Sint Eustatius include approach lighting and Precision Approach Path Indicator (PAPI) system.

These projects have been paid by the Dutch Government and are limited to aviation safety only.



## Aerodrome: Audits

### ➤ **New Approach in the Netherlands:**

- A setup in which a group of airport managers visit together another airport, sharing lessons learned amongst professionals;
- Airport Managers in the Netherlands formed teams of auditors and lead-auditors and performed serious audits amongst each others;
  - Findings noted had to be corrected in certain time frame;
- This approach became successful after a couple of years
  - As soon as added value has been demonstrated the program can become more accepted/welcomed.



## Aerodrome: Audits

### ➤ Benefits:

- With these audit results available the CAA could update its audit-planning in frequency and/or scope or change priorities;
- Concept could be extended to OPS, ANSP's, Maintenance, provided there is enough confidence in the approach, confidence in the group of participants and the willingness to invest in sharing of expertise.

Why should you spend a lot of time checking something of which you know it is OK?





# Aerodromes: Certification, Infrastructure & Audits

- **The Meeting is invited to:**
- Take note of the potential of sharing lessons learned; it will facilitate safety improvement
- Take note of these actions on infrastructure update
- Investigate “Who knows what and how to facilitate sharing” of achievements, knowledge and information
- Take note that the start up of the Aerodrome audit approach requires at least 2-3 years, but results are positive
  - Professionals visiting another professional talk the same language. How to make best use of this approach
  - Consider expansion to ATM and other domains of aviation





## Support program in southeast Africa - 1

- The AviAssist approach in SE Africa, which showed a multiplier effect after several years. They provide safety training and organize a yearly safety conference.
- Airlines and aerodromes see benefits in a sharing knowledge and a knowledgeable CAA in their country. They offer cheaper tickets to bring in participants.
- In first week of the conference in depth discussions and training takes place, supported in kind by Eelde Airport (Chief of Fire Fighting and Rescue), Schiphol Airport (Runway safety team member) and the Dutch ANSP LVNL (Safety Manager for e.g. Just Culture).
- The second week there is a conference taking 1-2 days for a kind of summary on issues, but also enabling networking and offering the possibilities to go in details again. The professional information is very much 'absorbed' by regional professional colleagues.
- Also a magazine is provided to capture the lessons learned.



## Support program in southeast Africa - 2

### Recommendation

- Investigate whether there are similar programs elsewhere
- Share lessons learned



## Training of NCMC's

- The Kingdom of The Netherlands has four autonomous countries: Nederland (including Bonaire, Saba and Sint Eustatius), Curacao, Aruba and Sint Maarten;
- All four countries have appointed a National Continuous Monitoring Coordinator (NCMC);
- The four NCMC's approached ICAO to give onsite training;
- Such a training is possible after September of this year in the CAR region.
- In order to split the costs of this onsite training, The Netherlands are looking for more CAR countries to participate.

### **Recommendation to the Meeting:**

Investigate possible candidates for joining the training sessions.  
Working with other countries could enable future co-operation



## State Safety Programme update - 1

- The Netherlands have just updated its State Safety Program and are now working with edition 2 (2015-2019), taking into account ICAO Annex 19 and many other relevant documents
- Involvement of the Aviation Sector from the very beginning is new.
- The aviation sector was also asked to prioritize various areas of concern/risks/dangers.

All of this resulted in a modern SSP Action Plan 2015-2017. This is a living document which can be updated according to new emerging risks as a result of e.g. the GermanWings accident.



## State Safety Programme update – 2a

- Involvement of the aviation sector to do more, such as:
  - Identify their major risks
  - Analyze those risks
  - Mitigate risks where necessary to become acceptable
  - Define appropriate indicators
  - Determine their own ambition for each indicator (e.g. 50% less runway incursions within 5 years) and,
  - Discuss all of this transparent with the government (both policy making and oversight).



## State Safety Programme update – 2b

### ➤ Recommendation to CAA's:

Challenge the organizations/service providers in their ambition.

Because it is an ambition and not a formalized legal task, not fully realizing their ambition should not lead to a situation in which an organization is 'punished' for this 'shortcoming'.

Finding out the reasons for not realizing their ambition and asking them what they are going to do to be more successful in the future is a better approach.



## State Safety Programme update – 3

### ➤ Lessons Learned of the Netherlands:

- The start of what we called 'Meeting of comparable organizations', sharing their experiences with the implementation of and working with their Safety Management System
- These meetings are confidential, facilitated by the Ministry of Transport Public Works and Water Management
- The aviation sector organizations (usually safety managers) are very positive about this opportunity.

### The Meeting is invited to:

- Take note of these lessons learned.
- Share lessons learned in a transparent way will help improving safety

Some lessons  
can't be taught.  
They simply have  
to be learned.

~ Jodi Picoult



# Let's **Discuss...**

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