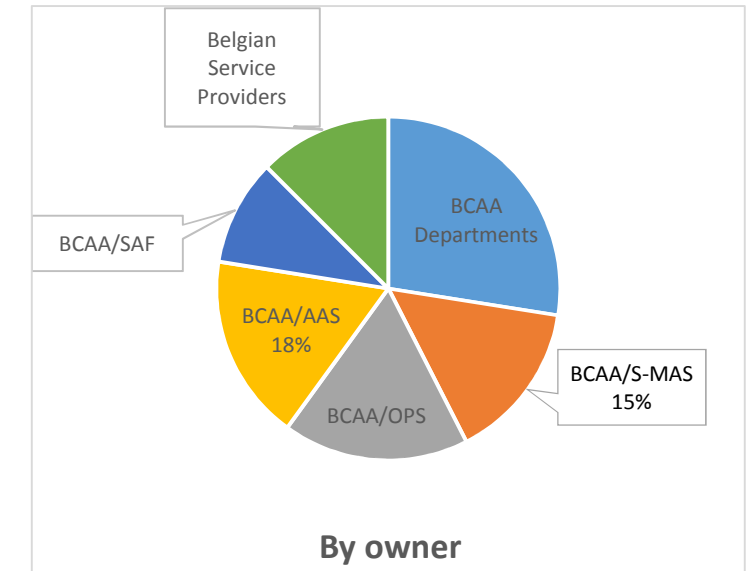
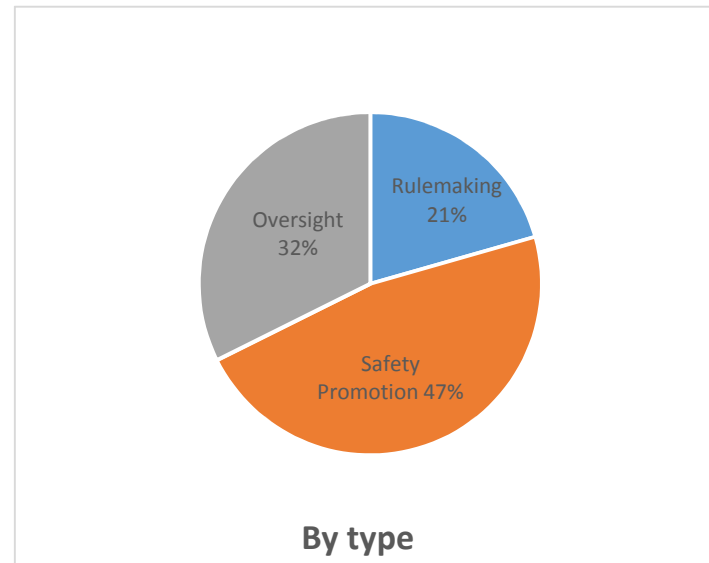
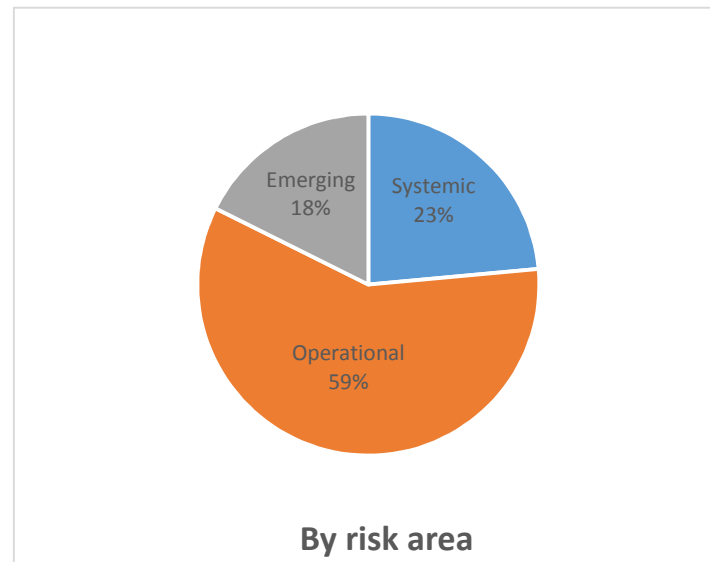


BPAS Appendix C - BPAS Status Report November 2017 - Statistical Summary

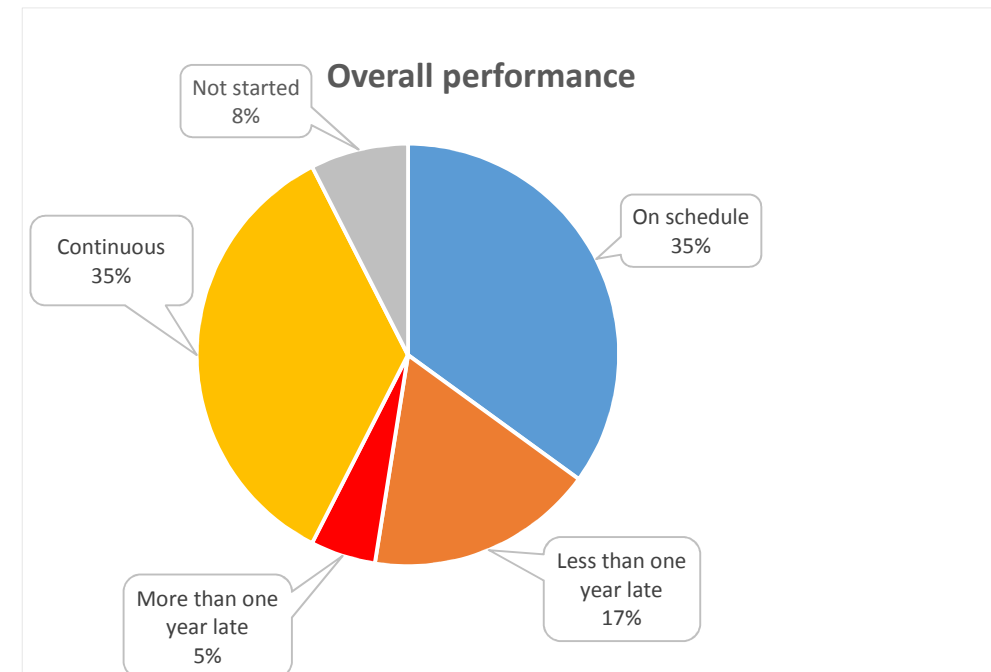
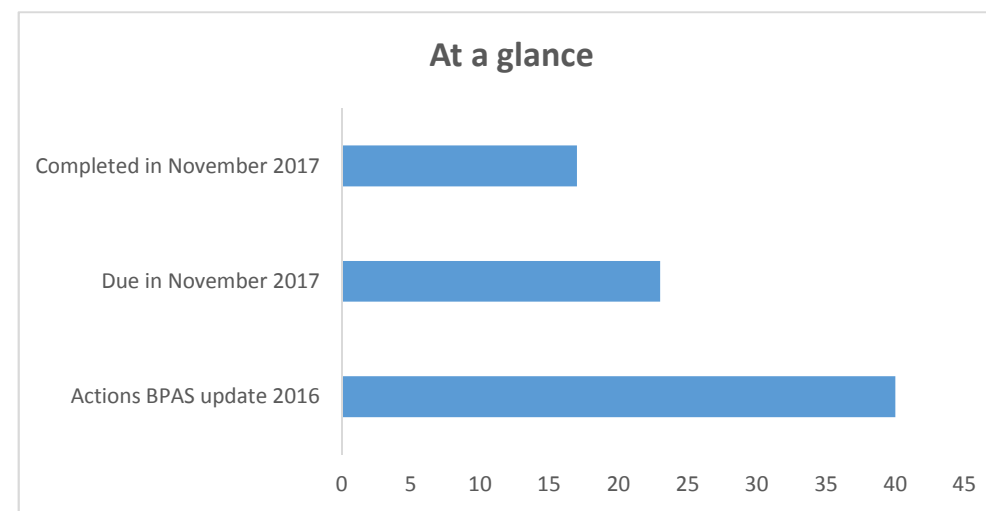
Composition

By risk area	
Systemic	8
Operational	20
Emerging	6
Total	34
Rulemaking	7
Safety Promotion	16
Oversight	11
Total	34
BCAA Departments	11
BCAA/S-MAS	6
BCAA/OPS	7
BCAA/AAS	7
BCAA/SAF	4
Belgian Service Providers	5
Total	40



Performance

At a glance	
Actions BPAS update 2016	40
Due in November 2017	23
Completed in November 2017	17
Overall Performance	
On schedule	14
Less than one year late	7
More than one year late	2
Continuous	14
Not started	3
Total	40



Systemic Issues				Implementation				
No.	Actions	Owner	Date	Update	Status	According to Plan	Deviation	Deliverables
SA01: Further implementation of the Belgian Aviation Safety Programme (BASP)								
SA01.01	Alignment of BCAA's processes and procedures with Regulation (EU) 376/2014	BCAA/S-MAS	End 2017	Regulation (EU) 376/2014 on the reporting, analysis and follow-up of occurrences in civil aviation became applicable on 15 November 2014. Occurrence reports sent to the BCAA now comply with format specifications that include the compatibility with the ECCAIRS software and the ADREP taxonomy. These formats allows a direct upload of information in the national ECCAIRS database. BCAA's processes and procedures are aligned with this new way of reporting and a uniform encoding of aviation occurrences into the ECCAIRS database has been introduced.	Completed	On Schedule		Revised BCAA processes on the distribution, encoding and analysis of aviation occurrences
SA01.02	Drafting of a circular following the publication of Regulation (EU) No 376/2014	BCAA/S-MAS	Begin 2016	The circular CIR/MAS-01 on the reporting, the analysis and the follow-up of occurrences in civil aviation is adopted and published on the BCAA's website. The objective of this circular is to provide information concerning the application of the European regulation (EU) No 376/2014 to organizations and private pilots.	Completed	On Schedule		Circular CIR/MAS-01 on the reporting, the analysis and the follow-up of occurrences in civil aviation
SA01.03	Optimize and harmonize BCAA's methodology for risk based oversight	BCAA/S-MAS	End 2016	The BCAA started with the optimization and harmonization of the methodology to prioritize audits and surveys towards those area of greater safety concern or need. However, the BCAA was obliged to postpone this action for the time being because of other safety priorities.	Started	Less than one year late		Approved optimized and harmonized methodology on risk based oversight
SA01.04	Development and maintenance of national SPI's	BCAA/S-MAS	End 2017	The BCAA has developed a document related to SPI's for identifying and monitoring specific areas of aviation safety which require safety measures, initiatives and actions. These areas are monitored by occurrence type. The approved document is an annex of the BASP document, listing the SPI's monitored by BCAA, with definition and measurement principles. Periodic analysis of safety data may lead to the development of new SPI's for specific areas of aviation safety.	Completed	On Schedule		Approved SPI document
SA01.05	Development of an Annual Safety Review (ASR)	BCAA/S-MAS	June 2017	In order to inform the public of the level of safety in civil aviation, the BCAA shall publish an annual safety review. The safety review shall contain aggregated and anonymised information on the type of occurrences and safety-related information reported to the mandatory and voluntary reporting systems. This review shall also identify trends. However, the BCAA is obliged to postpone this action for the time being because of other safety priorities. The most important safety-related information has already been communicated to the aviation sector by means of the Belgian Plan for Aviation Safety (BPAS).	Not started	Less than one year late		Annual Safety Review 2017
SA02: Safety training and safety promotion								
SA02.01	Encourage the implementation of safety promotion material developed by ESSI and SMICG teams	BCAA/S-MAS	Continuous	The BCAA continuously informs the Belgian aviation industry of the availability of new promotional material from EASA, ESSI (ECAS, EHEST, EGAST) and SMICG teams through a direct link on the BCAA's website. General aviation pilots also received an email related to the availability of the EGAST information on the website. See following links: https://mobilit.belgium.be/nl/luchtvaart/belgisch_veiligheidsprogramma/veiligheidspromotie https://mobilit.belgium.be/fr/transport_aerien/programme_belge_de_securite/promotion_de_la_securite	Started			
SA02.02	Promote the benefits of safety management systems to senior managers	BCAA/S-MAS	Begin 2017	The BCAA has promoted the benefits of safety management systems to senior managers by means of the SMICG documents "The Senior Manager's Role in SMS" and "10 things you should know of SMS". The documents explained the role of the senior manager in a system approach to the management of safety risk that will make the service provider more competitive, more resilient and fundamentally change the relationship between the company and the regulator.	Completed	On Schedule		Letter sent to senior managers

SA02.03	Organize or participate in safety seminars and workshops	BCAA & AAIU(Be)	Continuous	<p>The BCAA organized several safety seminars and workshops in 2016.</p> <p>BCAA organized 2 meetings with ground handling companies on the benefits of occurrence reporting, the application of Regulation (EU) No 376/2014 and on the setting-up of a roadworthiness testing program of certain ground handling equipment.</p> <p>BCAA organized a meeting with the paraclubs on the benefits of occurrence reporting and the application of Regulation (EU) No 376/2014 .</p> <p>BCAA organized a meeting with the international airports of Liège and Charleroi on the ECCAIRS/ADREP compatibility requirements and the analysis and the follow-up notification of occurrences.</p> <p>BCAA organized a meeting with the approved training organizations (ATO's) helicopter on the benefits of occurrence reporting and on the SMS interface for ATO's.</p>	Started	<p>Terms of Reference;</p> <p>Confidentiality agreement;</p> <p>Regular reporting of standardized FDM events related to EPAS and BPAS top priorities (continuous);</p>
SA03.01	11	BCAA/OPS	Continuous	<p>The BCAA promotes the operational safety benefits of FDM and fosters an open dialogue on FDM programmes that takes place in the framework of just culture. BCAA has set up a FDM Forum with the Belgian operators. BCAA is an active member of the FDM Forum. A second meeting of the Belgian FDM Forum took place on 16 November 2016. Terms of Reference and a confidentiality agreement have been agreed during this second meeting. The FDM Forum is encouraging to include and further develop FDM events relevant for the prevention of Runway Excursions (RE), Mid-air Collisions (MAC), Loss of Control in Flight (LOC-I) and Controlled Flight Into Terrain (CFIT). During the second meeting, the FDM Forum shared experiences on the topic "unstabilised approaches".</p>	Started	<p>Terms of Reference;</p> <p>Confidentiality agreement;</p> <p>Regular reporting of standardized FDM events related to EPAS and BPAS top priorities (continuous);</p>

Operational Issues - Commercial Aviation				Implementation				
No.	Actions	Owner	Date	Update	Status	According to Plan	Deviation	Deliverables
OA01: Ground safety								
OA01.01	Approval of ground handling activities at Brussels-National airport for existing ground handling companies	BCAA/AAS	FEB 2016	The ground handling companies active at Brussels airport are in the possession of an approval issued by BCAA. Companies that wish to be active in one or more categories of ground handling services at Brussels National airport after 01 February 2015, require an approval from the start of these activities. For this purpose, they must submit a request for approval at least 4 months prior to the start of these activities.	Completed	On Schedule		Approval Certificates of ground handling companies at Brussels-National Airport issued
OA01.02	Approval of the maintenance programme for rolling stock and essential stock, as well as conditions for roadworthiness testing of rolling stock at Brussels-National airport	BCAA/AAS	End 2016	BCAA has reviewed all maintenance programmes for rolling stock and essential stock, as well as conditions for roadworthiness testing of rolling stock at Brussels-National airport.	Completed	On Schedule		Maintenance programmes at Brussels-National Airport approved
OA01.03	Develop safety awareness for ground safety	Brussels Airport Company (BAC)	Continuous	Brussels Airport Company (BAC) makes sure that aircraft, passengers and staff can all use the airport safely, and that a clearly-defined level of safety is guaranteed. BAC improves the safety awareness at Brussels Airport by developing posters and animations. Following link contains videos with basic airside safety rules: https://www.youtube.com/playlist?list=PLkFpCH_t7P-QCoG0M-fZamGf0v4qf-Lrm	Started			Animations developed and available on YouTube
OA01.04	Continuous oversight of ground handling activities at Brussels-National airport for ground handling companies	BCAA/AAS	Continuous	New action.	Started			Ground handling companies at Brussels-National Airport are systematically audited
OA01.05	Approval of the maintenance program at companies using rolling stock and essential stock, as well as the conditions for roadworthiness testing of rolling stock at Brussels-National airport	BCAA/AAS	Continuous	New action	Started			Companies using rolling stock and essential stock, as well as the conditions for roadworthiness testing of rolling stock at Brussels-National airports are systematically audited
OA02.01	Develop, review and assess the procedures to follow in the case of laser interference and to share best practices	BCAA/SAF	MID 2017	BCAA organized a coordination meeting with the Belgian ANSP, the Federal Police and Brussels Airport in May 2017 in order to establish a standardized notification procedure for all international airports for handling violations with lasers.	Started		Less than one year late	Notification procedures reviewed and assessed for all Belgian international airports.
OA03: Runway Incursions								
OA03.01	Ensure that Local Runway Safety Teams are in place and effective	BCAA/AAS	Continuous	At every Belgian airport Local Runway Safety Teams have been established, which comprise representatives from aircraft operators, Air Navigation Service Providers, airport operators and the BCAA. The BCAA is an active member of those teams. The SMS audits performed by the BCAA verify their existence and effectiveness.	Started			LRST's in place
OA03.02	Implement harmonized Terms of Reference (ToR) for all LRSTs	BCAA/AAS	Begin 2016	Harmonized ToR's ensure the effectiveness of the Belgian LRSTs. These harmonized ToR's mention that LRSTs are systematically discussing runway incursions based on local risks.	Completed		Less than one year late	Approved ToR's for all LRSTs
OA03.04		11 BCAA/AAS	Begin 2016	The formal interfaces between the SMS's of Belgocontrol and the Belgian international airports in the field of "Aeronautical Data Quality" have been established with the exception of Brussels Airport.	Advanced		More than one year late	Approved formal interfaces between the SMS's of Belgocontrol and the Belgian international airports

OA03.05		6	BCAA/AAS	Begin 2016	<p>Phraseology issues have been identified after analysis of the reported runway incursion occurrences.</p> <p>Runway incursions have been caused by pilots who had difficulties to understand and comply with the standard phraseology "Hold short on runway". BCAA therefore decided to develop an ASIL on this issue and to remind the meaning of the phraseology "Hold short on runway" as "to hold not closer to the runway XX than the runway holding point".</p> <p>An ASIL on the use of call sign suffix for solo flights has also been developed. The aim was to reduce the number of occurrences involving solo flights on the ground (10% of all Runway Incursions during taxi) and to prevent occurrences in the circuit by improving the situational awareness of all users.</p> <p>The ASIL's have been communicated to all aviation pilots and Aviation Training Organizations.</p> <p>These leaflets are also available on the BCAA's website at the following address: https://mobilit.belgium.be/fr/transport_aerien/programme_belge_de_securite/promotion_de_la_securite https://mobilit.belgium.be/nl/luchtvaart/belgisch_veiligheidsprogramma/veiligheids promotie</p>	Completed	On Schedule	ASIL's developed and published on BCAA's website	
OA04: Separation Minima Infringements during parachute droppings									
OA04.01		4	Belgocontrol & BCAA	Begin 2016	<p>Three meetings were organized by Belgocontrol in the course of 2015 to discuss on reduced separation minima during parachuting operations with the aim of identifying the expectations and potential issues from both air traffic control and parachuting operations sides. Stakeholders were the Belgian Para clubs, Belgocontrol and BCAA. These meetings were organized due to the occurrence of some severe incidents that happened over the last years.</p>	Completed	On Schedule	Meetings organized	
OA04.02		5	Belgocontrol & BCAA	End 2016	<p>Belgocontrol has develop harmonized procedures and a commonly used phraseology or R/T. Belgocontrol on the one hand and the airfields/ parachute clubs on the other hand have signed a Memorandum of Understanding (MoU). The purpose of these MoU's is to define the procedures to allow parachute clubs to operate from airfields under specific conditions. Procedures, communications and phraseology to be applied are detailed in the annexes to these MoU's.</p>	Completed	On Schedule	Signed MoU's Harmonized procedures and commonly used phraseology	
OA.05: Unruly passengers									
OA05.01	Perform a comprehensive analysis of the unruly passenger occurrences		BCAA/S-MAS	End 2017	<p>To understand the size of the problem with unruly passengers at national level, the BCAA considers to review occurrence reports from the Belgian ECCAIRS database. This approach can enable identification of a more realistic number of occurrences, location, time of year, common characteristics of occurrences, and level of risk and potential causes of unruly passenger behaviour.</p>	Started	On Schedule	Unruly Passengers analysis published on the website	
OA.06: Dangerous goods									
OA06.01	Approval of the dangerous goods activities for ground handling companies		BCAA/OPS	End 2017	<p>BCAA shall review the Royal Decree of 18 November 2005 on the transport of dangerous goods. Ground handling companies shall need a BCAA's approval in the near future for their dangerous goods activities. The approval certificate shall be issued after performing an audit at the ground handling companies. However, the BCAA was obliged to postpone this action for the time being because of other safety priorities.</p>	Not started	Less than one year late	Royal Decree of 18 November 2005 on the transport of dangerous goods revised Approval certificates of ground handling providers issued	
OA06.02	Systematic auditing of operators' outstations in the field of the transport of dangerous goods		BCAA/OPS	Continuous	<p>BCAA shall develop an audit programme for the systematic oversight of airlines' outstations in the field of the transport of dangerous goods. BCAA shall then start with the systematic auditing of these operators' stations. However, the BCAA was obliged to postpone this action for the time being because of other safety priorities.</p>	Not started	Less than one year late	Airlines' stations audited according to the audit programme	

OA06.03	Transportation of lithium batteries	Brussels Airport Company (BAC) BCAA/OPS	Continuous	<p>BCAA's audits in the field of dangerous goods at AOC operators shall focus on the passengers' awareness regarding hazards related to the transport of dangerous goods. The Brussels Airport Company (BAC) and BCAA shall develop mitigating measures for the transport of lithium batteries on board of an aircraft. BAC will provide safety information to AOC operators and passengers regarding hazards related to lithium batteries and other fire related issues. BAC already published a poster on the transport of lithium batteries on board of an aircraft.</p>	Advanced	On Schedule	<p>Coordination forum created between the Brussels Airport Company, the airlines and the BCAA</p> <p>Passenger awareness documentation (website, posters, displays)</p>
OA.07: Bird strikes							
OA07.01	Exchange of experience about specific technical issues in the field of wildlife management through the Belgian Aviation Wildlife Hazard Committee (BAWiHaC)	BCAA/AAS	Continuous	<p>Airport authorities needed a discussion forum to exchange ideas about specific technical issues in the field of wildlife management. The BCAA therefore established the Belgian Aviation Wildlife Hazard Committee to exchange information and expertise on the subject of wildlife strikes. The BAWiHaC members are the airport authorities of the certified aerodromes, the Aviation Safety Department of Defence (ASD) and the BCAA. The BAWiHaC members invite from time to time other aviation community players in order to widen their scope of experience. The BAWiHaC meets at least once a year. Until now, specific topics were mentioned, such as for example grass management (especially the long grass policy). The last BAWiHaC meeting took place on 29 September 2017.</p>	Started		

Operational Issues - General Aviation				Implementation				
No.	Actions	Owner	Date	Update	Status	According to Plan	Deviation	Deliverables
OA08: Airspace infringements								
OA08.01	Raise awareness of general aviation pilots by periodically reviewing the aviation safety information leaflets on airspace infringement	BCAA AAIU(be)	Continuous	The Belgian Air Accident Investigation Unit sends for each reported airspace infringement a standard questionnaire to the pilot to get more insight in the causes and nature of airspace infringements. BCAA performed an in-depth statistical analysis of the airspace infringement problem in Belgium and its result is published on the BCAA's website. A second analysis of the reported incidents and questionnaires filled out by the pilots involved, indicates once more that the complexity of the Belgian airspace, confusing aeronautical charts, insufficient flight preparation and the incorrect use of GPS or PAD applications are the main contributory factors leading to airspace infringements. BCAA shall update the aviation safety information leaflets on airspace infringements if necessary to raise awareness of the risks involved and to provide correct information in order to avoid airspace infringements in the Belgian airspace. These leaflets shall be distributed to all aviation pilots, approved training organisations and aero-clubs, both in Belgium and the surrounding countries.	Started			Airspace infringement safety information leaflets reviewed and communicated to aviation pilots
OA09: Safety issues related to formation flying								
OA9.01	Develop an aviation safety information leaflet for the general aviation community on formation flying	BCAA	Begin 2016	In general aviation, formation flying is often observed for 2 reasons: taking photos of each other's aircraft and because it is more challenging than simply flying solo from point A to point B. Aviation organizations possess many photos of their aircraft in flight taken by pilots that were not briefed and trained for performing formation flights. BCAA has therefore developed an ASIL for general aviation on formation flying as a result of a safety recommendation from AAIU(be). The ASIL have been communicated to all aviation pilots. This leaflet is also available on the BCAA's website at the following address: https://mobilit.belgium.be/nl/luchtvaart/belgisch_veiligheidsprogramma/veiligheidspro motie https://mobilit.belgium.be/fr/transport_aerien/programme_belge_de_securite/promot ion_de_la_	Completed	On Schedule		ASIL developed and published on BCAA's website
OA10.02	The application of the articles in European Regulation (EU) No 965/2012 related to parachuting operations will be brought forward	BCAA/OPS	MID 2015	The application of the articles in European Regulation (EU) No 965/2012 related to parachuting operations has been brought forward. The mandatory application of the European Regulation for such activities was not until April 2017 at the latest, but the relevant articles have taken effect at April 2015;	Completed	On Schedule		Articles in European Regulation (EU) No 965/2012 related to parachuting operations implemented
OA10.03	Development of an Operations Manual by the operators conducting parachuting operations following the requirements stated in the European Regulation (EU) No 965/2012	BCAA/OPS	Begin 2016	Operators conducting parachuting operations following the requirements stated in the European Regulation (EU) No 965/2012 Part-ORO, Part-SPO of commercial operations with a complex motor-powered or a non-complex motor-powered aircraft and Part-NCO for non-commercial operations with a non-complex motor-powered aircraft, have developed a Standard Operating Procedures Manual. These manuals contain procedures on the exact calculation of "Weight and Balance" related to parachuting operations, the nomination of a responsible person for the safety of such flights and the requirement related to a minimum experience for pilots concerned with parachuting operations.	Completed	On Schedule		Standard Operating Procedures Manuals developed by operators conducting parachuting operations
OA10.04	Verification by the BCAA of the correct application of the requirements in European Regulation (EU) No 965/2012 related to parachuting operations	BCAA/OPS	End 2016	Operators conducting parachuting operations following the requirements stated in the European Regulation (EU) No 965/2012 Part-ORO, Part-SPO of commercial operations with a complex motor-powered or a non-complex motor-powered aircraft and Part-NCO for non-commercial operations with a non-complex motor-powered aircraft, shall be systematically supervised by the BCAA to ensure the correct application of the regulation.	Completed	On Schedule		All operators conducting parachuting operations supervised by BCAA

Emerging Issues				Implementation				
No.	Actions	Owner	Date	Update	Status	According to Plan	Deviation	Deliverables
EA01: Unmanned Aerial Systems /Remotely Piloted Aircraft Systems								
EA01.01	Publish the Royal Decree regulating the use of UAS/ RPAS in Belgian airspace	BCAA	MAY 2016	BCAA has published the Royal Decree of 10 April 2016 on the use of remote-controlled aircraft in the Belgian airspace. This decree regulates the use of UAS/RPAS in Belgian airspace for professional purposes (aerial work and air transport). The purpose of this decree is to set out the rules of the air, the rules for registration of UAS/RPAS, the conditions for theoretical and practical training of remote pilots and the issuing of the remote pilot license after successful examination and the acceptance of UAS/RPAS operations in Belgian airspace, based on an operation-centric and risk based approach.	Completed	On Schedule		Royal Decree of 10 April 2016 on the use of remote-controlled aircraft in the Belgian airspace
EA01.02	Participate in the development of an appropriate international regulatory framework to govern the operation of UAS /RPAS	BCAA	Continuous	EASA has developed a concept of operations for RPAS and is also working on guidance in the area of certification of the aircraft and ground station, integration into controlled airspace, communication requirements and remote pilot training. In Europe the Joint Authorities for Rulemaking of Unmanned Systems Group (JARUS) was established to recommend a single set of technical, safety and operational requirements in this area. BCAA is following the developments in JARUS and contributed to the drafting of the proposals by commenting the text during public consultation. BCAA is also strongly involved in the review of EASA proposals related to future UAS/RPAS regulations.	Started			
EA01.03	Provide guidance to the public, to raise public awareness of the circumstances when permission is required to fly UAS /RPAS devices	BCAA	Continuous	BCAA is conscious of the need to continuously advise the public of the hazards involved in flying these UAS/RPAS devices. BCAA issued guidance to the public highlighting the circumstances when permission is required to fly UAS/RPAS devices. Therefore, BCAA has developed a new Aviation Safety Information Leaflet (ASIL) on the usage of UAS/RPAS in the beginning of 2017. The Federal Public Service Mobility and Transport and the BCAA launched a safety promotion campaign in the course of 2017 to inform the public on the use of UAS/RPAS and was also present at different UAS/RPAS conferences and exhibitions. A video for recreational users and several flyers and posters have been developed in the course of 2017. See also following links: https://mobilit.belgium.be/fr/presse/mediacorner/campagne_drones (video recreational users) https://mobilit.belgium.be/fr/transport_aerien/programme_belge_de_securite/promotion_de_la_securite (safety leaflet commercial users) https://mobilit.belgium.be/fr/presse/mediacorner/campagne_drones (posters, flyers etc.)	Started			ASIL on the usage of UAS/RPAS developed and published on BCAA's website Video UAS/RPAS for recreational users and several posters/flyers
EA01.04	Establish an active follow up of UAS /RPAS occurrence reports	BCAA	Continuous	New action. BCAA will develop a Safety Performance Indicator to monitor UAS/RPAS incidents .	Started			SPI UAS/RPAS developed
EA01.05	Starting up a collaboration with the ANSP, the Federal Police and the BCAA for handling violations with UAS /RPAS devices	BCAA/SAF	MID 2017	BCAA organized a coordination meeting with the Belgian ANSP, the Federal Police and Brussels Airport in May 2017 in order to establish a standardized notification procedure for all international airports for handling violations with drones.	Started	Less than one year late		Notification procedures established for all Belgian international airports.