

Belgium Aviation Safety Programme

Produced by the Belgian Civil Aviation Authority in conjunction with the Federal Public Service of Mobility and Transport and the Belgian Air Accident Investigation Unit.

Version: 2.0

Status: August 1st, 2017

1 Foreword

One of the duties of the Belgian State is to create an environment in which the aviation sector can perform its activities at the highest possible safety level. The Belgian Civil Aviation Authority (BCAA) is responsible, on behalf of the Belgian State, for developing and maintaining the Belgium Aviation Safety Programme (BASP) in accordance with the requirements of ICAO.

The BASP applies to the BCAA, the Belgian Air Accident Investigation Unit (AAIU(Be)) and the Ministry of Defense. The BASP is a description of the various regulations and activities for maintaining and improving aviation safety and explains how Belgium operates in compliance with EU regulations and the safety management requirements set forth in the appendices to the Chicago Convention.

The BASP describes how Belgium has ensured through legislative means that the service providers have the required safety management systems, that the BCAA monitors the functioning of these safety management systems and that the responsibilities of the individual service providers in Belgium are clearly defined. The BASP also serves as a tool for describing the complex network of regulations composed of the legislation of individual sectors of aviation as a single, clear entity with the objective of improving aviation safety. *The BASP also addresses the dimension of safety assurance and mainly details how safety oversight is performed within the Belgian State.*

Finally, the BASP focuses on safety risk management. The approach to safety management is evolving beyond regulatory compliance to developing proactive, evidence-based risk management leading to targeted actions and to contain and improve performance in the areas of high risk. The BASP therefore describes how safety risks are collectively assessed and mitigated within the Belgian State. The BASP is complemented by the Belgian Plan for Aviation Safety (BPAS). The BPAS identifies the specific risks currently affecting the national aviation safety. These risks are mitigated by safety actions that the industry and the BCAA take on board.

Eugeen Van Craeyvelt,



President of the Federal Public Service of Mobility and Transport
In charge of the Belgian Civil Aviation Authority

2 The BASP/ BPAS in relation to the EASP/ EPAS

The European Aviation Safety Programme (EASP) is composed of an integrated set of regulations at Union level, together with the activities and processes used to jointly manage the safety of civil aviation at European level. It is not a plan of activities but rather functionally corresponds at EU level to the State Safety Programme as described in Annex 19 to the Chicago Convention.

The EASP document explains how safety is managed in the EU and its Member States, including through Union legislation as well as other policies, practices and actions. The EASP presents a 'snapshot' of all the rules and processes which are contributing, in an integrated manner, to the prevention of accidents and to the safety of aviation activities in the European Union.

The EASP document can be found on the EASA website:

https://ec.europa.eu/transport/sites/transport/files/modes/air/safety/doc/aviation_safety_programme_2ndedition.pdf.

In certain areas, States' responsibilities under the Chicago Convention have been transferred to Union level. The EASP document explains how the EU addresses the international obligations that result from this transfer of responsibilities. By describing the processes used to jointly manage safety at European level and, how the European Commission, the Member States and EASA cooperate to detect unsafe conditions and take actions to mitigate safety risks, the EASP document helps bring clarity on where the various responsibilities for safety lie within the EU and makes clear how the EU can achieve and maintain a satisfactory safety performance. It also provides transparency to all stakeholders with an interest in safety.

The overall objective of the EASP is to ensure that the system for the management of aviation safety in the EU delivers a safety performance that is the best of any world region, uniformly enjoyed across the whole of the EU, and continuing to improve over the time.

The EASP is complemented by the European Plan for Aviation Safety (EPAS) that identifies the specific risks currently affecting the Union aviation safety system and proposes mitigating actions to address these risks. The EPAS connects identified safety risks/ issues with mitigating actions. It is developed, agreed and implemented in collaboration between EASA, NAA's and the industry. It is not legally binding yet and relies on cooperative actions by all relevant parties to support the actions identified in the plan and to ensure its continued updating and effectiveness. The EPAS and the BPAS are complementary documents. Annual iterations of the plan allow for actions to be revised in view of performance and progress achieved, and

determines whether issues are better addressed at national level or by collective pan-European action.

The risks identified in the EPAS are mitigated by safety actions that EASA, Eurocontrol, the European Commission, the industry and EASA Member States take on board. All the partners work together, streamline their activities and add their efforts to drive the accident rate even further down. Through the BPAS, the BCAA on behalf of Belgium, aims to contribute to the realization of the EPAS.

3 Safety Legislative Framework

The primary legislation dealing with aviation matters in Belgium is:

- the Law of June 27th 1937 ([Loi du 27 juin 1937](#) portant révision de la loi du 16 novembre 1919 relative à la réglementation de la navigation aérienne- Wet van 27 juni 1937 houdende herziening van de wet van 16 november 1919, betreffende de regeling der luchtvaart – [Belgian Aviation Act](#)) ;
- the Royal Decree of March 15th 1954 (Réglementant la navigation aérienne – tot Regeling der Luchtvaart).

The primary legislation is completed by almost 70 Royal and Ministerial Decrees. The aeronautical regulations are available on the Belgian electronic legislation database, <http://www.ejustice.just.fgov.be/wet/wet.htm> and coordinated on the BCAA's website <http://www.mobilit.belgium.be> (Code de l' Air – Luchtwetboek).

As Belgium is a member of the European Union, EU aviation legislation is applicable in Belgium in all matters over which the EU has jurisdiction. The key EU regulation addressing aviation safety is the Basic Regulation (EC) No 216/2008 of the European Parliament and of the Council on common rules in field of civil aviation and establishing a European Aviation Safety Agency (EASA). The Basic Regulation (EC) No 216/2008 and the implementing rules made under it (the “EASA Regulations”) contain the regulations applicable to most civil aircraft in Europe.

Regulation (EC) No 216/2008 is the centrepiece of the EU aviation safety system. It aims at establishing and maintaining a high uniform level of civil aviation safety in Europe by establishing common rules in the field of civil aviation. It also enables the mutual recognition of certificates, introduces a standardisation inspections process to monitor rules' application by the Member States and creates the European Aviation Safety Agency. Regulation (EC) No 216/2008 defines 'essential requirements' that set high level objectives and obligations on authorities, persons and organisations to achieve the objective of Regulation (EC) No 216/2008. The essential requirements implement the standards and recommended practices set by the Annexes to the Chicago Convention. They concern aeronautical products, parts and appliances, operators involved in air transport, as well as pilots and persons, products and organisations involved in their training and medical examination, aerodromes and air traffic management and air navigation services (ATM/ANS) provided in the airspace of the territory to which the EU Treaty applies.

In application of Regulation (EC) No 216/2008, the European Commission has adopted implementing rules. These rules are directly applicable in the Member States and do not require national transposing measures.

The development of the implementing rules to Regulation (EC) No 216/2008 has resulted in the adoption of two distinct sets of requirements for authorities and organisations respectively:

a. Authority Requirements that take due account of the eight critical elements of a safety oversight system as defined by ICAO, thus supporting the implementation of SSPs, while also serving the standardisation objective set out in Regulation (EC) No 216/2008. They further include elements that are essential for establishing a comprehensive aviation safety management system at EU level, encompassing EU and Member State responsibilities for safety management.

b. Organisation Requirements, in most aviation areas, that include consolidated general requirements for (safety) management systems. The organisation requirements are designed to embed the ICAO Standards in a way that will ensure compatibility with existing management systems and to encourage integrated management. The management system requirements are adapted to the size, nature or complexity of activities of aviation organisations and fit whatever business model they follow, thus catering for proportionate application.

The Ministerial Decree of January 20th 2009 designates the BCAA as the competent authority of Belgium for the purposes of the EASA regulations.

The EU aviation legislation is available from the EU's electronic database EUR-Lex, where the EU's judicial texts are freely available (<http://eur-lex.europa.eu/>). The EASA regulation and the implementing rules can be found on the EASA website, <http://easa.europa.eu/>.

As Union law stands, the Member States remain responsible for the regulation of:

- (a) The airworthiness of aircraft listed under Annex II of Regulation (EC) No 216/2008 (e.g. certain historic aircraft, experimental aircraft, light aircraft, etc.);*
- (b) Operations of aircraft while carrying out military, customs, police, search and rescue, firefighting, coastguard or similar activities or services;*
- (c) ATM/ANS, including systems and constituents, that are provided or made available by the military;*
- (d) Aerodromes that are controlled and operated by the military;*

- (e) *Aerodromes that do not meet at least one of the following criteria:*
- i. are open to public use;*
 - ii. serve Commercial Air Transport;*
 - iii. operations using instrument approach or departure procedures are provided and*
 - a. have a paved runway of 800 meters or above; or*
 - b. exclusively serve helicopters;*
- (f) *Upon Member State decision, aerodromes that meet all the criteria detailed in (e) but are below a certain size.*

Non-binding guidance material is also issued to complement the EU regulations (Acceptable Means of Compliance). Regarding EU legislation, the EASA has the primary authority to issue Acceptable Means of Compliance. The non-binding guidance material is available on the EASA website.

Non-binding guidance material is also issued to complement the Belgian aviation legislation (circular letters). Regarding national legislation, the BCAA has the primary authority to issue circular letters. The circular letters are available on the BCAA website <http://www.mobilit.belgium.be>.

Both the EU's and Belgium's aviation legislation are based on the international Standards and Recommended Practices (SARP's) approved by the International Civil Aviation Organization (ICAO). The Convention on International Aviation signed at Chicago on 7th December 1944 also known as the Chicago Convention is the key agreement governing aviation safety in Belgium, Europe and internationally. The aviation SARP's approved by ICAO are published as Annexes to the Convention. These are enforced in Belgium through EU legislation, the Belgian Aviation Act and/or other Belgian aviation regulations.

The Regulation (EU) No 376/2014 on the Reporting, Analysis and Follow-up of Occurrences ensures that front-line aviation professionals report occurrences that pose a significant risk to aviation safety. Voluntary reporting systems complement mandatory reporting systems. Regulation (EU) No 376/2014 states all natural persons to notify any occurrences related to the operation, maintenance, repair or manufacture of aircraft, to aerodrome operations or to air navigation services. Regulation (EU) No 376/2014 also contains provisions on the confidentiality and use of the occurrence information. The BCAA Circular CIR/MAS-01 provides guidelines on the application of Regulation (EU) No 376/2014.

Regulation (EC) 2111/2005 establishes rules on the establishment and publication of a EU list, based on common criteria, of air carriers which, for safety reasons, are subject to an operating ban in the Union. The list of banned air carriers adopted based on this Regulation is itself a Regulation and has therefore legal value in the EU Member States. The list of banned air carriers is established by Commission Regulation (EC) No 474/2006. It is regularly updated.

4. Belgian aviation safety policy and objectives

4.1 Background of the BASP

Based on Annexes 1 (Personnel Licensing), 6 (Flight Operations), 8 (Airworthiness), 11 (Air Traffic Services), 13 (Aircraft Accident and Incident Investigation), 14 (Aerodromes) and Annex 19 (Safety Management) to the Convention, ICAO has specified responsibilities and obligations generally connected to safety management for its member states.

Safety management is implemented through the activities of the BCAA and the service providers. The BCAA must define quantitative safety objectives, and the service providers must establish the functions required for safety management and the relevant safety management systems with the purpose of meeting the objectives. In this document, 'service providers' refers to air traffic control and air navigation services (ATC/ANS), airport operators, aircraft operators, approved training organizations, aero-medical centers, organizations for flight synthetic training devices, production organizations, continuing airworthiness management organizations, maintenance organizations and maintenance training organizations.

The BCAA regularly performs a gap analysis to determine what actions should be developed for the further application of the BASP including a timeframe of actions. *The BCAA updated the gap analysis during 2017. The actions of the gap analysis are further developed in the BASP implementation plan. The approved BASP implementation plan determines the necessary resources for the implementation and maintenance of the BASP.* The BCAA also ensures the coordination of the gap analysis process, the development of the BASP implementation plan, the monitoring and reporting on the progress of the BASP, the SSP/SMS training and the technical expertise of the employees.

4.2 Belgian aviation safety policy

The BCAA has defined safety as its main objective. The BCAA is committed to integrating a safety culture into all its activities to ensure that aviation safety is managed as effectively as possible. The current safety level should be maintained and, where possible, further improved.

As a minimum, the Belgian aviation safety standards meet the requirements of ICAO, EU, and the applicable national requirements.

The BCAA promotes safety and a suitable operating environment for the aviation business. The safety management principles, continuous improvement and a risk based approach are the cornerstones of Belgian aviation safety. Responsibility for safety is divided between the Authority (BCAA) and the aviation organizations in line with their respective areas of responsibility.

The BCAA is part of the Federal Public Service for Mobility and Transport. The Federal Public Service for Mobility and Transport commits itself to keep the BCAA's resources, expertise and staff required for aviation safety duties at a sufficient level. This work will be supported through continuous training and international co-operation.

The employees of the BCAA and the AAIU(Be) are informed about the Belgian aviation safety policy and any amendments to this policy.

The latest edition of the BCAA safety policy can be found on the BCAA website:

- http://mobilier.belgium.be/nl/luchtvaart/belgisch_veiligheidsprogramma/beleid_en_programma (English and Dutch version);
- http://www.mobilier.belgium.be/fr/transport_aerien/securete/politique/ (English and French version).

4.3 Safety responsibilities and accountabilities

In matters of aviation safety, the legislative authority has been largely transferred to the European Union. The European Parliament, the EU Council and the European Commission are competent to issue regulations on aviation safety, directly applicable in the Member States. The EASA is responsible for many duties that have traditionally belonged to national aviation authorities (e.g. type certification of aircraft and approval of foreign operators). National legislative authority covers the aircraft and equipment referred to in Annex II to the Basic Regulation (EC) No 216/2008.

The Law of June 27th 1937 (Aviation Act) on the revision of the Law of November 16th 1919, regarding the arrangement of aviation designates the BCAA as the national aviation authority, charged with duties that include those specified in EASA legislation (Ministerial Decree of February 02nd 2009 and Ministerial Decree of October 25th 2013 art.4). The BCAA grants licenses and permits, supervises service providers and issues aviation regulations complementing the Law of June 27th 1937 (Royal and Ministerial Decrees).

The BCAA Director General is responsible for developing and maintaining the BASP. The BASP is developed to improve aviation safety by promoting close cooperation between the Belgian aviation sector and the BCAA.

The internal review for the assurance of continuing improvement and effectiveness of the BASP is coordinated by the BCAA Management System Unit. The review also includes the State's activities in compliance to the ICAO Universal Safety Oversight Audit Programme, Continuous Monitoring Approach (USOAP CMA). The unit works directly for the BCAA Director General and is independent from the BCAA's operational departments.

The need to update the BASP is assessed at least once per year. The BCAA Management System Unit is also responsible for assessing the need to update the BASP and, when necessary, for coordinating the update. An amendment to the BASP may arise from parties within the BCAA, who must consider updating the BASP when they become aware of any need for amendment. Initiatives for amending the BASP may also be made by national and international parties outside the BCAA. The President of the Federal Public Service Mobility and Transport and the BCAA Director General approve the amendments to the BASP.

Other responsibilities and accountabilities of the BCAA are also described in the EPAS.

4.4 Accidents and incidents Investigation

In Belgium, the investigation of aviation accidents and incidents is carried out by the Air Accident Investigation Unit, the AAIU(Be). The AAIU(Be) is an independent department of the Federal Public Service Mobility and Transport where investigation is guaranteed to be independent of BCAA's administrative and supervisory activities. Aviation accidents and incidents are investigated in accordance with the provisions of Regulation (EU) No 996/2010 of the European Parliament and of the Council and the standards of the Convention on International Civil Aviation.

When a decision is made on whether to initiate safety investigation, the severity of the incident and the likelihood of its recurrence are taken into consideration. Even an incident with minor consequences may be investigated if the investigation is predicted to produce information of significance for improving general safety and preventing accidents.

The safety investigation results in an investigation report, with safety recommendations to competent authorities and other parties. The safety recommendations encapsulate the investigators' idea of how similar accidents could be avoided in the future. The AAIU(Be) monitors the adoption of the recommendations. Safety investigations are performed solely for improving safety; the investigation does not address questions of guilt or responsibility, nor does it consider liability for damages.

4.5 Enforcement policy

Almost every aspect of aviation activity is subject to a regime of permission. Pilots, aircraft maintenance engineers and Air Traffic Control Officers must have a license. Belgian service providers must have a certificate. Individual aircraft must have a certificate of airworthiness or a permit to fly. Except for design organization approvals, all these permissions are issued, so far as individuals and aviation organizations in Belgium are concerned, by the BCAA. They are all issued in accordance with legal requirements setting out the criteria which must be met to grant such permission. If, during its oversight, the BCAA detects non-compliances with the requirements, it can intervene through administrative measures. The BCAA has powers to limit, suspend or revoke licenses and certificates where it is no longer satisfied that the relevant criteria are met.

A violation of the articles of the Law of June 27th 1937 and its related Decrees is a criminal offence in Belgium. And therefore, these failures are subject to both penal sanctions and administrative fines. The BCAA Aviation Safety Inspectorate investigates the criminal offences. Actual offences are transferred to the relevant Crown Prosecutor. If a violation is dismissed by the Prosecutor for reasons unrelated to the constituent elements of the violation, the BCAA will impose an administrative fine.

The Regulation (EU) No 376/2014 on the reporting, analysis and follow-up of occurrences ensures that front-line aviation professionals report occurrences that pose a significant risk to aviation safety. This regulation provides that (apart from cases of gross negligence or willful misconduct) no criminal proceedings shall be instituted in respect of unpremeditated or inadvertent infringements of the law which come to the attention of the relevant authorities only because they have been reported under the mandatory occurrence reporting scheme.

5. Aviation safety risk management

5.1 Safety requirements for service providers' safety management systems

A safety management system involves a systematic approach that includes the administrative structures, accountability, safety policy and procedures required for safety management. The safety management system is used to identify safety threats, ensure corrective action to maintain appropriate levels of safety, carry out continuous monitoring and regular assessment of safety levels, and strive for continuous improvement of the safety management system.

ICAO requires that approved training organizations (ATOs), holders of a flight simulator training device (FSTD) qualification certificate, aeromedical centers, air operators, air navigation service providers, airport operators, maintenance organizations, aircraft design and manufacturing organizations implement a safety management system that fulfils the requirements of ICAO Annex 19 related to Safety Management.

The requirement for a safety management system for approved training organizations, holders of a flight simulator training device (FSTD) qualification certificate, and aeromedical centers is implemented in Belgium through the Air Crew Regulation (EC) No 290/2012 of 30 March 2012 laying down technical requirements and administrative procedures related to civil aviation aircrew.

The requirement for a safety management system for air operators, is implemented in Belgium through Air Operations Regulation (EU) No 965/2012 of 5 October 2012 laying down technical requirements and administrative procedures related to air operations.

The requirement for a safety management system for Air Navigation Service Providers is implemented in Belgium through Regulation (EU) No 1034/2011 on safety oversight in air traffic management and air navigation services and Regulation (EC) No 1035/2011 of 17 October 2011 laying down common requirements for the provision of air navigation services.

The requirement for a safety management system for airport operators is implemented in Belgium through Regulation (EC) No 139/2014 of 12 February 2014 laying down requirements and administrative procedures related to aerodromes. The BCAA has audited all Belgian airport safety management systems and found them also compliant with ICAO safety management system requirements. The rules foresee that aerodrome operators of such aerodromes that will require certification shall implement and maintain a management system that integrates a safety management system.

The requirement for a safety management system for ground handling providers at Brussels-National airport is implemented in Belgium through the Royal Decree of 6 November 2010 regarding ground handling activities for handling companies at Brussels-National airport.

The requirement for a safety management system for approved maintenance organizations, continuing airworthiness management organizations, and aircraft design and manufacturing organizations has not yet been implemented in Belgium. The existing authority and organisation requirements respectively of Regulations (EU) No 748/2012 and Regulation (EC) No 1321/2014 have not yet been amended. The safety management system requirements shall become applicable in accordance with EU RMT.0251.

The BCAA shall, through annual audits and approval processes, monitor and review the operation and adequacy of service providers' safety management systems.

5.2 Agreement on the service provider's safety performance

An important part of the BASP is the definition of an acceptable level of safety by means of safety performance targets (SPT) and safety performance indicators (SPI). SPT's indicate the minimum level that service providers shall reach in their operations. The achievement of the safety level will be monitored via SPI's relevant to each target.

The development of Belgian SPI's is based on common European and international indicators. Alongside the indicators defined by EASA, efforts have been made to develop a set of indicators that are as comprehensive as possible and consider national circumstances. These SPI's are used to assess the safety performance for specific safety issues (see BASP chapter 9.2).

The result of the most relevant SPI's has been published in the BPAS. These results shall also be published in the Belgian Annual Safety Review (ASR) in accordance with Regulation (EU) No 376/2014. The effectiveness of safety performance indicators is reviewed annually in relation with the assessment of the need for updating the BPAS.

Air traffic service providers are governed by Regulation (EC) No 691/2010, which concerns the improvement of performance of air navigation services. This regulation defines indicators for environment, capacity, cost-effectiveness and safety. With respect to safety, the regulation defines targets for the efficiency of safety management, application of a risk analysis tool for severity classification as well as for a just culture.

The BCAA, has not yet established an acceptable level of safety (ALoS) that is applicable to organizations in the operation of their SMS. The safety indicators of the BPAS are expected to be used by service providers to monitor and measure safety performance.

To assist organizations to implement a SMS, and on methods to identify operational hazards, the BCAA has published various guidance documents on the BCAA's website among others Safety Management International Collaboration Group (SMICG) and EASA Safety Promotion documents.

5.3 Requirements for the BCAA

EASA Regulations also contain requirements for authorities. Authorities are required to have a management system that includes a documented policy and procedures that describe their organization as well as the tools and procedures available. The authority must also have an adequate number of qualified staff, as well as the necessary procedures for assessing and verifying the sufficiency and qualifications of staff.

The BCAA has therefore implemented a system to monitor how its operations comply with the authority requirements. The BCAA has an internal control system in place. The internal control system is an integral process that is designed to address risks and to provide reasonable assurance that the objectives of the BCAA are being achieved. The internal control system also determines the internal audit priorities. The internal control system serves to establish whether the BCAA respects the regulations and correctly execute the applicable processes, procedures and guidelines. The system is based on the PDCA cycle ('Plan, Do, Check, Act') and contributes to the continuous improvement of the operational activities.

The BCAA Management System Manual (MASM), and the BCAA's procedures manuals form essential elements in the required management system.

6. Aviation Safety Assurance

6.1 Safety oversight

The safety oversight carried out by the BCAA is predominantly based on approvals and licensing, as well as oversight through practical inspections and audits.

The BCAA has described the processes by which safety oversight of service providers is conducted. These processes consider the international and national requirements governing each area. The BCAA operational departments have established their own oversight procedures, reflecting the oversight requirements under the relevant EU Implementing Rules (IR), and these are described in the relevant BCAA's Procedures Manuals.

The BCAA has systems for addressing identified safety-related shortcomings through audit findings. These are recorded in order of priority with the most severe Level 1 finding being made where the BCAA determines that the level of compliance and the safety performance has fallen to the extent that there is a significant risk to flight safety. In accordance with EU Regulations, such a finding will result in the suspension or the limitation of an approval or the prevention of an aircraft from flying or, in the most severe cases, prosecution.

The inspection and auditing processes are used to oversee the activities of the service provider and its safety management system, ensuring that they fulfil the national and international requirements. Service providers are generally audited by means of an annual oversight plan. In addition, operations are monitored through individual safety inspections.

The oversight plans of the BCAA operational departments describe in more detail the organizations or units to be audited. Audits are carried out by inspectors qualified in auditing in accordance with the relevant audit process. After the audit, the service provider receives an audit report, describing the findings and requesting the service provider to take any appropriate corrective actions. The BCAA assesses the adequacy of the corrective actions and either approves them or requests further clarification if needed.

6.2 Safety data collection, analysis and exchange

The system of mandatory reporting is part of the BCAA. The BCAA collects safety information from various sources. One of the main sources is occurrence reports, which shall be reported to the BCAA by all natural persons related to the operation, maintenance, repair or manufacture of aircraft, to aerodrome operations or to air navigation services in accordance with Regulation (EU) No 376/2014. Accidents and serious incidents must additionally be reported to AAIU(Be) without delay.

The system of voluntary reporting is also part of the BCAA. The system of voluntary occurrence reporting is used to collect details on events and other safety information that do not fall under the system of mandatory reporting. Anyone who becomes aware of an issue affecting flight safety for which he or she is not obliged to file a report may also submit a voluntary report.

If the task of reporting occurrences to the BCAA has been assigned to a certain entity within the organization, the reporter needs not submit the report personally. In this case, the organization shall employ a system for ensuring that the obligation to report is fulfilled.

The BCAA stores the reports received, without identifying information, in the European ECCAIRS incidents database. Through ECCAIRS, Belgium exchanges safety information with EASA and the other Member States.

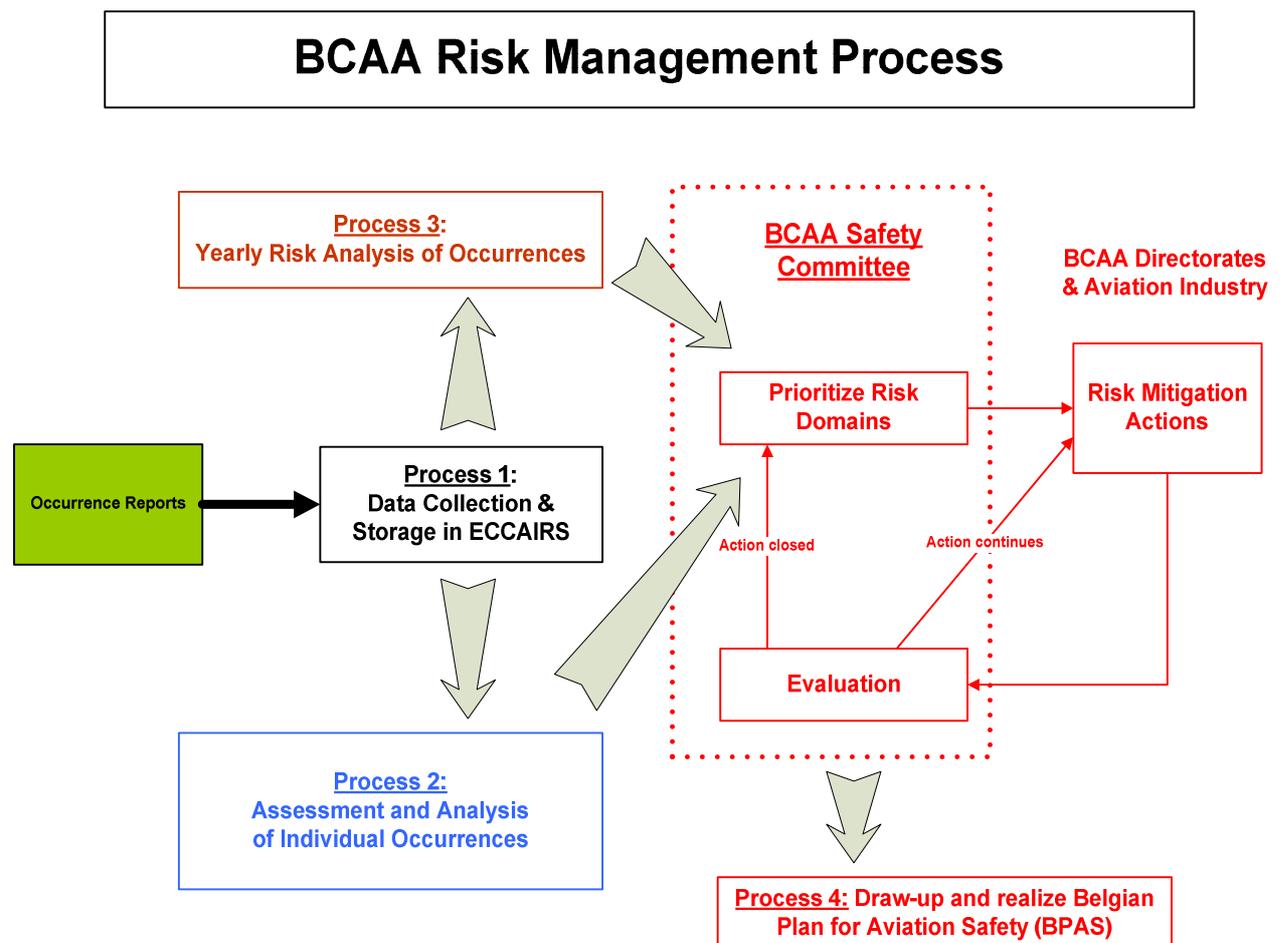
In addition to occurrence reports, sources of safety information include audit and inspection findings, information from safety management systems of service providers and safety recommendations from accident investigation reports.

Occurrence data received through occurrence reports are used in accordance with the 'just culture' principle: the authorities will refrain from legal action against unplanned or unintended violations that come to the authorities' attention because of compliance with the requirement for occurrence reporting, except in cases of gross negligence or actions punishable under criminal law. Similarly, operators shall not discriminate against employees who report an incident of which they are aware.

The BCAA assesses the probability and the severity of every occurrence that has come to its knowledge. Based on all the safety information gathered, it makes analyses to identify major trends that affect safety and factors contributing to the incidents. The information analyzed is also used for defining corrective actions if necessary

The risk level of a specific type of occurrence is determined by applying a combination of probability and severity. The BCAA discusses these types of occurrences and subsequently addresses the aviation risks to be dealt with as a priority, selected by considering factors such as the level of risk-mitigation actions already in place. The BCAA is also responsible for assessing, approving, modifying and following up the corrective actions of the BPAS.

The implementation of the BASP has resulted in the drafting of the BPAS. This plan forms part of the Belgium aviation safety policy and seeks to eliminate potential sources of safety problems through the optimization of regulatory and supervisory activities. The BPAS, which is valid for a period of five years, is based on the operational objectives derived from the risk management system. Corrective actions derived from safety recommendations of the AAIU(Be) are also incorporated into the BPAS. The operational objectives contained in the BPAS are developed in consultation with the Belgian service providers. The BPAS is approved by the BCAA Director General and is annually assessed and published.



The BCAA organizes periodic consultative meetings with representatives of the Belgian aviation sector for communicating achievements related to the BASP and for presenting the BPAS, including any modifications and updates. The BPAS is assessed and published annually. The Belgian service providers and aviation associations receive a copy of the BPAS each year.

The employees of the BCAA and the Air Accidents Investigation Unit are informed annually about the BPAS and any amendments to this plan.

6.3 Risk-based targeting of oversight

The safety information collected and the results of analyses are used for risk-based targeting of oversight. Actions are targeted, for example, through an increase in the number of inspections or audits, increased frequency of inspections or audits, and emphasis on areas of greater concern or need in the inspections or audits.

Risk-based criteria in oversight planning are considered in the oversight processes and work procedures of the BCAA.

For the moment, the BCAA is reviewing its general procedures to prioritize inspections or audits towards those areas of greater concern or need.

7 Safety Promotion

7.1 Internal training, communication and dissemination of safety information

The BCAA maintains and develops the professional skills of its staff by providing training and supporting the maintenance of professional aviation skills.

The BCAA has developed an internal training policy and procedures and has a process in place to identify safety management related training requirements including SSP and SMS. Internal training records show that personnel involved in SSP implementation have undergone appropriate SSP/ SMS training.

The BCAA website continuously informs the employees of the availability of new publications of the BASP, the BPAS, the Belgian aviation safety policy, safety analysis reports, promotional material like Belgian leaflets, EASA safety promotion documents or SMICG documents, etc.

Enforcement policies and procedures are available on the BCAA network servers.

Dissemination of safety information within the BCAA is mainly effected through regularly arranged safety review meetings with the BCAA safety coordinators. The safety coordinator acts as a single point of contact within the respective BCAA Department for all safety related items. At these periodic meetings, safety coordinators and management representatives discuss the assessment and analysis of occurrences and the possible corrective actions resulting from these assessments and analysis.

The BCAA Safety Committee is periodically provided with a review of the safety situation, the status of Safety Performance Indicators and any other current safety-related issues. The BCAA Safety Committee discusses and selects the aviation risk to be handled with priority and validates and amends the BPAS.

7.2 External training, communication and dissemination of safety information

The BCAA website continuously informs the aviation industry of the availability of new publications of the BASP, the BPAS, the Belgian aviation safety policy, safety analysis reports, promotional material like Belgian leaflets, EASA safety promotion documents, SMICG documents, brochures etc.

The BCAA organizes periodic consultative meetings with representatives of the Belgian service providers.

These meetings have the following objectives:

- communicating achievements related to the BASP to aviation sector representatives;
- presenting and discussing the actions of the BPAS to aviation sector representatives, including any modifications, updates and the relevance of risks to be handled with priority.

The BPAS is assessed and published annually. The Belgian aviation organizations and aviation associations receive a copy of the BPAS each year.

The BCAA supports the initiatives to develop and implement the EASP and EPAS at EASA level. The Belgian CAA also supports the initiatives of the European Regional Aviation Safety Group (RASG-EUR) at the level of ICAO to implement the ICAO Global Aviation Safety Plan (GASP) and the ICAO Global Aviation Safety Roadmap (GASR).

The BCAA is a member of the Network of Analysts (NoA). This partnership between EASA and other aviation organizations aims to enhance aviation safety in Europe by providing a framework for the collaboration of safety analysis activity throughout the European Aviation Safety Community. The primary mission is to improve aviation safety by identifying safety risks and bringing such risks to the attention of the decision makers.

The BCAA is also a member of the EASA Safety Promotion Network (SPN). The Safety Promotion Network (SPN) is a voluntary partnership between EASA and other aviation organizations. The objective of the Network is to enhance aviation safety in Europe by providing a framework for the collaboration of safety promotion activity throughout the EASA Member States. The Network activities will include coordinating, cooperating and collaboration with respect to the design, development, publication, translation and dissemination of safety information. The Network will also explore common tools and develop means to measure the effectiveness of Safety Promotion products that have been disseminated.

At a national level safety information is discussed at Local Runway Safety Teams (LRST), the Belgian Aviation Wildlife Hazard Committee (BaWiHaC), safety symposiums etc.

As part of its tasks as a regulatory authority, the BCAA provides advice and information to aviation-industry organizations and individuals on changes in national and international regulations and guidelines. Advice is given in person, and information sessions are arranged as needed on specific safety-related matters that the operators should pay attention to in their activities.

8 Glossary

AAIU(Be)	Air Accident Investigation Unit of Belgium
ALoS	Acceptable Level of Safety
ANSP	Air Navigation Service Provider
ASR	<i>Annual Safety Review</i>
ATCo	Air Traffic Controller
BASP	Belgian Aviation Safety Programme
BAWiHaC	Belgian Aviation Wildlife Hazard Committee
BCAA	Belgian Civil Aviation Authority
BPAS	<i>Belgian Plan for Aviation Safety</i>
EASA	European Aviation Safety Agency
EASP	European Aviation Safety Programme
EC	European Commission
ECCAIRS	European Coordination Centre for Aviation Incident Reporting System
EPAS	<i>European Plan for Aviation Safety</i>
EU	European Union
ICAO	International Civil Aviation Organization
ICAO CMA	ICAO Continuous Monitoring Approach
ICAO GASP	ICAO Global Aviation Safety Plan
ICAO GASR	ICAO Global Aviation Safety Roadmap
ICAO RASG-EUR	ICAO European Regional Aviation Safety Group
ICAO USOAP	ICAO Universal Safety Oversight Programme
IR	Implementing Rule

LRST	Local Runway Safety Team
MASM	Management System Manual
MOR	Mandatory Occurrence Report
NAA	National Aviation Authority
NoA	Network of Analysts
RMT	Rule Making Task
SMICG	Safety Management International Collaboration Group
SMS	Safety Management System
SPI	Safety Performance Indicator
SPN	<i>Safety Promotion Network</i>
SPT	Safety Performance Target
SARP's	Standards and Recommended Practices
SSP	State Safety Programme

9 Annexes

9.1 Belgian Plan for Aviation Safety (BPAS)

The BPAS is published as a separate document available at:

https://mobiliteit.belgium.be/nl/luchtvaart/belgisch_veiligheidsprogramma/belgisch_veiligheidsplan (English & Dutch version)

https://mobiliteit.belgium.be/fr/transport_aerien/programme_belge_de_securite/plan_de_securite_belge (English & French version)

9.2 Document “Annex 9.2 - Safety Performance Indicators”

The document “Annex 9.2 – Safety Performance Indicators” focusses on defining the first and second tier SPIs for the State of Belgium.