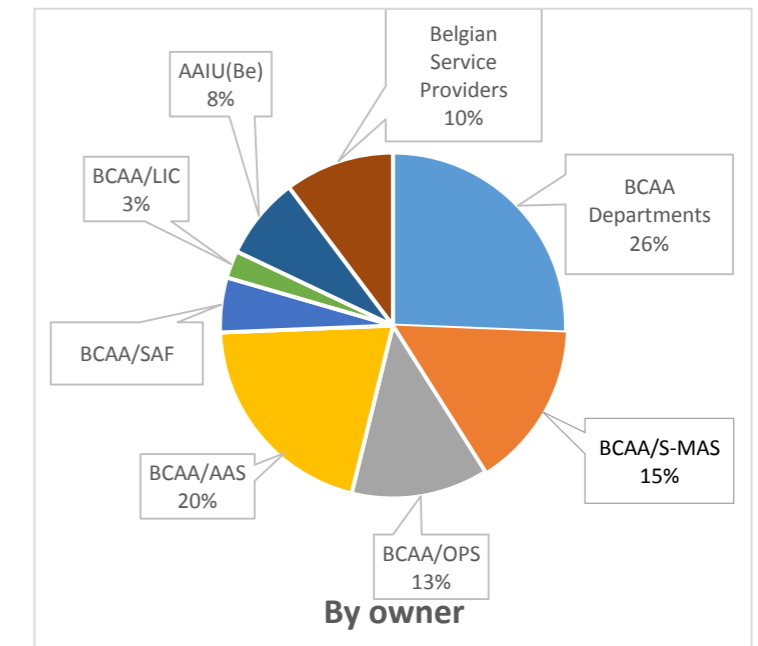
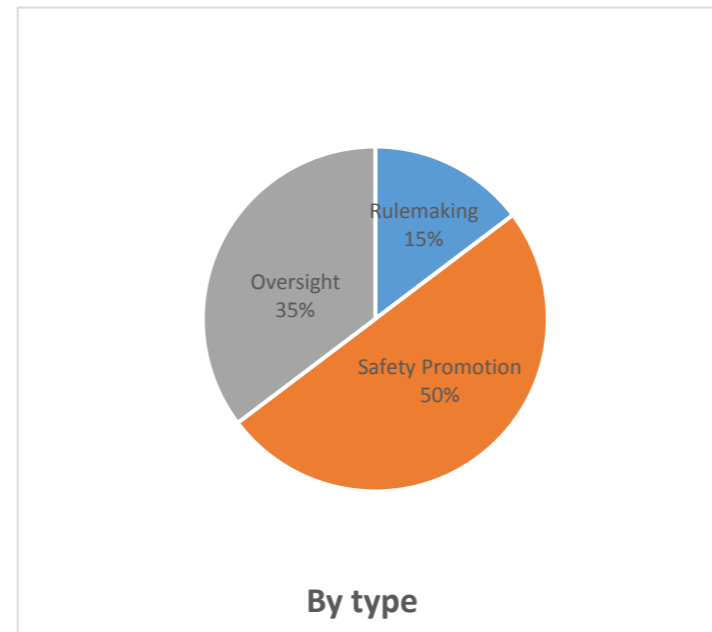
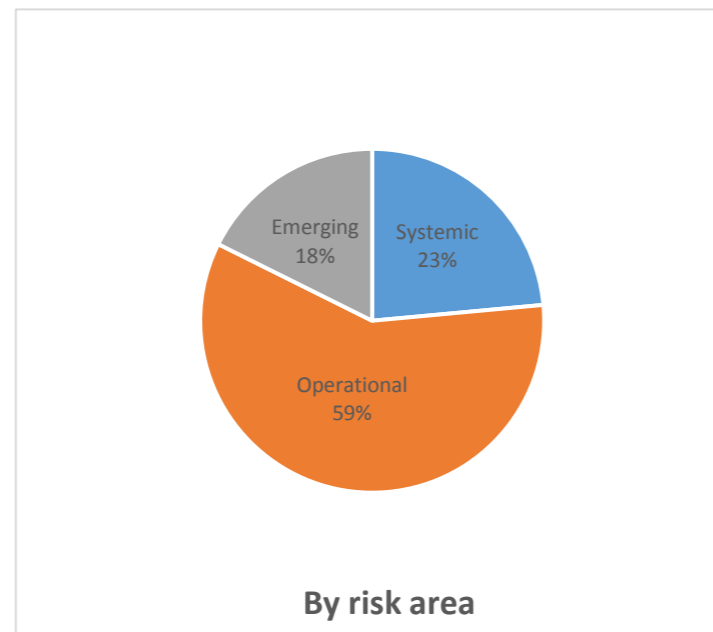


# BPAS Appendix C - BPAS Status Report December 2018 - Statistical Summary

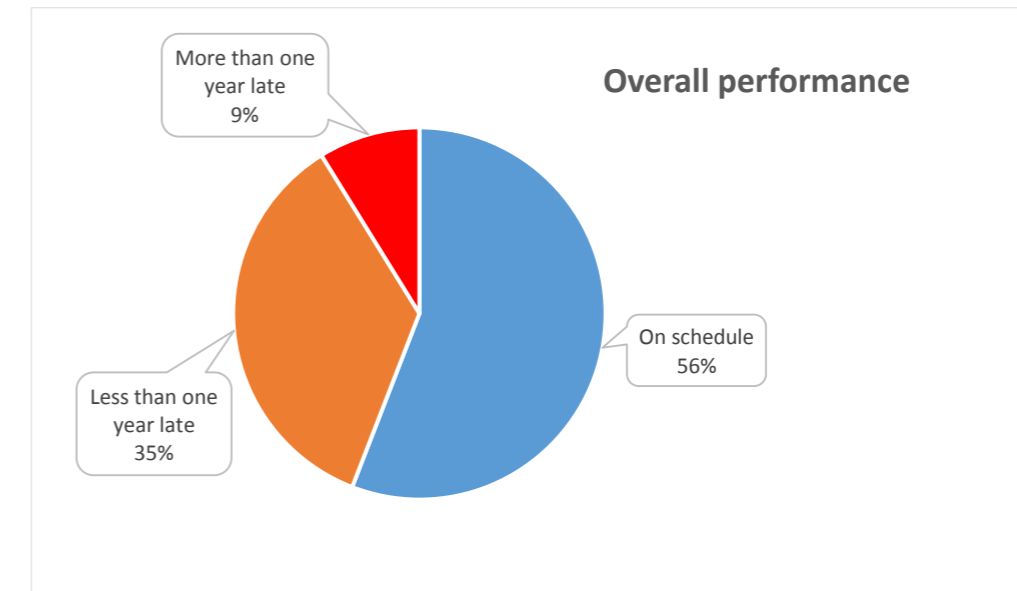
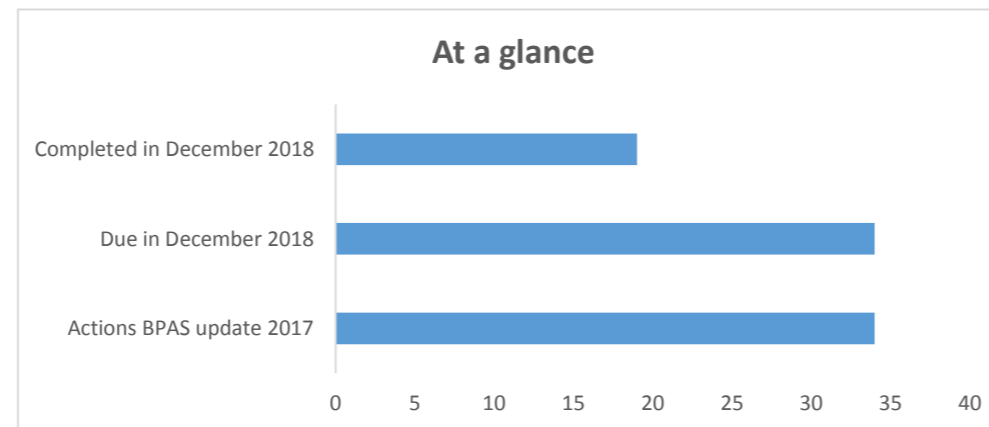
## Composition

By risk area	Actions
Systemic	8
Operational	20
Emerging	6
<b>Total</b>	<b>34</b>
Rulemaking	5
Safety Promotion	17
Oversight	12
<b>Total</b>	<b>34</b>
BCAA Departments	10
BCAA/S-MAS	6
BCAA/OPS	5
BCAA/AAS	8
BCAA/SAF	2
BCAA/LIC	1
AAIU(Be)	3
Belgian Service Providers	4



## Performance

At a glance	Actions
Actions BPAS update 2017	34
Due in December 2018	34
Completed in December 2018	19
<b>Total</b>	<b>34</b>
<b>Overall Performance</b>	
On schedule	19
Less than one year late	12
More than one year late	3
<b>Total</b>	<b>34</b>



BPAS Appendix C - BPAS Status Report December 2018 - Statistical Summary							
Systemic Issues				Implementation			
No.	Actions	Owner	Date	Update	Status	According to Plan	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 2018	<p>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 wit this new way of reporting and a uniform encoding of aviation occurrences into the ECCAIRS database has been introduced.</p> <p>The application of the common European Risk Classification Scheme (ERCS) shall be a new important element concerning the alignment of BCAA's processes and procedures with Regulation (EU) 376/2014. However, the application of the ERCS has been delayed.</p>	Completed	On Schedule	<b>Revised BCAA processes on the distribution, encoding, analysis and follow-up of aviation occurrences</b>
SA01.02	Revision of the circular CIR/MAS-01 on the reporting, analysis and follow-up of occurrences in civil aviation	BCAA/S-MAS	End 2018	<p>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.</p> <p>The circular CIR/MAS-01 has been revised and published on the BCAA's website in the course of 2018. The topics related to the dissemination of information stored in the common European Central Repository (ECR) has been added.</p>	Completed	On Schedule	<b>Revision of the circular CIR/MAS-01 on the reporting, the analysis and the follow-up of occurrences in civil aviation</b>
SA01.03	Optimization and harmonization of the BCAA's methodology for risk based oversight	BCAA	Continuous	<p>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.</p> <p>However, the BCAA was obliged to postpone this action for the time being because of other safety priorities.</p>	Started	More than one year late	<b>Approved optimized and harmonized methodology on risk based oversight</b>
SA01.04	Development of an Annual Safety Review (ASR)	BCAA/S-MAS	End 2018	<p>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.</p> <p>The most important safety-related information has already been communicated to the aviation sector by means of the Belgian Plan for Aviation Safety (BPAS).</p>	Started	Less than one year late	<b>Annual Safety Review 2018 published</b>

Systemic Issues				Implementation			
No.	Actions	Owner	Date	Update	Status	According to Plan	Deliverables
SA01.05	Development of a legislative framework for the introduction of just culture principles in accordance with Regulation (EU) No 376/2014	BCAA AAIU(Be)	End 2018	The focus remained on the further development of a Just Culture climate. Two draft Royal Decrees on Just Culture have been developed. The first draft decree mainly addresses the creation of a Just Culture body and the protection of the reporter. The second draft decree deals with the establishment and functioning of a Just Culture platform. This platform ensures the necessary exchange of knowledge and experience in the field of Just Culture in collaboration with judicial authorities.	Started	Less than one year late	Approved Royal Decrees on Just Culture
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 promotional material from EASA, SMICG teams, the BCAA and the former ESSI (ECAST, EHEST, EGAST) through a link on the BCAA's website. Belgian pilots also receives an email related to the availability of new safety information on the website(s).  See following links: <a href="https://mobilit.belgium.be/nl/luchtvaart/belgisch_veiligheidsprogramma/veiligheidspromotie">https://mobilit.belgium.be/nl/luchtvaart/belgisch_veiligheidsprogramma/veiligheidspromotie</a> <a href="https://mobilit.belgium.be/fr/transport_aerien/programme_belge_de_securite/promotion_de_la_securite">https://mobilit.belgium.be/fr/transport_aerien/programme_belge_de_securite/promotion_de_la_securite</a>	Continuous	On Schedule	
SA02.02	Organize or participate in safety seminars and workshops	BCAA & AAIU(Be)	Continuous	BCAA organized 2 meetings with senior examiners on the benefits of occurrence reporting and the application of Regulation (EU) No 376/2014 (first meeting with senior examiners aeroplanes, second meeting with senior examiners helicopter).  BCAA and AAIU(be) gave several presentations at the safety symposium "Dag van de piloot" at Antwerp in the presence of ± 400 general aviation pilots. One of the presentations focused on the implementation of Regulation (EU) No 376/2014 on the reporting, analysis and follow-up of occurrences in civil aviation. Another BCAA presentation focused on the prevention of airspace infringements caused by general aviation pilots.	Continuous	On Schedule	
SA03: Setting up a dialogue with the Belgian aircraft operators on Flight Data Monitoring programmes							
SA03.01	Discuss the expected benefits of FDM with Belgian aircraft operators	BCAA/OPS	Continuous	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.  However, the BCAA was obliged to postpone this action for the time being because of other safety priorities.	Continuous	More than one year late	Terms of Reference;  Confidentiality agreement;  Regular reporting of standardized FDM events related to EPAS and BPAS top priorities (continuous);

Operational Issues - Commercial Aviation				Implementation			
No.	Actions	Owner	Date	Update	Status	According to Plan	Deliverables
<b>0A01: Ground safety</b>							
0A01.01	Continuous oversight of ground handling activities at Brussels-National airport for ground handling companies	BCAA/AAS	Continuous	Ground handling companies at Brussels-National Airport which have received a BCAA approval are now systematically audited by BCAA. Audit topics are linked to the approval criteria of the Ministerial Decree. Also, the BCAA's risk based auditing methodology links auditing to the groundhandler's overall risk management framework.	Completed	On Schedule	Ground handling companies at Brussels-National Airport are systematically audited
0A01.02	Continuous oversight of 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	Ground handling companies at Brussels-National Airport which have received an approval of their maintenance program are systematically audited by the BCAA.	Completed	On Schedule	Ground handling companies at Brussels-National Airport are systematically audited
0A01.03	Approval of maintenance and renewal programs of centralized infrastructure at the airport Brussels National	BCAA/AAS	Continuous	The BCAA has started with the review of the dedicated maintenance and renewal programs of centralized infrastructure at the Brussels-National airport.	Started	On Schedule	
0A01.04	Develop safety awareness for ground safety (leaflets, video clips...)	Brussels Airport Company	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: <a href="https://www.youtube.com/playlist?list=PLkFpCH_t7P-QCoG0M-fZamGf0v4qf-Lrm">https://www.youtube.com/playlist?list=PLkFpCH_t7P-QCoG0M-fZamGf0v4qf-Lrm</a>	Continuous	On Schedule	Animations developed and available on YouTube
<b>0A02: Targeting of aircraft with lasers</b>							
0A02.01	Further improve the procedures to follow in the case of laser interference and to share best practices	BCAA/SAF	MID 2018	BCAA continues to cooperate with the Federal Police, the airports and the Belgian ANSP 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.
<b>0A03: Runway Incursions</b>							
0A03.01	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.	Completed	On Schedule	LRST's in place
0A03.02	Assess aerodromes operators for compliance with EAPPRI recommendations	BCAA/AAS	Continuous	The BCAA Airports Department encourages the application of the EAPPRI aerodrome operator recommendations at the certified airports.	Started	On Schedule	Approved ToR's for all LRSTs
0A03.03	Update and recommunicate the Aviation Safety Information Leaflets (ASIL's) on radiotelephony phraseology "Hold short on runway" and "Solo call sign suffix for student pilots"	BCAA/AAS BCAA/S-MAS	MID 2018	<b>Phraseology issues have been identified after analysis of the reported runway incursion occurrences.</b>  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".  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.  The ASIL's have been communicated to all aviation pilots and Aviation Training Organizations.  However, the BCAA was obliged to postpone the update and recommunication of the ASIL's for the time being because of other safety priorities. The ASIL's shall be updated and recommunicated in the course of 2019.  The leaflets are also available on the BCAA's website at the following address: <a href="https://mobilit.belgium.be/fr/transport_aerien/programme_belge_de_securite/promotion_de_la_securite">https://mobilit.belgium.be/fr/transport_aerien/programme_belge_de_securite/promotion_de_la_securite</a> <a href="https://mobilit.belgium.be/nl/luchtvaart/belgisch_veiligheidsprogramma/veiligheids">https://mobilit.belgium.be/nl/luchtvaart/belgisch_veiligheidsprogramma/veiligheids</a>	Advanced	Less than one year late	Approved formal interfaces between the SMS's of Belgocontrol and the Belgian international airports

Operational Issues - Commercial Aviation				Implementation			
No.	Actions	Owner	Date	Update	Status	According to Plan	Deliverables
OA03.04	Develop safety promotion material on ground safety (leaflets, video clips...) at Brussels National Airport	Brussels Airport Company	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: <a href="https://www.youtube.com/playlist?list=PLkFpCH_t7P-QCoG0M-fZamGf0v4qf-Lrm">https://www.youtube.com/playlist?list=PLkFpCH_t7P-QCoG0M-fZamGf0v4qf-Lrm</a>	Continuous	On Schedule	
OA.04: Unruly passengers							
OA04.01	Perform a comprehensive analysis of the unruly passenger occurrences	BCAA/S-MAS	End 2018	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.  The comprehensive analysis of unruly passenger occurrences has now been finalised. The results of the analysis shall be discussed with the Belgian airlines in the course of 2019.	Advanced	Less than one year late	Unruly Passengers analysis discussed with the Belgian airlines
OA04.02	Optimize the procedures to prosecute unruly passengers	BCAA	End 2018	To improve the cooperation between the Federal Police and the BCAA to optimize the prosecution of unruly passengers.	Not started	Less than one year late	
OA.05: Dangerous goods							
OA05.01	Approval of the transport of dangerous goods activities for ground handling companies	BCAA/OPS	End 2017	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.  The BCAA has already developed the audit checklists and the first draft revision of the Royal Decree on the transport of dangerous goods.	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
OA05.02	Systematic auditing of operators' outstations in the field of the transport of dangerous goods	BCAA/OPS	Continuous	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.  The BCAA has already informed the Belgian airlines on the systematic oversight of their outstations in the field of the transport of dangerous goods. The audit checklists have already been developed.	Started	Less than one year late	Airlines' stations audited according to the audit programme
OA05.03	Transportation of lithium batteries	Brussels Airport Company (BAC)  BCAA/OPS	Continuous	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.  The cooperation between BAC, the airport security, the airlines and the BCAA on the transportation of dangerous goods has been created and improved.	Advanced	On Schedule	Coordination forum created between the Brussels Airport Company, the airlines and the BCAA  Passenger awareness documentation (website, posters, displays)

Operational Issues - Commercial Aviation				Implementation			
No.	Actions	Owner	Date	Update	Status	According to Plan	Deliverables
OA.06: Bird strikes							
OA06.01	Periodic exchange of experiences on specific technical issues in the field of wildlife management through the Belgian Aviation Wildlife Hazard Committee (BAWiHaC)	BCAA/AAS	Continuous	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. The last BAWiHaC meeting took place on 05 October 2018.	Completed	On Schedule	
OA06.02	Organization of new courses for Bird Control Unit personnel	BCAA/AAS	End 2018	Flemish participating aerodromes have already completed the Bird Control Unit training (airports of Brussels and Antwerp). The training for the French participating aerodromes is on-going. The BCAA and the Ministry of Defence shall investigate the possibility to organize a "Experience day – wild life risk management", acting as a refresher course. It is proposed to take place at the end of 2019.	Started	On Schedule	

Operational Issues - General Aviation				Implementation			
No.	Actions	Owner	Date	Update	Status	According to Plan	Deliverables
<b>0A07: Airspace infringements</b>							
0A07.01	Raise awareness of general aviation pilots by periodically reviewing the aviation safety information leaflets on airspace infringements	BCAA AAIU(be)	Continuous	<p>The BCAA sends for each reported airspace infringement a standard questionnaire to the pilot to get more insight in the causes and nature of airspace infringements. In 2018, the BCAA performed an in-depth statistical analysis of the airspace infringement problem in Belgium and its result is published as Aviation Safety Information Leaflet 02/2018 on the BCAA's website:</p> <p><a href="https://mobilit.belgium.be/fr/transport_aerien/programme_belge_de_securite/promotion_de_la_securite">https://mobilit.belgium.be/fr/transport_aerien/programme_belge_de_securite/promotion_de_la_securite</a>  <a href="https://mobilit.belgium.be/nl/luchtvaart/belgisch_veiligheidsprogramma/veiligheidspromotie">https://mobilit.belgium.be/nl/luchtvaart/belgisch_veiligheidsprogramma/veiligheidspromotie</a></p> <p>The leaflet has been distributed to all Belgian aviation pilots and approved training organisations.</p>	Completed	On Schedule	<b>Airspace infringement safety information leaflets reviewed and communicated to aviation pilots</b>
0A07.02	Making of a video clip on the prevention of airspace infringements in the Belgian airspace	BCAA	MID 2018	<p>The BCAA has published the video clip on the prevention of airspace infringements in the Belgian airspace on the BCAA's website:</p> <p><a href="https://mobilit.belgium.be/en/aviation/airspace_infringements">https://mobilit.belgium.be/en/aviation/airspace_infringements</a>  <a href="https://mobilit.belgium.be/fr/transport_aerien/programme_belge_de_securite/violations_de_lespace_aerien">https://mobilit.belgium.be/fr/transport_aerien/programme_belge_de_securite/violations_de_lespace_aerien</a>  <a href="https://mobilit.belgium.be/nl/luchtvaart/belgisch_veiligheidsprogramma/schendingen_van_het_luchtruim">https://mobilit.belgium.be/nl/luchtvaart/belgisch_veiligheidsprogramma/schendingen_van_het_luchtruim</a></p> <p>The BCAA contributed to the implementation of a pan-European Safety Promotion campaign on preventing airspace infringement and reducing the risk of MAC including awareness of the Belgian airspace complexity and the use of technology in cooperation with the EASA Safety Promotion Network.</p>	Completed	On Schedule	<b>video clip on the prevention of airspace infringements in the Belgian airspace published on the BCAA's website</b>
<b>0A08: Aircraft upset in flight (loss of control)</b>							
0A08.01	Contribute to the EASA SPN campaign on staying in control	BCAA	End 2018	<p>The BCAA contributes to the EASA campaign on staying in control by systematically informing Belgian aviation pilots on the availability of new safety promotion materials on the EASA website.</p>	Completed	On Schedule	
0A08.02	Publication of an ASIL on the safe execution of 'simulated engine failure' exercises	BCAA/LIC	End 2018	<p>The BCAA has discussed the action concerning the safe execution of 'simulated engine failure' exercise with the senior flight examiners. Attention shall be paid to the performance of such exercises as solo student pilot away from an aerodrome without the presence of a flight instructor to share important knowledge and experiences and to reduce the likelihood of simulated emergencies becoming real emergencies.</p> <p>The BCAA shall also inform all Belgian aviation pilots of the availability of EGAST Leaflet GA5 on the correct use of carburetor heat at the EASA's website.</p>	Started	Less than one year late	

Emerging Issues				Implementation					
No.	Actions	Owner	Date	Update	Status	According to Plan	Deviation	Deliverables	
<b>EA01: Unmanned Aircraft Systems</b>									
EA01.01	Apply a web application to keep track of the drone traffic	BCAA Belgocontrol	End 2018	The ANSP service provider and the BCAA have publicly made available a web application to manage the Belgian airspace for drones and to communicate directly with drone pilots in the field. Drone Pilots will also be able to directly plan their operations through an interactive map, to notify flights and to apply for derogations. This will allow authorities to keep track of the drone traffic. The final stage of the DRONEGUIDE web application shall be ready in April 2019.	Started	Less than one year late		<b>DRONEGUIDE web application available</b>	
EA01.02	Participate in the development of an appropriate EU regulatory framework to govern the operation of UAS	BCAA	Continuous	BCAA was strongly involved in the review of EASA proposals related to the new European RPAS regulation.  The road map on the introduction of the European RPAS Regulation has been validated by the BCAA Management Team and shall be accomplished in the course of 2019.	Started	On Schedule			
EA01.03	Launch a new campaign to promote safe operations of drones to the public in cooperation with the EASA SPN	BCAA	End 2018	Safety promotion material on safe operations of drones is available on the BCA's website:  <a href="https://mobilit.belgium.be/nl/pers/mediacorner/campagne_drones">https://mobilit.belgium.be/nl/pers/mediacorner/campagne_drones</a> <a href="https://mobilit.belgium.be/fr/presse/mediacorner/campagne_drones">https://mobilit.belgium.be/fr/presse/mediacorner/campagne_drones</a>  and  <a href="https://mobilit.belgium.be/nl/luchtvaart/drones">https://mobilit.belgium.be/nl/luchtvaart/drones</a> <a href="https://mobilit.belgium.be/fr/transport_aerien/drones">https://mobilit.belgium.be/fr/transport_aerien/drones</a>	Completed	On Schedule		<b>Safety promotion material published on BCAA's website</b>	
EA01.04	Further improve the collaboration with the ANSP, the Federal Police and the BCAA for handling violations with UAS	BCAA/SAF	MID 2018	BCAA continues to cooperate with the Federal Police, the airports and the Belgian ANSP in order to establish a standardized notification procedure for all international airports for handling violations with drones. BCAA is also cooperating with the police and the Department of Justice in order to improve enforcement of the regulation e.g. by imposing administrative fines in case of violations of the regulation.	Started	Less than one year late		<b>Notification procedures established for all Belgian international airports.</b>	
<b>EA02: New Business models</b>									
EA02.01	Better understanding of operators' governance structure	BCAA/OPS	MID 2018	The BCAA should have a thorough understanding of the operators' governance structure, the influence of financial stakeholders and the controlling management personnel, where such personnel are located outside the scope of approval.  However, the BCAA was obliged to postpone this action for the time being because of other safety priorities.	Not started	Less than one year late			
EA02.02	Benchmark on the operator's safety culture	BCAA	End 2017	The BCAA and EASA performed a survey on Belgian AOC holders operating fixed wing aircraft on the number of accidents (fatal and non-fatal) and serious incidents during the 2015-2017 timeframe. Factors to be assessed were: Year, AOC holder "size" (number of flights), type of operation (Cargo/Passenger), number of different aircraft type operated.  The statistics shall be presented in a de-identified manner (MS1, MS2, AOC A, AOC B,..) in the final shared report, gathering AOC holders KPIs of all EASA MS.	Advanced	More than one year late			