



Ministry of Infrastructure
and Water Management

Dutch Plan for Aviation Safety 2019-2020

Action Plan related to the Dutch State Safety Programme

Version 1.0

Date	13 December 2018
Status	Final



Colophon

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Document number	IENW/BSK-2018/247409

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Introduction

The International Civil Aviation Organization (ICAO) and EU regulation 2018/1139 on common rules in the field of civil aviation requires Member States to establish and maintain a State safety programme (SSP) for the management of civil aviation safety in relation to the aviation activities under its responsibility. The latest Dutch SSP describes the safety management system (SMS) of the Dutch Government for 2015-2019.¹ The SSP describes how the safety management of civil aviation in the Netherlands² is structured and how the responsibilities are assigned. It also describes the relationship between and responsibilities of all the different actors in charge: policy development, supervision and enforcement and all other stakeholders involved. The SSP contains safety objectives which give direction to the efforts of the government (e.g. priorities for policy development) and the aviation sector, which each have their own responsibilities with respect to civil aviation safety.

Besides an SSP, EU regulation 2018/1139 (article 8) requires Member States also to draw up a State Plan for Aviation Safety. This Dutch Plan for Aviation Safety 2018-2020 (hereafter called SSP action plan) is the implementation of this requirement and describes the actions the Netherlands wants to work on for the next two years. In response to the motion by the Member of Parliament Van Brenk c.s.³ with respect to Schiphol airport the Minister of Infrastructure and Water Management has emphasized that safety comes first, in the aviation policy and in all decisions that are made. The execution of this action plan delivers an important contribution to this starting point.

This SSP action plan is a working document which is mostly technical and operational in nature. The last insights and developments are taken into account. Amendments during the two years are possible, since the SSP action plan is a living document. The version date is to be used as a reference.

This action plan includes the safety objectives and the action items, which allow the Ministry of Infrastructure and Water Management (IenW) to actively improve civil aviation safety. Short-term activities will be dealt with on an ad-hoc basis. The SSP action plan will be administered by the Aviation Safety Unit of the Aviation Directorate within the Directorate-General for Civil Aviation and Maritime Affairs.

The implementation of the shared responsibility for civil aviation safety takes various forms within this Action Plan:

- implementing this action plan through dedicated projects;
- exchanging knowledge and experiences through domain consultation within the aviation sector;
- an annual interim evaluation of the progress of projects and regular prioritisation sessions with the aviation sector.

By separating the State Safety Programme and this SSP action plan, an approach similar to the European system is chosen, which also distinguishes a programme and an action plan, i.e. the European Aviation Safety Programme (EASP) and the European Plan for Aviation Safety (EPAS). The EPAS action items for the Member States are, where relevant to the Netherlands, included in the SSP action plan, see

¹ <https://zoek.officielebekendmakingen.nl>, document 24 804, no. 86.

² Including Bonaire, Sint Eustatius and Saba.

³ <https://zoek.officielebekendmakingen.nl>, document 29 655, no. 275.

Annex A.2.

A project-based approach will be followed in the execution of this Action Plan and the implementation of the actions as identified. The first step is further detailing a Plan of Action for each of the action points. Consideration will be given to how stakeholders should be involved, and which of the existing structures and/or consultations could be used to address the action point. Account will be taken of the existing roles, responsibilities and consultation structures, both within the Ministry of Infrastructure and Water Management and beyond. The existing structures/roles and responsibilities are described in the SSP. The actor named first is the initiator of the action, unless otherwise agreed.

For the SSP and the Dutch Plan for Aviation Safety it is also important that all parties involved have the appropriate knowledge and skills in relation to the action point. This is an ongoing process and a key issue for all the organisations involved.

Reader's guide

In Chapter 1, the two main safety objectives as outlined in the SSP are explained, for commercial aviation and general aviation respectively. The recommendations of the Dutch Safety Board on the safety of Schiphol and the relation to this action plan are explained in Chapter 2.

Safety management is about knowing and understanding all safety concerns, and about prioritising and addressing them through dedicated actions. Chapter 3 (defining action points) explains the methodology which is used to make a selection of priorities for the period 2019-2020.

Chapter 4 contains the actions points selected for this action plan. New action points may be added and prioritised if, during 2019-2020, additional safety concerns are identified. Actions are clustered in priority areas with a unique number.

Chapter 5 describes how the Safety Manager of the Directorate General of Civil Aviation and Maritime Affairs (DGLM) will interpret the responsibilities described in the SSP and the proposed procedure for implementing this action plan, including the requisite domain consultation.

1 Safety objectives

1.1 **Commercial aviation**

The SSP identifies the main safety objective: no avoidable fatal accidents in commercial aviation involving Dutch aircraft or at Dutch airports, or in Dutch airspace, or involving aircraft maintained by Dutch companies. This has been identified as the national objective for commercial aviation.

The number of fatal accidents in commercial aviation is low. The term "no avoidable" has been introduced in order to stress that compliance with existing safety rules is essential. Nevertheless, accidents can never be excluded entirely. Aviation is a sector which has been able to take responsibility for its own safety. In order to prevent accidents from becoming avoidable, high priority is given to accurate information, incident and accident investigation, the sharing of knowledge and professional oversight.

1.2 **General aviation**

General aviation (GA) refers to a group of airspace users ranging from recreational users to small commercial users. It includes all flight activities, except the scheduled and non-scheduled transport of passengers and freight (commercial aviation) and military aviation.

For GA the national safety objective is as follows: no fatal accidents in GA in which aircraft, equipment or training have played a role (internal safety) and no fatalities or injuries on the ground (external safety). Aircraft, equipment and training are subject to requirements that contribute to ensure that no unnecessary or unknown risk is taken.

2 Dutch Safety Board report on the safety of Schiphol

2.1 **OVV recommendations**

The Dutch Safety Board (Onderzoeksraad Voor de Veiligheid, OVV) carried out an investigation to identify vulnerabilities in the safety system around Schiphol (OVV, 2017). OVV gave recommendations to Schiphol Group, Air Traffic Control the Netherlands (LVNL), airlines in the Schiphol Safety Platform (airlines in ISMS) and the Ministry of Infrastructure and Water Management. These recommendations are listed in Annex A.5.

The OVV and the House of Representatives were informed about the follow-up with respect to the OVV recommendations.^{4,5} The Ministry of Infrastructure and Water Management implements all recommendations made by the OVV to the ministry (policy and oversight) with high priority. The sector is responsible for the implementation of all recommendations addressed to them. The ministry surveys this implementation and will evaluate the implementation of all recommendations.

On 2 July 2018 the sector and Minister of Infrastructure and Water Management signed an covenant on the development of the Integral Safety Management System at Schiphol (ISMS).⁶

2.2 **Relation to this SSP Action Plan**

The actions following the recommendations of the Dutch Safety Board are summarized in chapter 4 (SSP.2019.001). The Minister of Infrastructure and Water Management informs the House of Representatives twice a year about the progress (for the first time in December 2018). In order to avoid duplication of work the approach explained in chapter 5 is not applied on the execution of the actions following the OVV-recommendations on the safety of Schiphol.

⁴ Letter to the House of Representatives, 11 October 2017, 29 665, no. 242.

⁵ Letter to the House of Representatives, 25 April 2018, 29 665, no. 288.

⁶ Letter to the House of Representatives, 2 July 2018, 29 665, no. 334.

3 Defining action points

3.1 Risk management

Risk management is about knowing and understanding all safety concerns, and about prioritising and addressing them through dedicated actions. It is the management of business activities and applying principles, frameworks, and processes to help prevent accidents and injuries, and to minimise other risks. An important part of this is the identification of all hazards, and the assessment of their probability and impact, i.e. of their risks. If the risks cannot be accepted, the hazard has to be mitigated to an acceptable level of safety. Risk management addresses both operational risks (for example safety risks related to ground handling, runway incursions, safety risks related to drones) and organisational risks (for example Safety Management, Safety Culture and accessibility of flight information).

This chapter describes how the identification of potential action points (section 3.2) and prioritisation of potential action points (section 3.3) has been performed for this action plan in consultation with the Dutch aviation sector. Chapter 4 explains the selection of action points for the period 2019-2020 to manage safety in the Dutch aviation sector.

3.2 Identification of potential action points

Based on relevant sources and documents, a number of 57 potential action points to manage safety were identified, which were considered relevant for aviation safety in the Netherlands or for aviation safety for operations abroad by Dutch companies. Annex A gives the complete overview of sources that were used. Subsequently, the identified potential action points were input for two prioritisation sessions with the aviation sector, as explained in section 3.3.

3.3 Prioritisation of potential action points

The potential action points were assessed in two prioritisation sessions, one with organisations from the Commercial Aviation sector and one with organisations from General Aviation. Using this approach, it was possible to involve experts and obtain broad support from Dutch aviation as a whole. The participants in these sessions were stakeholders involved in aviation who had the necessary knowledge and experience in aviation safety to assess and prioritise the most significant action points for the Netherlands. The participating organisations are listed in Annex B.

The objective of these prioritisation sessions was to get a shared picture of the priority of the considered potential action points, and to produce an order of action points for this action plan. From this order a further selection was made taking into account the required capacity in both government and the aviation sector. The follow-up of these action points is considered necessary in order to manage safety according to the State Safety Programme.

Selected action points

The prioritisation session for commercial aviation in June 2018 produced the following priorities (top 7) for the sector:

- Integral Safety Management System for Schiphol
- ATC – ready for the future?
- Performance Based Oversight of safety
- Safety risks related to Remotely Piloted Aircraft Systems (RPAS/drones) developments and operations
- Safety risks related to ground handling

- Safety risks related to bird strikes
- Runway Incursions

The prioritisation session for general aviation in June 2018 produced the following priorities (top 4) for the sector:

- Restructuring airspace for GA operations
- Safety risks related to RPAS (drones) developments and operations
- Accessibility of flight information
- Regulation and GA

4 Action points

Based on the output of the two prioritisation sessions together with a number of ongoing projects from the SSP action plan edition 2015-2017 a selection of priorities has been made for the period 2019-2020. The action points clustered in the following priority areas form the basis for this SSP action plan:

- Safety of Schiphol and OVV recommendations (SSP.2019.001)
- Regulation (SSP.2019.002)
- Airspace design (SSP.2019.003)
- Operations (SSP.2019.004)
- Oversight (SSP.2019.005)
- Drones (SSP.2019.006)

In chapter 5 the implementation of the action points will be explained.

SSP.2019.001 Safety of Schiphol and the recommendations of the OVV

Description

This section summarises the actions following recommendations of the OVV as explained in chapter 2. The House of Representatives is informed twice a year about the progress of these actions (for the first time in December 2018). The recommendations of the OVV can be subdivided in four categories:

a. Mitigation of risks

In 2018, a roadmap for safety improvement on Schiphol has been developed by the participants of ISMS in order to indicate measures that will be taken by the sector the upcoming years.⁷ For instance measures are explored to reduce the number of runway configuration changes and to reduce the complexity of the Schiphol infrastructure, which is indicated as one of the focus points by the OVV.

In order to reduce current and future safety risks, for instance an approach will be developed in order to reduce the risks related to runway incursions structurally. The sector considers also measures to reduce the number of runway crossings. Finally, the declaration of capacity which is fixed by Schiphol twice a year, will be checked on safety requirements. In case of functional changes an integral investigation is carried out on the impact on safety.

b. Cooperation on safety

The sector has introduced an Integral Safety Management System (ISMS) in 2018 and will develop this ISMS further in the upcoming years. The objective of ISMS is to improve the cooperation to increase the level of safety. ISMS identifies and mitigate the risks associated with relationships and interactions between the individual parties (interfaces). The ISMS-members carried out joint risks analyses. They also started with joint investigations of incidents. Beside these common actions it may be that a single organisation, in order to fulfil its Safety Management System requirements, has to carry out additional actions by itself.

c. Final responsibility of the Ministry

The Ministry is recommended to implement measures in order to further clarify the role of IenW as the party with the final responsibility for the safety of air traffic at and around Schiphol. In response to this recommendation the Ministry for instance will take safety into account more explicit in case of key decisions.

⁷ <https://integralsafetyschiphol.com/>

As a first step an integral safety analysis on the impact of air traffic growth has been carried out. The role of the Ministry on the safety of Schiphol will be addressed for further clarification.

The sector is responsible for the implementation of all recommendations addressed to them. The ministry surveys this implementation and will evaluate the effect of the implementation of all recommendations. Also, an agreement with sector parties has been signed on the development of ISMS. Furthermore, an integrated safety monitor will be developed in 2019 in order to follow trends and developments in which the whole safety system is taken into account.

As far as 'external safety' (third party risk) is concerned, the Ministry will cooperate with municipalities with respect to the new rules in the Airport planning regulation Schiphol (in Dutch: Luchthavenindelingbesluit or LIB). These rules will oblige the municipalities to motivate how they take into account the consequences of an airplane crash and how such a risk is considered.

d. Inspection by the Ministry

The inspectorate of the Ministry created a specific program to organise oversight on Schiphol Airport. The oversight capacity has been improved (2 fte). The inspectorate has started the further development of the Aviation Occurrence Analysis Bureau (ABL) in order to strengthen knowledge on their analyses methods and capacity. The objective is to improve the safety in cooperation with the sector by early trend analysis. Furthermore, the Inspectorate will publish every year a monitor about the operational safety performance (State of Schiphol). The Inspectorate will use all data in a smart way and cooperates with other inspectorates.

Parties involved

Aviation sector (ISMS, Amsterdam Schiphol airport, LVNL, airlines and other ISMS-members), Ministry of Infrastructure and Water Management (DGLM, ILT, HBJZ).*

* The aviation sector is responsible for action a and b, the Ministry of Infrastructure and Water Management for action c and d.

SSP.2019.002 Regulation

Description

It is a safety priority to remain in line with the requirements of the ICAO standards in the Kingdom of the Netherlands, including the Caribbean Netherlands (Bonaire, Sint Eustatius and Saba) and the countries Curaçao, Sint Maarten and Aruba. The fulfilment of obligations is a basic condition for a good safety culture. The government should act as a role model in this regard and should provide for 'good governance'. This priority area contains the following set of actions:

a. Meeting the requirements of the ICAO continuous Monitoring Approach⁸

Since 2013 ICAO continuously assesses Member States electronically by means of the Continuous Monitoring Approach (CMA). ICAO introduced the web based Online Framework. The Netherlands cooperates fully on all aspects of the CMA:

- filing the way ICAO standards are implemented (compliances) as well as the filing of differences in the ICAO Electronic Filing of Differences (EFOD);
- answering the ICAO Protocol Questions (PQs), indicating the "Effective Implementation" of the State's safety oversight capability whereby ICAO scores each Member State);
- establishing corrective action plans (CAPs) in case where this is necessary,

⁸ This is the continuation of action point SSP.2015.001 in the SSP Action Plan 2015-2017.

based on answering the Protocol Questions.

- b. *Bonaire, Sint Eustatius and Saba legislation in order*⁹
The objective is that the regulations for Bonaire, Sint Eustatius and Saba are regularly updated in order to remain compliant with the relevant ICAO standards. Where aviation activities are intertwined with Aruba, Curacao and/or Sint Maarten, a harmonised regulatory process with these Countries shall be pursued.
- c. *Curacao, Sint Maarten and Aruba legislation to remain in order*¹⁰
In order to pursue that the Kingdom of the Netherlands, including Curaçao, Sint Maarten and Aruba, credibly remains in line with the ICAO standards in national law, a cooperation-process between all Countries is pursued.
- d. *Article 83 bis in the legislation applicable in the Netherlands*¹¹
Aviation is primarily international. The Netherlands is responsible for the supervision of Dutch aviation and Dutch authorisations. Where aviation operations take place out-side the Netherlands or where Dutch aircraft are leased to foreign airlines, it is important to make appropriate arrangements on supervision. An ICAO Directive to this end is partially implemented in EU regulations and will be partially implemented in Dutch regulation. The legislation process for this is in progress.
- e. *GA involvement*
The objective is to take into account, as much as possible, the position of GA in the aviation regulation. This could include the proportionality of the rulemaking.

Parties involved

Ministry of Infrastructure and Water Management (**DGLM***, HBJZ, ILT), Project ICAO Audit Kingdom of the Netherlands, Caribbean Netherlands public bodies, Curaçao, Sint Maarten and Aruba administrations, National Continuous Monitoring Coordinators (NCMCs), GA sector.

* DGLM is initiator of these action points and will consider the parties that should be involved.

SSP.2019.003 Airspace design

Description

Air traffic services are facing major challenges: increasing aviation activities, bottlenecks with consequences in the air and sometimes on the ground, pressure on efficiency, cybersecurity, etc. The goal of this set of actions is to address the challenges for Air traffic control. This priority area contains the following set of actions:

- a. *Air traffic control – ready for the future?*¹²
Address the challenges that Air Traffic Control is facing, due to the increase of traffic, the pressure to work more efficiently, cybersecurity, airspace design and classification, coordination, runway changes driven by noise preferences, while maintaining an acceptable level of safety.

⁹ Continuation of action point SSP.2015.002.

¹⁰ Continuation of action point SSP.2015.003.

¹¹ Continuation of action point SSP.2015.011

¹² Continuation of action point SSP.2015.018

- b. *Restructuring airspace for all operations (including GA)*
Restructuring Dutch airspace to increase civil and military capacity (including GA operations); reduce impact on climate and environment; and increase the efficiency of airspace use and management. Goal of this action is to contribute to a safe and less complex airspace management and design, allowing safe operations of CAT, GA, Military and drones.

Parties involved

Ministry of Infrastructure and Water Management (**DGLM***), VNV, LVNL, MUAC, MLA, CLSK, operators, other ISMS parties, GA sector, NVL, IPO.

* DGLM is initiator of these action points and will consider the parties that should be involved.

SSP.2019.004 Operations

Description

The objective of this priority area is to address safety risks related to operations. The reduction of operational safety risk at Schiphol airport is primarily covered by SSP.2019.001. This priority area contains the following set of actions:

- a. *Ground handling*¹³
The objective is to address the safety risks related to Ground handling (GROUND or RAMP), i.e. occurrences that occur while servicing, boarding, loading, and disembarking the aircraft, or pushback / powerback / towing events. Attention to regulation, standardisation, improved communication and quality control of ground handling operators. Existing industry standards provide perspective (IATA: ISAGO Programme).
- b. *Bird strikes*¹⁴
Bird strikes represent a real risk at and around Schiphol and other airports. The objective of this action point is to address the safety risks related to bird strike and the fulfilment of the bird strike programme/agreement.
- c. *Runway Incursions*
Structurally reduce the number and severity of Runway Incursions, i.e., the occurrence involving the incorrect presence of an aircraft, vehicle, or person on the protected area of a surface designated for the landing and take-off of aircraft. Pay specific attention to RI hotspots. Several mitigating measures are being proposed, including Runway Status Lights, reduction of high-speed runway entries, better coordination between runway controller and assistant.
- d. *Accessibility of flight information (GA)*
Improve the accessibility and surveyability of flight information through digital channels.
- e. *Safety perception (safety culture, reporting culture and just culture)*¹⁵
Safety management is not just a piece of new legislation. Safety management requires a change in behaviour; it requires a culture in which safety is seen as a personal responsibility and where experiences concerning safety are reported so that lessons can be learned. Occurrence reporting requires trust and openness. Staff should be confident that any abuse reported will be used to learn lessons, not to punish people. DGLM, in consultation with the sector,

¹³ Continuation of action point SSP.2015.016

¹⁴ Continuation of action point SSP.2015.020

¹⁵ Continuation of action point SSP.2015.021

monitors the safety culture and reporting culture and discusses the results with the sector.

Parties involved

Aviation sector* (Amsterdam Airport Schiphol, LVNL, regional aerodromes, operators, AOPA, KNVvL), Dutch Bird Strikes Steering Group, CBR, KIWA, Ministry of Infrastructure and Water Management (DGLM, ILT), .

* The sector is initiator of these action points and will consider the parties that should be involved.

SSP.2019.005 Oversight

Description

ILT is responsible for the regulatory oversight and enforcement. This responsibility is regulated in Dutch legislation. The Inspectorate has its own procedures and products in which the results and prioritization is explained. The results of all oversight-activities of the inspectorate and including aviation are published every year by the inspectorate. Besides this and in the context of the activities as a result of the OVV-recommendations a State of Schiphol will be published every year.

As a result of the prioritisation session for commercial aviation special attention is given to the following action:

a. Performance Based Oversight of safety

Performance based rulemaking and performance based oversight most probably have impact on working methodologies of both aviation sector and the inspectorate. One of the goals of this action point is to share expectations and experiences of both sides.

Parties involved

Ministry of Infrastructure and Water Management (**ILT***, DGLM), LVNL, ISMS, airlines, GA sector.

* ILT is initiator of these action points and will consider the parties that should be involved.

SSP.2019.006 Drones

Description

Remotely piloted aircraft systems (RPAS) constitute a new fast-growing sector. Framework conditions are needed to develop the economic potential while guaranteeing aviation safety. This includes regulatory oversight and enforcement. Integration in the airspace should be properly managed in order to minimise the risks. Users should be reached and briefed about their responsibilities.

As a result of both priority sessions, addressing the risks related to RPAS developments turns out to be very relevant for this Action plan. This action point is the continuation of action point SSP.2015.015 in the SSP Action Plan 2015-2017.

Parties involved

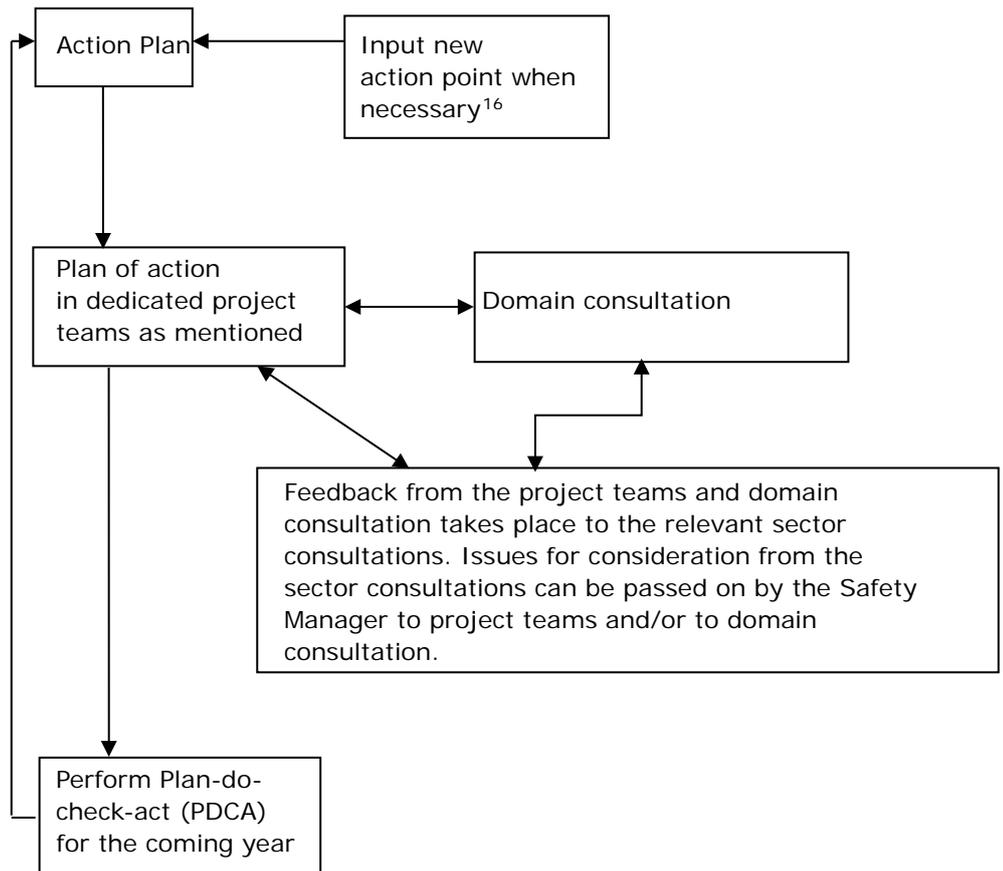
Ministry of Infrastructure and Water Management (**DGLM***, HBJZ, ILT), Caribbean Netherlands public bodies, Curaçao, Sint Maarten and Aruba administrations, KLPD LVNL, MLA, CLSK, RPAS sector, KNvVL, AOPA, Airlines, VNV.

* DGLM is initiator of these action points and will consider the parties that should be involved.

5 Implementation of action points

5.1 Relations between the various actions

The DGLM Manager Aviation Safety is responsible for drawing up the SSP Action Plan and ensuring its proper and timely implementation. The following diagram shows how the Action Plan is addressed. As explained in chapter 2 this approach is not applied on the execution of the actions following the OVV-recommendations on the safety of Schiphol.



The execution of this SSP action plan does not detract from the fact that the government and companies with an SMS have the responsibility to determine potential hazards and analyse the greatest risks and to mitigate these risks whenever necessary. The chosen action points will not be legally enforced, but clear common agreements will be made about their approach.

5.2 Project based approach

The action points set out in this Action Plan will be addressed by project teams. The composition at the start is given in the various action points. The organisation named first is the one initiating the action point.

The first action of this project team is to draw up a plan of action for their action

¹⁶ The need for a new action point can come from various sources, both national and international.

points. Items to be addressed in the Plan of Action by the dedicated project teams:

- Nominating the chair person (and maybe a deputy chair).
- Description: description of the risk(s) and issues to be addressed and actions to be executed.
- Indicators: determination of the appropriate indicator(s) to monitor improvement.
- Goal: ambition for each indicator / description of the concrete results the project team will deliver.
- Project team: composition of the project team and participating stakeholders.
- Resources: required capacity of the participants and the need of (financial) support and/or research.
- Planning: timetable for the duration of this action item in total as well as intermediate results for the reporting on progress twice a year.

The project teams report on the meetings using a list of agreements and actions. The project team is free to identify and include additional action points or issues to be addressed. The frequency of each project team meeting is agreed within the team. For efficiency reasons, it is proposed that where possible in terms of timing, meetings should be arranged to coincide with already existing meetings, thereby saving travel time and expenses.

5.3

Domain consultation

One of the action points from the previous SSP action plan is to realise the sector parties' desire to share experiences in meetings with similar organisations as regards implementing and managing an SMS. Given the good response DGLM will facilitate domain consultations again in 2019 and 2020. In these domain consultations, safety culture, reporting culture and just culture are addressed.

The following domain meetings are currently scheduled:

1	Helicopter airlines	DO-H
2	Air traffic services	DO-ANSP
3	Airports, avoiding overlap with NVL meetings	DO-LH
4	Design, production and maintenance companies	DO-LW
5	General aviation	DO-GA
6	Medical examination bodies (existing DO)	DO-MED

Both the project teams and the domain consultations provide feedback to the Safety Manager. The Safety Manager is responsible for approving progress or assigning tasks with a view to deploying greater efforts so that the original objectives are achieved. When opting for more resources or when lowering targets, the DGLM Safety Manager proceeds with the relevant sector consultation and coordinates with his/her supervisor and, where necessary, the person responsible for policy.

Action points can be passed on by the Safety Manager to the project teams and/or domain consultations on the basis of consultations in the sector. Issues discussed in the sector consultation can be brought to the attention of the DGLM Safety Manager so that he can pass them on to the project teams.

Issues discussed in the domain consultations can also be brought to the attention of the DGLM Safety Manager, which he can pass on to the project team(s). Each three years the action plan is assessed and new prioritisation sessions are organised by

DGLM, after which the action plan for the coming three years can be defined.

Annex A. Sources

A.1 Overview of main sources

- Civil Aviation Authority (UK), Significant Seven, March 2011. See section A.6 for further details.
- EASA, European Plan for Aviation Safety 2018 – 2022, 1 February 2018, including the Rulemaking and Safety Promotion Programme, 14 November 2017. See section A.2 for further details.
- Flight Safety Foundation, Basic Aviation Risk Standard, Contracted Aircraft Operations, Version 6, May 2016.
- ILT, Analysebureau luchtvaartvoorvallen (ABL). Online overview of occurrences, July 2018.
- ILT, Meerjarenplan 2018-2022, September 2017.
- Ministerie van Infrastructuur en Milieu, State Safety Programme 2015-2019, 15 June 2015. See section A.3 for further details.
- Ministerie van Infrastructuur en Milieu, SSP Action Plan 2015-2017, 13 May 2016. See section A.4 for further details.
- NLR, Integrale Veiligheidsanalyse Schiphol, NLR-CR-2017-313, February 2018.
- Onderzoeksraad Voor Veiligheid, Veiligheid vliegverkeer Schiphol, 6 April 2017. See section A.5 for further details.
- Priority sessions for general aviation (27 June 2018) and commercial aviations (18 June 2018). See section A.7 for further details.
- VNV, Schiphol rapport: Risico's accepteren, mitigeren of elimineren, Position paper, November 2017.

A.2 European Plan for Aviation Safety 2018 – 2022

Systemic enablers	
<i>Safety management</i>	
MST.001	Member States to give priority to the work on SSPs
MST.002	Promotion of SMS
MST.003	Member States should maintain a regular dialogue with their national aircraft operators on flight data monitoring (FDM) programmes
MST.026	SMS Assessment
SPT.057	SMS international cooperation
SPT.076	FDM precursors of main operational safety risks
SPT.077	Good practices for the integration of operator's FDM data with other safety data sources
<i>Human factors and competence of personnel</i>	
FOT.003 FOT.004	Unavailability of adequate personnel in competent authorities
CAT by aeroplane	
<i>Aircraft upset in flight (LOC-I)</i>	
MST.004	Include loss of control in flight in national SSPs
SPT.012	Promote the new European provisions on pilot training

<i>Runway safety</i>	
MST.007	Include runway excursions in national SSPs
MST.014	Include runway incursions in national SSPs
<i>Airborne conflict (Mid-air collisions)</i>	
MST.010	Include MACs in national SSPs
MST.024	Loss of separation between civil and military aircraft
<i>Ground safety</i>	
MST.018	Include ground safety in national SSPs
<i>Terrain conflict</i>	
MST.006	Include CFIT in national SSPs
<i>Fire, smoke and fumes</i>	
MST.005	Include fire, smoke and fumes in national SSPs
Rotorcraft operations	
MST.015	Helicopter safety events
SPT.082	Support the development and implementation of FCOM for offshore helicopter operations
SPT.092	Improve dissemination of existing Safety Promotion material by developing mobile applications & e-platforms
SPT.093	Develop new Safety Promotion material on high profile helicopter
SPT.094	Helicopter safety and risk management
SPT.095	Promote helicopter technologies with safety benefits
SPT.096	Organise an annual safety workshop at Helitech Int.
GA: Fixed-wing leisure flying	
<i>Systemic enablers</i>	
MST.027	Develop Just Culture in GA
SPT.083	Flight instruction
SPT.084	Promoting safety improving technology
<i>Staying in control</i>	
SPT.086	Campaign on staying in control
<i>Coping with weather</i>	
SPT.087	Weather awareness for pilots
SPT.088	Launch a Safety Promotion campaign promoting instrument flying for GA pilots
<i>Preventing mid-air collisions</i>	

MST.016	Airspace infringement risk in General Aviation
FOT.010	Service provision to GA flights
SPT.089	European Safety Promotion on Mid-air collisions and airspace infringement
<i>Managing the flight</i>	
SPT.090	Fuel management for pilots
Emerging issues	
<i>Civil drones (Unmanned Aircraft Systems)</i>	
SPT.091	European Safety Promotion on civil drones
<i>Safety and security</i>	
SPT.071	Strategy for Cybersecurity in Aviation
<i>New business models</i>	
MST.019	Better understanding of operators' governance structure
FOT.007	Cooperative oversight
FOT.008	Operator's management system
<i>New products, systems, technologies and operations</i>	
MST.020	Loss of radar detection
SPT.078	Disseminate information on conflict zones
<i>Regulatory oversight considerations</i>	
FOT.009	Conduct of audits within risk-based oversight
Airlines	
SPT.097	Promote the new European provisions on fuel planning and management

Reference

EASA, European Plan for Aviation Safety 2018 – 2022, 1 February 2018.

<https://www.easa.europa.eu/document-library/general-publications/european-plan-aviation-safety-2018-2022>

A.3**State Safety Programme 2015-2019**

The safety preconditions and priorities referred to in the SSP:

1. Bonaire, Sint Eustatius and Saba legislation in order,
2. Curaçao, Sint Maarten and Aruba legislation in order,
3. ICAO State Letters answered on time and processed,
4. meet the requirements for ICAO's Continuous Monitoring Approach,
5. SMS at maintenance companies,
6. general aviation safety,
7. organisations affiliated to the KNVvL and AOPA have a SMS,
8. organisations associated with the implementation of statutory tasks have a SMS,
9. recommendations of the Safety Board charted,
10. Article 83 bis incorporated into Dutch legislation,

11. assess operational safety performance,
12. assess safety culture and reporting culture,
13. domain consultations.

Reference

Ministerie van Infrastructuur en Milieu, State Safety Programme 2015-2019, 15 juni 2015.
<https://www.rijksoverheid.nl/documenten/rapporten/2015/06/24/state-safety-programme-2015-2019>

A.4

SSP Action Plan 2015-2017

SSP.2015.001	Meeting the requirements of the ICAO Continuous Monitoring Approach
SSP.2015.002	Bonaire, Sint Eustatius and Saba legislation in order
SSP.2015.003	Curacao, Sint Maarten and Aruba legislation in order
SSP.2015.004	ICAO State Letters answered on time and processed
SSP.2015.005	SMS for maintenance providers
SSP.2015.006	General aviation safety
SSP.2015.007	Organisations affiliated with KNVvL and AOPA have a SMS
SSP.2015.008	Organisations involved in implementing the requirements of the authority have a SMS and there is oversight of these organisations
SSP.2015.009	Assessment of operational safety performance
SSP.2015.010	Recommendations of the Safety Board charted
SSP.2015.011	Article 83 bis in the legislation applicable in the Netherlands
SSP.2015.012	Domain consultation
SSP.2015.013	Implementation Reporting Regulation
SSP.2015.014	Effectiveness Aviation Occurrence Analysis Bureau (ABL)
SSP.2015.015	Developments in unmanned aviation
SSP.2015.016	Ground handling
SSP.2015.017	Flying skills and training
SSP.2015.018	Air traffic control, ready for future developments
SSP.2015.019	Strengthening the interfaces between the government and the sector and within the sector itself
SSP.2015.020	Reduce the risk of bird strikes
SSP.2015.021	Safety perception (safety culture, reporting culture and just culture)
SSP.2015.022	SMS training
SSP.2015.023	Psychological testing of pilots

Reference

Ministerie van Infrastructuur en Milieu, SSP Action Plan 2015-2017, 13 May 2016.
<https://www.rijksoverheid.nl/documenten/rapporten/2016/05/13/ssp-actieplan-2015-2017>

A.5

Dutch Safety Board (OVV) recommendations on the safety of Schiphol

Mitigation of safety risks

To Schiphol Group and Air Traffic Control the Netherlands (LVNL):

OVV-2017.01	Develop a new, future-proof operational concept for handling air traffic at Amsterdam Airport Schiphol that will mitigate current and future safety risks. This could include the following measures: a. reduce the number of runway configuration changes;
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	b. reduce the complexity of the airport's infrastructure.
OVV-2017.02	Mitigate current and future safety risks by implementing measures such as: <ul style="list-style-type: none"> a. minimising the number of crossings of active runways; b. monitoring and evaluating any deviations from procedures and standards by air traffic controllers; c. assessing the risks of an accumulation of safety risks and the associated mitigation measures; d. systematically reducing the number of runway incursions.
OVV-2017.03	Carry out in advance an integral investigation of the impact of an air traffic increase on safety, and take measures to systematically manage this impact.

Cooperating on safety

To Schiphol Group, Air Traffic Control the Netherlands (LVNL) and airlines in the Schiphol Safety Platform (VpS):

OVV-2017.04	Draw up a shared vision on safety at Schiphol, specifically including details of the safety targets to be achieved, together with the corresponding deadlines.
OVV-2017.05	Set up an Integrated Safety Management System (IVMS) to which all of the parties in the VpS are committed. This system must include at least the following elements: <ul style="list-style-type: none"> a. Joint approach to the safety risks associated with relationships and interactions between the individual parties (interfaces). b. Joint investigations of incidents, and proactive safety analyses.
OVV-2017.06	See to it that the Schiphol Safety Platform is given a formal status and the authority to enforce operational and strategic decisions on safety at Amsterdam Airport Schiphol.

Final responsibility

To the Ministry of Infrastructure and Water Management:

OVV-2017.07	Further flesh out the role of the party with final responsibility for the safety of air traffic at and around Schiphol, by implementing measures such as: <ul style="list-style-type: none"> a. drawing up a clear, verifiable criterion for the safety of air traffic at and around Schiphol and a clear criterion for how safety (as a precondition) is implemented; b. preparing a comprehensive review of the safety of air traffic at and around Schiphol; c. carrying out a comprehensive assessment of the safety impacts deriving from key decisions about Schiphol (including its growth); d. establishing enforceable standards and targets for the safety at and around the airport, and using these to permanently improve safety; e. actively monitoring the safety aspects of air traffic and regularly performing trend analyses; f. boosting the effectiveness of air traffic monitoring at and around Schiphol by deploying more manpower and greater resources, by investing in inspectors' subject knowledge, by carrying out more in-depth inspections, and by improving the performance of the Aviation Occurrence Analysis Bureau (Analysebureau Luchtvaartvoorvallen);
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	<ul style="list-style-type: none"> g. monitoring the joint strategic safety vision of LVNL, Schiphol Group and the airlines, and modifying this where necessary; h. monitoring the organisation and performance of the Schiphol Safety Platform, and modifying this where necessary; i. giving the external safety policy greater clout, to better serve local residents, by including features such as clear and enforceable standards for the risks posed to local residents and businesses.
OVV-2017.08	At regular intervals, be regularly publicly accountable for the role of the party with final responsibility for safety at Schiphol.

References

Onderzoeksraad Voor Veiligheid, Veiligheid vliegverkeer Schiphol, 6 April 2017.
<https://onderzoeksraad.nl/nl/onderzoek/2210/veiligheid-vliegverkeer-luchthaven-schiphol?s=8AA8F9A53F54D674EDAA4B5CE7742DDC90736245>

Debate in the House of Representatives, 21 February 2018.
<https://zoek.officielebekendmakingen.nl/h-tk-20172018-55-20.pdf>

A.6

The UK CAA's Significant Seven

1. Loss of Control,
2. Runway Overrun or Excursion,
3. Controlled Flight into Terrain,
4. Runway Incursion and Ground Collision,
5. Airborne Conflict,
6. Ground Handling Operations Safety,
7. Airborne and Post-Crash Fire.

Reference

Civil Aviation Authority (UK), Significant Seven (including CAA Paper 2011/03: CAA 'Significant Seven' Task Force Reports), March 2011.
https://publicapps.caa.co.uk/docs/33/2011_03.pdf

A.7

Priority sessions

In two priority sessions the following 57 action points have been addressed. The action points are relevant for aviation safety in the Netherlands or for aviation safety for operations abroad by Dutch companies.

Nr	Subject	Explanation	Sources
01	Assess the integral level of safety risk at Schiphol airport	To assess the integral level of air traffic safety risk at and around Schiphol airport, taking account of all combinations of factors and mitigations, for each (major) change.	[OVV-2017], [EPAS-2018]
02	Identify and monitor OVV recommendations	All OVV recommendations are identified and actions regarding their follow-up are monitored and supported	[SSP-2015], [GA-SSP], [EPAS-2018]
03	ICAO Continuous Monitoring Approach	To meet the requirements for Continuous Monitoring Approach, which has been established in ICAO's Universal Safety Oversight Audit Programme (USOAP).	[SSP-2015]

Nr	Subject	Explanation	Sources
04	Performance Based Oversight of safety	To actively monitor safety performance related to air traffic at and around Schiphol airport, and to do trend analysis. This includes determining safety indicators (VPS)	[OVV-2017], [SSP-2015], [EPAS-2018]
05	Monitoring of safety vision of VPS	To actively monitor the strategic safety vision of the VPS (or ISMS) organisations.	[OVV-2017], [SSP-2015], [EPAS-2018]
06	Setting integral safety risk ambitions	Setting acceptable and realistic ambitions for integral safety risk, including collision risk, accident risk, third party risk. These ambitions need to address both COM and GA.	[PD-2018], [OVV-2017], [VNV-2017]
07	Improve capacity and expertise of ILT	To improve the number of staff in ILT and improve their professional and operational expertise. Monitor the improvement.	[VNV-2017], [OVV-2017], [PD-2018], [VNV-2018], [EPAS-2018]
08	ICAO regulation related to Caribbean territories	Regulation of Bonaire, Sint Eustatius, Saba, Curacao, Sint Maarten and Aruba needs to comply with ICAO standards. ICAO State Letters are timely processed.	[SSP-2015]
11	Regulation and Regional airports	Address issues concerning Communication, Vision, Regulation, Permits, and Future activities related to Regional airports	[GA-2011], [PD-2018]
12	SMS for Maintenance organisations	Support the introduction and use of Safety Management Systems by Maintenance organisations.	[SSP-2015]
14	Develop SMS training	Develop education and training on Safety Management Systems, dedicated to various types of organisations	[SSP-2015]
15	Integral Safety Platform	Establish an Integral Platform for all sector organisations and individual pilots (including GA and RPAS) to discuss and communicate: safety culture, safety promotion, common safety risks, safety experiences, safety management	[SSP-2015], [GA-SSP]
16	Improve the interaction and interface between government and sector regarding safety risk assessment	Improve the interaction and interface between the government and sector organisations, and between sector organisations themselves, regarding safety risk assessment	[SSP-2015]

Nr	Subject	Explanation	Sources
17	Safety Culture	Develop and support a just Safety Culture and a just reporting culture for all organisations, including GA	[SSP-2015], [GA-SSP], [EPAS-2018]
18	Integral Safety Management System for Schiphol	Develop an Integral Safety Management System for the organisations at Schiphol, together with a common vision, common safety (and other) goals, and a common safety risk assessment strategy. Support joint incident investigations and proactive safety risk analyses	[FSF-2016], [OVV-2017], [VNV-2017], [VNV-2018], [GA-2011], [EPAS-2018]
19	Organise Helicopter Safety Events	NAAs in partnership with industry representatives, to organize Helicopter Safety events annually or every two years. The European Helicopter Safety Team (EHST) materials could be freely used and promoted.	[EPAS-2018]
20	Effectiveness of ABL – Input	Improvement of the effectiveness of Analysebureau Luchtvaart (ABL), by improving the quality of the information delivered to ABL by the sector. The information delivered to ABL is further standardised, and also includes information from GA, flight data and noise data.	[OVV-2017], [SSP-2015], [GA-2011], [EPAS-2018]
21	Effectiveness of ABL – Output	Improvement of the effectiveness of Analysebureau Luchtvaart (ABL), by improving the capacity and expertise of ABL personnel that is necessary to analyse the data.	[OVV-2017], [SSP-2015], [GA-2011], [EPAS-2018]
22	Safety risks related to RPAS developments and operations	To address the safety risks related to the development and increased use of Remotely Piloted Aircraft Systems (RPAS). This includes the integration in airspace and regulatory oversight and enforcement.	[SSP-2015], [VNV-2018], [ABL-2017], [EPAS-2018]
23	Safety risks related to Ground handling	To address the safety risks related to Ground handling (GROUND or RAMP), i.e. occurrences that occur while servicing, boarding, loading, and deplaning the aircraft, or pushback / powerback / towing events. Attention to regulation, standardisation, improved communication, and quality control of ground handling operators.	[SSP-2015], [CAA-2011], [NLR-313], [EPAS-2018]
24	Safety risks related to bird strikes	To address the safety risks related to bird strike	[SSP-2015], [VNV-2018], [ABL-2017]
25	Pilot fitness to fly	To address safety risks related to pilots' fitness to fly. This includes attention to medical checks, fatigue, flight duration, cockpit	[SSP-2015], [VNV-2018]

Nr	Subject	Explanation	Sources
		procedures, economic pressure, psychological problems, and licencing	
26	Address Ground collisions	To address safety risks related to Ground collisions (GCOL), i.e. collisions of an aircraft with another aircraft, a person, ground vehicle, obstacle, building, structure, etc., while on a surface other than the runway used for landing or intended for takeoff. Ground collisions resulting from events categorized under Runway Incursion (RI), Wildlife (WILD), or Ground Handling (GROUND or RAMP) are excluded from this category.	[FSF-2016], [NLR-313], [EPAS-2018]
27	Airborne conflicts and collisions	To address Air proximity issues, including Traffic Collision Avoidance System (TCAS) alerts, loss of separation, near collisions, or collisions between aircraft in flight.	[FSF-2016], [CAA-2011], [NLR-313], [EPAS-2018]
28	Runway Excursions	Address safety risks related to Runway Excursions, i.e. veer offs or overruns off the runway surface during either the takeoff or landing phase, either unintentional or intentional (e.g. deliberate veer off to avoid a collision due to a Runway Incursion).	[FSF-2016], [CAA-2011], [NLR-313], [EPAS-2018]
29	Controlled Flight Into Terrain (CFIT)	Address safety risks related to Controlled Flight Into Terrain (CFIT), i.e. in-flight collision or near collision with terrain, water, or obstacle without indication of loss of control. Includes collisions with those objects extending above the surface (for example, towers, trees, power lines, cable car support, transport wires, power cables, telephone lines and aerial masts).	[FSF-2016], [CAA-2011], [NLR-313], [EPAS-2018]
30	Fire	To address safety risks related to fire, smoke or fumes onboard the aircraft	[CAA-2011], [VNV-2018], [EPAS-2018]
31	Lithium fire	To address safety risks related to fire caused by lithium batteries, including training of personnel to prevent and deal with such occurrences	[CAA-2011], [VNV-2018], [EPAS-2018]
32	Fuel Exhaustion	Address safety risks related to Fuel Exhaustion, i.e. occurrences where no usable fuel remains on the aircraft, or Fuel Starvation, i.e. where usable fuel remains on the aircraft, but it is not available to the engines. This includes attention to checks, flight plans, weather data, hot refuelling.	[FSF-2016], [EPAS-2018]

Nr	Subject	Explanation	Sources
33	Fuel Contamination	Address safety risks related to Fuel Contamination, i.e. the existence of any foreign substance (water, oil, ice, dirt, sand, bugs) in the correct type of fuel for a powerplant, or Wrong Fuel, e.g. wrong octane level. This includes attention to testing, filtration, sampling, storage, drummed fuel.	[FSF-2016]
34	Standard landing procedures and runway changes	Reduce the complexity of airport landing procedures by using standard procedures where possible, and reducing the number of runway changes that are not related to changes in wind or weather	[OVV-2017], [VNV-2017], [PD-2018]
36	Active runway crossings	Reduce the number of active runway crossings	[OVV-2017], [VNV-2017]
37	Runway Incursions	Structurally reduce the number and severity of Runway Incursions, i.e., the occurrence involving the incorrect presence of an aircraft, vehicle, or person on the protected area of a surface designated for the landing and takeoff of aircraft. Pay specific attention to RI hotspots. Several mitigating measures are being proposed, including Runway Status Lights, reduction of high-speed runway entries, better coordination between runway controller and assistant.	[OVV-2017], [PD-2018], [NLR-313], [VNV-2017], [ABL-2017], [EPAS-2018]
38	Restructuring airspace for GA operations	Restructuring Dutch airspace to better accommodate GA operations. This includes attention to Continuous Descent Approaches (CDA), shape of Control Zone, increase of Transition Altitude, and dynamic use of airspace (civil/military and commercial/GA).	[GA-2011]
39	Incorrect Loading	Address safety risks related to incorrect loading, including improper loading and improperly secured doors and latches	[FSF-2016]
40	Structural or Mechanical Failure	Address safety risks related to Structural or Mechanical Failures in the aircraft	[FSF-2016]
41	Weather	Address safety risks related to coping with weather, such as wind shear, thunderstorm, lightning strikes, heavy rain, hail, icing	[FSF-2016], [EPAS-2018]
42	Medical Evacuation	Address safety risks related to Medical Evacuation. This includes occurrences in which a person is injured during an evacuation, an unnecessary evacuation is performed, evacuation equipment fails to perform as	[FSF-2016]

Nr	Subject	Explanation	Sources
		required, or the evacuation contributes to the severity of the occurrence.	
43	Risk to environment	Study how operational changes can further reduce the impact on the environment and the communities living in the neighbourhood of airports, including reduction of noise, air pollution, effects on wildlife (birds)	[GA-2011]
44	Cybersecurity	Address risks related to cybersecurity, i.e. criminal or unauthorized use of electronic data. This includes digitization of operations, dependency on those operations, and fast development of 'Remote Tower Services'	[VNV-2018], [EPAS-2018]
45	Basic flying skills en training	Address safety risks related to pilot basic flying skills and training. Attention to the increased use of automated systems in the cockpit, complexity of light aircraft, risk perception, refresher courses, flying frequency, checks, practice training, cost of training.	[SSP-2015], [GA-2011], [EPAS-2018]
46	Loss of Control In Flight (LOC-I)	To address safety risks related to Loss of Aircraft Control while in flight, or deviation from intended flightpath in flight.	[FSF-2016], [CAA-2011], [NLR-313], [EPAS-2018]
47	ATC – ready for the future?	Address the challenges that Air Traffic Control is facing, due to the increase of traffic, the pressure to work more efficiently, cybersecurity, airspace classification, coordination, runway changes driven by noise preferences.	[SPP-2015], [VNV-2018]
48	Laser strikes	Address the risks of laser strikes	[ABL-2017]
49	Unruly passengers	Address the risks of unruly passengers	[ABL-2017]
50	Dangerous goods	Address the risks of dangerous goods	[ABL-2017]
51	Airspace infringements	Address the risks of Airspace Infringements	[ABL-2017], [GA-SSP], [EPAS-2018]
52	Loss of radar detection	Address the risks associated with loss of radar detection	[EPAS-2018]
53	Operators governance structure	Promote a better understanding of the governance structure of operators	[EPAS-2018]

Nr	Subject	Explanation	Sources
54	Wind turbines	Address the risks associated with conflicts between general aviation aircraft and wind turbines, and between offshore helicopters en wind turbines	Sector review of this list
55	Rescue and Fire Fighting (RFF) equipment issues	Address equipment issues associated with Rescue and Fire Fighting on heliports	Sector review of this list
56	Toxic Fumes	Address the risk of toxic fumes in cockpit and in cabin (leading to pilots, cabin crew or passengers being unwell)	Proposed during COM session
57	Work load	Address the risks associated with high work load, for air traffic controllers or other organisations	Proposed during COM session

Reference

NLR, Minutes of SSP prioritisation session general aviation – 27 June 2018, 27 July 2018.

NLR, Minutes of SSP prioritisation session commercial aviation – 18 June 2018, 27 July 2018.

Annex B. Participating organisations in prioritisation sessions 2018

Commercial aviation

The following organisations were present at the prioritisation session for the commercial aviation on 18 June 2018:

- Air Traffic Control the Netherlands (LVNL)
- Corendon
- Dutch Airline Pilots Association (VNV)
- GKN Aerospace (Fokker)
- Human Environment and Transport Inspectorate (ILT)
- MartinAir
- Ministry of Defence (MLA)
- Ministry of Infrastructure and Water Management (IenW)
- Netherlands Aerospace Centre (NLR)
- Ryanair
- TUIfly

In addition the following organisations were not able to participate and gave their prioritisation of actions by e-mail:

- ANWB Medical Air Assistance
- KLM Royal Dutch Airline

General aviation

The following organisations were present at the prioritisation session for the general aviation on 27 June 2018:

- Aircraft Owners and Pilots Association (AOPA)
- Dutch Association for Remotely Piloted Aircraft Systems (DARPAS)
- Human Environment and Transport Inspectorate (ILT)
- Koninklijke Nederlandse Vereniging voor Luchtvaart (KNVvL)
- Ministry of Defence (CLSK and MLA)
- Ministry of Infrastructure and Water Management
- Nederlandse Vereniging van Luchthavens (NVL)
- Netherlands Aerospace Centre (NLR)
- Netherlands Association Commercial Aviation (NACA)
- To70

Annex C. List of abbreviations

ABL	Analysebureau Luchtvaartvoorvallen [Analysis Bureau for Aviation Occurrences]
AOPA	Aircraft Owner and Pilot Association
CBR	Centraal Bureau Rijvaardigheidsbewijzen [Central Agency for Certificates of Driving Proficiency]
CLSK	Commando Luchtstrijdkrachten [Air Force Command]
CMA	Continuous Monitoring Approach
COM	Commercial aviation
DARPAS	Dutch Association for Remotely Piloted Aircraft Systems
DGLM	Directoraat-Generaal Luchtvaart en Maritiem [Directorate-General for Civil Aviation and Maritime Affairs]
DO	Domain consultations
EASA	European Aviation Safety Agency
EASP	European Aviation Safety Programme
EPAS	European Plan for Aviation Safety
EU	European Union
FSF	Flight Safety Foundation
GA	General aviation
HBJZ	Hoofddirectie Bestuurlijke en Juridische Zaken [Department of Administrative and Legal Affairs]
IATA	International Air Transport Association
ICAO	International Civil Aviation Organization
IenW	Ministerie van Infrastructuur en Waterstaat [Ministry of Infrastructure and Water Management]
ILT	Inspectie Leefomgeving en Transport [Human Environment and Transport Inspectorate]
ISAGO	IATA Safety Audit for Ground Operations
ISMS	Integral Safety Management System: a partnership of Schiphol, LVNL, Airline Companies, Aircraft Refuelling and Ground Handlers
JAA TC	Joint Aviation Authorities Training Organisations
KLPD	Korps Landelijke Politie Dienst [National Police Services Agency]
KNVvL	Koninklijke Nederlandse Vereniging voor Luchtvaart [Dutch Aviation Association]
LVNL	Luchtverkeersleiding Nederland [Air Traffic Control the Netherlands]
LVV	Afdeling Luchtvaartveiligheid van DGLM [DGLM Air Safety Department]
MLA	Militaire Luchtvaart Autoriteit [Military Aviation Authority]
NACA	Netherlands Association of Commercial Aviation
MUAC	Maastricht Upper Area Control Centre
NLR	Nederlands Lucht- en Ruimtevaartcentrum [Netherlands Aerospace Centre]
NVL	Nederlandse Vereniging van Luchthavens [Dutch Airports Association]
OM	Openbaar Ministerie [Public Prosecutor's Office]

OVV	Onderzoeksraad Voor Veiligheid [Dutch Safety Board]
SMS	Safety Management System
SSP	State Safety Programme
RPAS	Remotely Piloted Aircraft Systems
VMS	Veiligheidsmanagementsysteem [Safety Management System]
VNV	Vereniging Nederlandse Verkeersvliegers [Dutch Airline Pilots Association]
VpS	Veiligheidsplatform Schiphol [Schiphol Safety Platform]