

# Collaborative Aerodrome Safety Highlights – CASH- in France



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**UNION  
DES AÉROPORTS  
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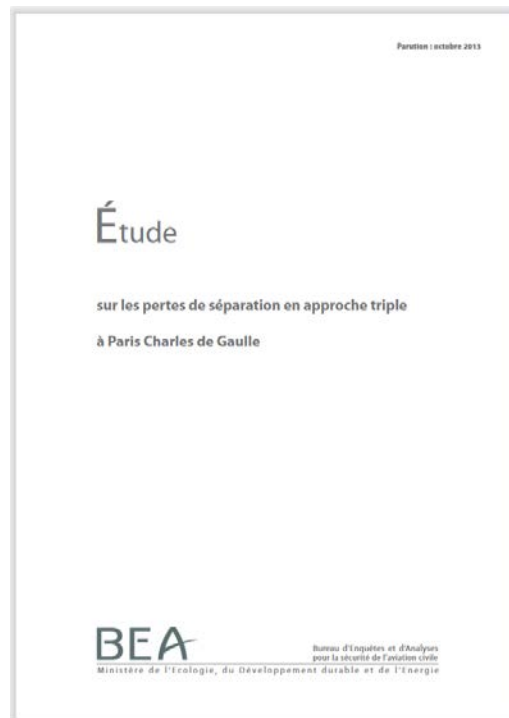
## → CASH project

- 1 The origin of CASH
- 2 From trial to official launch
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# → The origin

## Starting point : a safety study by the BEA

- ❖ **October 2013:** Publication by the French BEA of a safety study on the **loss of separation on triple approaches at Paris-CDG airport**
- ❖ **Recommendation:** « The study shows the benefits of AREX-type meetings of CDG operators, particularly in terms of information exchange. It also shows the limits of AREX meetings as some airlines do not participate and are not informed of the local risks discussed.
- ❖ Consequently, the BEA recommends that the French DGAC ensures that all French airlines and the oversight authorities of foreign airlines flying to CDG are **better informed of the risks and special instructions at CDG.**»



[https://www.bea.aero/fileadmin//uploads/tx\\_scalaetudessecurite/pertes.de.separation.en.a.pproche.triple\\_01.pdf](https://www.bea.aero/fileadmin//uploads/tx_scalaetudessecurite/pertes.de.separation.en.a.pproche.triple_01.pdf)

# → The origin

## DGAC's answer to the recommendation

- ❖ The DGAC considered that the recommendation raised the more **general issue of sharing information relating to particularities of an aerodrome** which do not necessarily appear in the aeronautical publications → **“nice to know”** information
- ❖ Most airlines keep this kind of information in Part C of their Operating Manuals
- ❖ This type of information also appear in the operators' SMS
- ❖ → **In 2015**: first meeting of a **working group** of French airlines, French ANSP (DSNA) and airport operators ; WG led by DGAC.

Manuel d'Exploitation HOP!-AIRLINAIR Partie C - ATR 42/72	Consignes d'aérodromes Figari-Sud Corse — LFKF/FSC	APT-01-30-LFKF page 3 Rev. 10 - 23/02/15
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C. CONSIGNES RELATIVES À L'ATERRISSAGE ET À LA REMISE DE GAZ

Ces consignes ne concernent que l'approche et l'atterrissage au QFU 23.

1. GÉNÉRALITÉS

L'approche ne sera pas entreprise si un orage est signalé par la TWR et passe sur le terrain ou à proximité de celui-ci. Attendre avec le contrôle d'approche d'Ajaccio sur le point GALDA, MASAL ou en secteur maritime (passage rapide, environ 15 minutes).

Les limitations de masse en remise de gaz durant l'approche, et l'atterrissage sont données par la fiche Flyg. prestanda correspondante à la variante ATR exploitée.

2. CONSIGNES RELATIVES À L'ATERRISSAGE

a) Conditions météorologiques

Il y a un risque de rencontrer des turbulences, si la carte des vents au FLO50 indique des vents de secteur NW sur le sud de l'île à plus de 25kts.

En complément, si le vent du METAR est orienté sur le Secteur W et variable au W/NW avec une force de 15kts et plus en rafales, le risque devient important et l'intensité des turbulences sera proportionnelle à la force du vent.

NOTA  
De manière générale, le vent moyen au FLO50 est sensiblement égal à la valeur maximale de la rafale au niveau du sol. (Voir Table ci-après)

FLO50	NW < 25 kts	25 kts < NW < 35 kts	NW > 35 kts
METAR	240V310 15G25	240V310 25G35	240V310 > 25G35+
TURB	MOYEN	FORT	TRES FORT

ATTENTION  
En conséquence, l'approche sur l'aéroport de Figari-Sud Corse est interdite si le vent moyen est supérieur à 25 kts au sol. (La valeur de la rafale est laissée à l'appréciation de l'équipage).

b) Approche à vue

L'approche à vue est formellement interdite de nuit.

Elle peut être recommandable de jour par beau temps, notamment par fort vent d'Ouest, afin d'éviter les turbulences dans l'arc 15 DME et durant toute la finale 23.

ALN-01/AP130LN/30 - 19/02/15 Diffusion : 178 © HOP!-AIRLINAIR

# → The origin

## The working group had to answer several questions ?

### ❖ Which information to share ?

- ❖ avoid replication of official information (NOTAM, AIP France, AIP Supp, AIC)

### ❖ How to share this information ?

- ❖ On each aerodrome website ? → unrealistic
- ❖ On the official website of the French Aeronautical Information Service SIA? → SIA reluctant
- ❖ → Decision to publish the information(at least during first trials) on **DGAC's website** despite drawbacks

### ❖ How to call this information ?

- ❖ **CASH** : Collaborative Aerodrome Safety Hotspots → **Collaborative Aerodrome Safety Highlights**

### ❖ Which edition rules?

- ❖ Data organised according to flight phases: **Arrival, Runway, Taxi, Departure + General + Disclaimer**
- ❖ **Photos, videos** are more than welcome

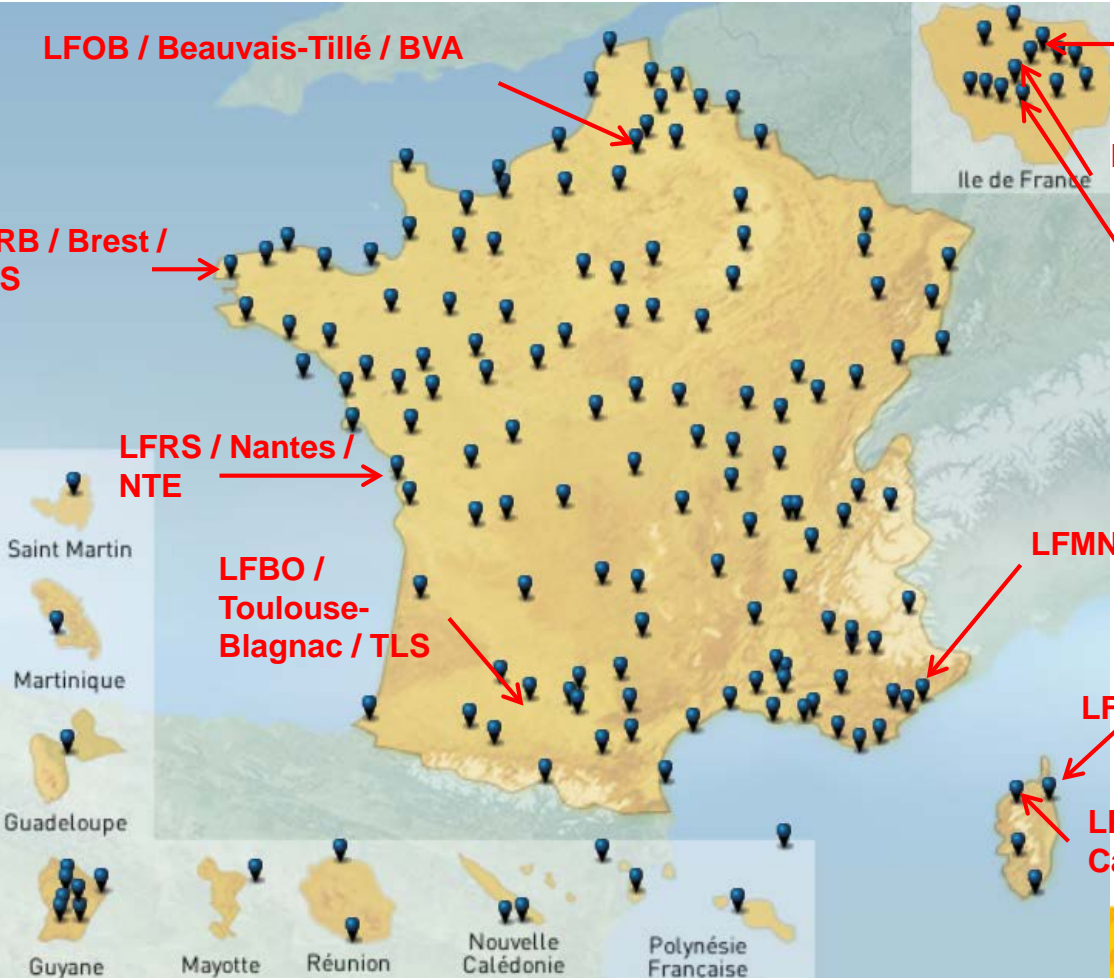
# ➔ From trial to official launch

- ❖ **Mid-2016** : Launch of a trial based on CASH data produced by four voluntary aerodrome CASH + online questionnaire
- ❖ **End 2016** : initial assessment of the visits of the web-pages and answers to the questionnaire
- ❖ **End 2017** :
  - ❖ final assessment of the trial
  - ❖ adoption of a **procedure** to produce a CASH file
  - ❖ adoption of the standard CASH format
- ❖ **2018** : official launch of CASH
- ❖ **Since then** : annual assessment of CASH by the working group

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→ 10 airports participate on CASH today



LFOB / Beauvais-Tillé / BVA

LFPG / Paris-Charles de Gaulle / CDG

LFRB / Brest / BES

LFPB / Paris-le Bourget / LBG

LFPO / Paris-Orly / ORY

LFRS / Nantes / NTE

LFMN / Nice Côte-d'Azur / NCE

LFBO / Toulouse-Blagnac / TLS

LFKB / Bastia Poretta / BIA

LFKC / Calvi Sainte-Catherine / CLY

# @https://www.ecologie.gouv.fr/en/collaborative-aerodrome-safety-highlights



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Proposez un aérodrome pour un ajout à la liste CASH

Donnez votre avis sur CASH

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## Collaborative Aerodrome Safety Highlights - CASH

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Le Mardi 4 janvier 2022

**CASH est une initiative de sécurité collective, qui vise à attirer l'attention des pilotes d'aviation commerciale et générale sur le contexte aéronautique et les principales menaces associées à un aérodrome.**

L'identification de ces menaces est issue d'un travail collaboratif entre opérateurs de la plate-forme (exploitants aériens, exploitant de l'aérodrome, prestataire de service de navigation aérienne, aéroclubs, Météo-France...) en confrontant les éléments de leurs systèmes de gestion de la sécurité (SGS). Les membres des Local Safety Team (LST) de chaque plate-forme ont validé ces informations.

Cette initiative s'inscrit dans le cadre de HORIZON 2023, le plan d'action stratégique d'amélioration de la sécurité de la DGAC (point 1.3 / encourager le partage d'informations de sécurité entre opérateurs).

Cette page présente les données CASH relatives aux aérodromes participant, à ce jour. À cette initiative de sécurité.

### COLLABORATIVE AERODROME SAFETY HOTSPOTS (CASH)

#### A TRIAL TO FURTHER IMPROVE FLIGHT SAFETY IN FRANCE

- A joint collaboration between airport operators, ANS, Météo-France, airlines and other stakeholders.
- To improve aircrews situation awareness on the safety specificities of the participating French aerodromes.

**A USEFUL COMPLEMENT FOR FLIGHT PREPARATION!**

- ▶ More information and list of participating aerodromes in the AIC on SIA, the French aeronautical information service website (type CASH in the search engine).
- ▶ CASH data directly accessible via flash code below.





# Example 1 : Aéroports Paris-Beauvais

## LFOB / Beauvais-Tillé / BVA

*This page is intended to draw commercial and private pilots' attention to the aeronautical context and main threats related to an aerodrome. They have been identified in a collaborative way by the main organisations operating, to, on the platform (airlines, airport operator, air navigation service provider, aero clubs, Météo France...) by comparing items from their respective safety management systems (SMS). Such information has been validated by the members of the Local Safety Teams (LST) of the aerodromes.*

Updated by the RLST of 10 Novembre 2021 [updated parts are marked ►]

### CONTENTS

#### ARRIVAL

- Risk of very fast altitude closure rate during ILS precision approach RWY 12
- Risk of hard landing on RWY 30
- Risk of glare RWY 12
- Risk of crosswinds that could lead to go around
- Risk of confusion between MATID and MTD



#### RUNWAY

- Risk of confusion between turn pad RWY 30 and exit R2
- Risk of overspeed during an exit via R1 after landing RWY12
- Risk of runway 04/22 incursion
- Risk due to intersecting runways

#### TAXI

- Risk of aircraft right way violation on the main apron

#### UPDATE OF THE DOCUMENT

- Details of changes made during the last update

[DISCLAIMER](#)

UPDATE

## LFOB / Beauvais-Tillé / BVA

BVA

### Details of changes made during the last update

FLIGHT PHASE	HIGHLIGHT	CHANGES FROM THE PREVIOUS VERSION
ARRIVAL	Risk of confusion to identify VFR points	Highlight deleted
RUNWAY	Risk of runway 04/22 incursion	Title, text and illustration changed
RUNWAY	Risk due to intersecting runways	New highlight



(ht)

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[back](#)



LOC 18 circling 36 approach at Calvi

Approche LOC 18 pour MVL 36 à Calvi

# ➔ CASH Feed back from users and designers



- Good feed back from pilots, but only a fews remarks : about web site location (not easy to find), demand for new airports , ..
- Strong cooperation between French ANSP (DSNA) and Airports Operators. This project has reinforced relations between airports and ANSP
- It's clear that this project has improve safety information available, but it's difficult to measure the real impact on safety data.
- Others airports should joint CASH initiative in 2022 (Marseille, Cayenne (in South America),..)



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Thanks ...