

IntACT

*International **A**udit **C**ooperation **T**eam*

Luxembourg, 2012-11-22

IntACT International Audit Cooperation Team



the past ...1998-2008

TriNET (Tri National Evaluation Team)

- **Audit cooperation** existed since **1999** between
 - # Austro Control,
 - # Deutsche Flugsicherung DFS and
 - # skyguide (resp. Swisscontrol)
- **Safety Audits** carried out first in **ATS services** (TWR, APP, ACC), later on within **TEC Services, Operational Support and Training**

- based on a **mandate** given by **CEO's of DFS, DSNA and skyguide** and in the framework of **FABEC**

IntACT

IntACT audits use a **customized combination** of the methodologies of ...

Audits [ISO19011]

Safety Audits [ICAO 9859] and

Safety Surveys [EC 1035/2011]

It ranges from a strict audit, searching for conformances with internal and external regulations

to a Safety Survey looking for improvement.

High job specification regarding an **auditors competence** defined in the IntACT Manual

- such as
Air Traffic Controller or ATM Technician / Engineer
- Defined **minimum number of audits per year** to be performed by an auditor (audit team leader or auditor)
- **Training / refresher training**

(...) shall:

- **detect, determine and report deviations from legal requirements in particular** such deriving from international and national regulations as well as corporate instructions and standards;
- identify potentials to **improve safety, security and quality**;
- contribute **to increase confidence** in association with public affairs, customers, partners and supervisory bodies;
- support the **international harmonisation** process;
- **discover potential risks** which could lead to legal claims against the ANS organisations.

i nternal

i nternational

i ntegrated

independend

(from units and entities)

Case 1

AoR ATC

THREE (3) different movements... on

THREE (3) different frequencies... with

THREE (3) different personnel... working at

NO landings on RWY36
due to W/D at TWR

THREE (3) different working positions in ATC TWR... with

ATC TWR check on
car frq with
TWR assistant

THREE (3) persons in TWR coordinating... fortunately,

ABC45. for x-ing
RWY09 on GND frq
with ATCO 1

because of the partial RWY36 closure, in a not too complex situation

DEF36. for departure
RWY09 on TWR frq

AoR ATC

Non-Conformity with EAPPRI Ed 2.0 para 1.3.5

Case 2

AoR ATC

AoR Apron

skyguide

Busses, Tank trucks etc.

WITHOUT necessity a TWY is used for take of and landing in spite that the helipad (with published FATO) is nearby

TWY C may be officially used for t/o

It has been observed that for reasons of convenience a helicopter did not perform a landing in TWY C but perform a low approach with a right turn onto Apron 3 while a tank truck (not known to TWR) was crossing Taxi Lane C

TWY C has in parts been defined as Taxi Lane C

APRON 2

In spite of the fact that there is quite a number of vehicles shuttling between Apron 2 and Apron 3 no coordination procedure between APRON Control and TWR Control is in place concerning crossing vehicles on Taxi Lane C.

X-ing vehicles are not

TWY C

Recommendation as to Safety, Responsibility & Accountability

4 - i Philosophy:

internal

(with external participation)

international

(external view, exchange of experience)

integrated

(safety, security, quality)

independend

(from units and entities)