

**SIGURNOSNA
INFORMACIJA**

SAFETY INFORMATION

BROJ: 2014/010 Rev.00

NUMBER: 2014/010 Rev.00



CRNA GORA
AGENCIJA ZA CIVILNO VAZDUHOPLOVSTVO

Naslov / Title: Sigurnosna informacija o implementaciji Evropskog akcionog plana za smanjenje rizika od izlijetanja sa PSS-a (European Action Plan for the Prevention of Runway Excursions)

Na osnovu člana 6 stav 1 tačka 10 Zakona o vazдушnom saobraćaju („Službeni list CG“, br. 30/12), Agencija za civilno vazduhoplovstvo (u daljem tekstu: ACV) donijela je:

SIGURNOSNU INFORMACIJU

Broj: 2014/010 Rev.00

Na inicijativu:

Agencija za civilno vazduhoplovstvo

Referentni propisi:

- Zakon o vazдушnom saobraćaju („Službeni list CG“, br. 30/12),
- Tačka 2.2.1 Nacionalnog plana sigurnosti 2013-2016,
- Evropski akcioni plan za smanjenje rizika od izlijetanja sa poletno-sletne staze (u daljem tekstu: Evropski akcioni plan) ([European Action Plan for the Prevention of Runway Excursions](#))
- ESSIP cilj SAF11 – Poboljšanje sigurnosti prevencijom izlijetanja sa poletno-sletne staze kojim se od vazduhoplovnih subjekata zahtijeva da implementiraju odgovarajuće dijelove Evropskog akcionog plana

Primjena :

Ova Sigurnosna informacija odnosi se na sljedeće vazduhoplovne subjekte:

- 1) Operatore aerodroma koji podliježu sertifikaciji,
- 2) Pružaoca usluga u vazdušnoj plovitbi,
- 3) Operatore vazduhoplova čija je MTOW jednaka ili veća od 5.700 kg,
- 4) Lokalne timove za sigurnost poletno-sletne staze (*Local Runway Safety Team*) (u daljem tekstu: LRST),
- 5) Agenciju za civilno vazduhoplovstvo.

1. Uvod

Nacionalnim planom sigurnosti vazdušnog saobraćaja (u daljem tekstu: Plan sigurnosti) utvrđuju se aktivnosti i mjere za implementaciju Nacionalnog programa sigurnosti vazdušnog saobraćaja (u daljem tekstu: Nacionalni program), koji je donijela Vlada Crne Gore na sjednici od 28. juna 2012. godine.

Nacionalni program je dokument koji utvrđuje regulatorne zahtjeve i aktivnosti koje vazduhoplovni subjekti preduzimaju u cilju održavanja i unapređenja sigurnosti u vazдушnom saobraćaju, a razvijen je u skladu sa standardima Međunarodne organizacije civilnog vazduhoplovstva – ICAO i programom Evropske agencije za sigurnost vazdušnog saobraćaja – EASA. Implementacija Nacionalnog programa je obavezujuća za sve vazduhoplovne subjekte u određenoj mjeri i u skladu sa propisima na koje upućuje.

Tačkom 2.2.1 Plana sigurnosti definisani su faktori koji uzrokuju izlijetanje vazduhoplova sa poletno-sletne staze (u daljem tekstu: PSS) i na osnovu toga su utvrđena aktivnosti i mjere koje mogu doprinijeti smanjenju rizika od izlijetanja sa PSS-a, sa ciljem poboljšanja sigurnosti.



Evropski akcioni plan definiše subjekte i korake koji se preduzimaju u cilju smanjenja rizika od izlijetanja sa PSS-a.

Ovom Sigurnosnom informacijom se ukazuje vazduhoplovnim subjektima u Crnoj Gori koje aktivnosti treba da preduzmu u cilju implementacije Evropskog akcionog plana i tačke 2.2.1 Plana sigurnosti, u skladu sa smjernicama iz Evropskog akcionog plana.

2. Prikaz stanja

Evropski akcioni plan je set mjera za poboljšanje sigurnosti definisanih u poglavljima od 3.1. do 3.7. Potreba implementacije Evropskog akcionog plana je utvrđena nakon što je, na osnovu sprovedene analize, utvrđeno da se na aerodromima širom svijeta dogode najmanje dva izlijetanja sa PSS sedmično, a ukupan broj izvještaja o ugrožavanju sigurnosti zbog izlijetanja sa PSS stagnira već 20 godina, odnosno nema smanjenja broja događaja.

Zbog toga je Nacionalnim programom utvrđeno posebno poglavlje o preduzimanju aktivnosti i mjera za smanjenje rizika od izlijetanja sa PSS. Jedna od utvrđenih aktivnosti je i izdavanje ove *Sigurnosne informacije*.

Aktivnosti vezane za smanjenje ovog rizika, između ostalog, zahtijevaju od vazduhoplovnih subjekata na koje se odnosi ova sigurnosna informacija, da pripreme plan za implementaciju mjera Evropskog akcionog plana, u skladu sa Nacionalnim programom.

3. Način implementacije

Aktivnosti su grupisane kao preporuke, u skladu sa nadležnostima pojedinih vazduhoplovnih subjekata. Svaka preporuka ima svoj redni broj (**REF**), subjekta/e zaduženog za implementaciju (**ACTION**), predloženi datum implementacije (**IMPLEMENTATION DATE**) i smjernice koje pojašnjavaju na koji način se preporuka najbolje može implementirati (**GUIDANCE**).

REF	RECOMMENDATION	ACTION	IMPLEMENTATION DATE	GUIDANCE
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Slika 1. Primjer mjere za poboljšanje sigurnosti sa rednim brojem (REF), subjektima zaduženim za implementaciju (Action), predloženim datumom implementacije (Implementation date) i smjernicama koje pojašnjavaju na koji način se preporuka može najbolje implementirati (Guidance).

U skladu sa Evropskim akcionim planom, sledeći vazduhoplovni subjekti su odgovorni, svako u okviru svojih nadležnosti, za implementaciju pojedinih aktivnosti (prilog 1):

- 1) Operatori aerodroma koji podliježu sertifikaciji,
- 2) Pružalac usluga u vazdušnoj plovidbi,
- 3) Operatori vazduhoplova čija je MTOW jednaka ili veća od 5.700 kg,
- 4) Lokalni tim za sigurnost PSS (*Local Runway Safety Team*) (u nastavku teksta: LRST),
- 5) Agencija za civilno vazduhoplovstvo.

Prikaz svih aktivnosti iz Evropskog akcionog plana dat je, po poglavljima, u Prilogu 2 ove sigurnosne informacije:

- 3.1. Opšti principi za LRST



- 3.2. Operatori aerodroma koji podliježu sertifikaciji (u daljem tekstu: operatori aerodroma)
- 3.3. Pružalac usluga u vazdušnoj plovidbi
- 3.4. Operatori vazduhoplova
- 3.5. Agencija za civilno vazduhoplovstvo.

Navedeni vazduhoplovni subjekti, u saradnji sa lokalnim tijelom zaduženim za sigurnost PSS (LRST) na aerodromu, moraju razviti sopstveni Plan implementacije za smanjenje rizika od izlijetanja sa PSS na konkretnom aerodromu, na način kako smatraju najboljim i primjerenim svojim operacijama (*Self-Appropriate Implementation Plan*), tako da obezbijede da se u najvećoj mogućoj mjeri implementiraju preporučene aktivnosti iz Evropskog akcionog plana. Plan implementacije za smanjenje rizika od izlijetanja sa PSS treba da obuhvati i predložene aktivnosti za koje subjekt procijeni da mogu imati uticaj na umanjeње ovog rizika. Ukoliko neka aktivnost nije primjenljiva za određenog vazduhoplovnog subjekta, unutar svog plana implementacije treba da obrazloži razlog neprimjenljivosti.

Agencija za civilno vazduhoplovstvo će za:

1. operatore aerodroma koji nisu sertifikovani,
2. operatore vazduhoplova čija je MTOM manja od 5.700 kg

razviti nacionalni opšti plan za implementaciju odredbi Evropskog akcionog plana u cilju pridržavanja smjernica Evropskog akcionog plana ili organizovati upoznavanje sa aktivnostima putem održavanja predavanja, radionica i sl.

4. Prihvatanje i praćenje sprovođenja planova implementacije

U roku od 3 mjeseca od dana stupanja na snagu ove *Sigurnosne informacije*, vazduhoplovni subjekti odgovorni za implementaciju pojedinih aktivnosti, dužni su da dostave planove implementacije Agenciji za civilno vazduhoplovstvo, koja će pratiti implementaciju planova i aktivnosti koje nadležni subjekti preduzimaju u cilju smanjenja rizika od izlijetanja sa PSS.

5. Dodatne informacije

Sva pitanja i zahtjeve za dodatnim objašnjenjima (sa naznakom Sigurnosna Informacija 2014/010) u vezi sa implementacijom ove *Sigurnosne informacije* treba dostaviti na e-mail adresu ACV-a: acv@caa.me.

6. Stupanje na snagu

Ova *Sigurnosna informacija* stupa na snagu danom donošenja i objavljuje se na internet stranici Agencije.

Direktor / Director
Dragan Đurović

Datum / Date



PRILOG 1

Spisak subjekata odgovornih za implementaciju pojedinih poglavlja Evropskog akcionog plana

U sledećim tabelama (od 3.1. do 3.7.) u skladu sa Evropskim akcionim planom, za svaku aktivnost definisanu rednim brojem određeni su subjekti koji će biti odgovorni za implementaciju pojedine aktivnosti.

3.1. Opšti principi za LRST

Poglavlje iz Evropskog akcionog plana	Subjekti koji će biti odgovorni za implementaciju pojedine aktivnosti
3.1.1	<ul style="list-style-type: none"> - Operatori aerodroma, - Pružalac usluga u vazdušnoj plovidbi, - Operatori vazduhoplova, - Agencija za civilno vazduhoplovstvo.
3.1.2	<ul style="list-style-type: none"> - LRST
3.1.3	<ul style="list-style-type: none"> - Operatori aerodroma, - Pružalac usluga u vazdušnoj plovidbi.
3.1.4	<ul style="list-style-type: none"> - LRST, - Pružalac usluga u vazdušnoj plovidbi, - Agencija za civilno vazduhoplovstvo, - Operatori aerodroma.
3.1.5	<ul style="list-style-type: none"> - Operatori vazduhoplova, - Pružalac usluga u vazdušnoj plovidbi, - Operatori aerodroma, - Agencija za civilno vazduhoplovstvo, - Odobrene organizacije za osposobljavanje pilota.
3.1.6	<ul style="list-style-type: none"> - Operatori vazduhoplova, - Pružalac usluga u vazdušnoj plovidbi, - Operatori aerodroma, - LRST, - Eurocontrol.
3.1.7	<ul style="list-style-type: none"> - Pružalac usluga u vazdušnoj plovidbi, - Operatori aerodroma, - Operatori vazduhoplova.



3.2. Operatori aerodroma koji podliježu certifikaciji

Poglavlje iz Evropskog akcionog plana	Subjekti koji će biti odgovorni za implementaciju pojedine aktivnosti
3.2.1	- Operatori aerodroma
3.2.2	- Operatori aerodroma
3.2.3	- Operatori aerodroma
3.2.4	- Operatori aerodroma
3.2.5	- Operatori aerodroma
3.2.6	- Operatori aerodroma
3.2.7	- Operatori aerodroma - Pružalac usluga u vazdušnoj plovidbi
3.2.8	- Pružalac usluga u vazdušnoj plovidbi - Operatori aerodroma
3.2.9	- Pružalac usluga u vazdušnoj plovidbi - Operatori aerodroma

3.3. Pružalac usluga u vazdušnoj plovidbi

Poglavlje iz Evropskog akcionog plana	Subjekti koji će biti odgovorni za implementaciju pojedine aktivnosti
3.3.1	- Pružalac usluga u vazdušnoj plovidbi
3.3.2	- Pružalac usluga u vazdušnoj plovidbi
3.3.3	- Pružalac usluga u vazdušnoj plovidbi
3.3.4	- Pružalac usluga u vazdušnoj plovidbi - Operatori aerodroma - Operatori vazduhoplova
3.3.5	- Pružalac usluga u vazdušnoj plovidbi - Operatori aerodroma - Operatori vazduhoplova
3.3.6	- Pružalac usluga u vazdušnoj plovidbi - Operatori aerodroma



3.4. Operatori vazduhoplova

Poglavlje iz Evropskog akcionog plana	Subjekti koji će biti odgovorni za implementaciju pojedine aktivnosti
3.4.1	- Operatori vazduhoplova
3.4.2	- Operatori vazduhoplova
3.4.3	- Operatori vazduhoplova
3.4.4	- Operatori vazduhoplova
3.4.5	- Operatori vazduhoplova
3.4.6	- Operatori vazduhoplova
3.4.7	- Operatori vazduhoplova
3.4.8	- Operatori vazduhoplova
3.4.9	- Operatori vazduhoplova
3.4.10	- Operatori vazduhoplova
3.4.11	- Operatori vazduhoplova
3.4.12	- Operatori vazduhoplova
3.4.13	- Operatori vazduhoplova
3.4.14	- Operatori vazduhoplova
3.4.15	- Operatori vazduhoplova
3.4.16	- Operatori vazduhoplova
3.4.17	- Operatori vazduhoplova
3.4.18	- Operatori vazduhoplova
3.4.19	- Operatori vazduhoplova
3.4.20	- Operatori vazduhoplova
3.4.21	- Operatori vazduhoplova
3.4.22	- Operatori vazduhoplova
3.4.23	- Operatori vazduhoplova
3.4.24	- Operatori vazduhoplova
3.4.25	- Operatori vazduhoplova

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3.4.26	- Operatori vazduhoplova
3.4.27	- Operatori vazduhoplova

3.5. Agencija za civilno vazduhoplovstvo

Poglavlje iz Evropskog akcionog plana	Subjekti koji će biti odgovorni za implementaciju pojedine aktivnosti
3.6.1	- Agencija za civilno vazduhoplovstvo
3.6.2	- Agencija za civilno vazduhoplovstvo
3.6.3	- Agencija za civilno vazduhoplovstvo
3.6.4	- Agencija za civilno vazduhoplovstvo
3.6.5	- Agencija za civilno vazduhoplovstvo
3.6.6	- Agencija za civilno vazduhoplovstvo
3.6.7	- Agencija za civilno vazduhoplovstvo



Prikaz aktivnosti iz Evropskog akcionog plana

U sledećim tabelama (od 3.1. do 3.7.) dat je prikaz aktivnosti u skladu sa Evropskim akcionim planom (*European Action Plan for the Prevention of Runway Excursions - Released Edition 1.0 - January 2013*).

3.1 GENERAL PRINCIPLES AND LOCAL RUNWAY SAFETY TEAMS

REF	RECOMMENDATION	ACTION	IMPLEMENTATION DATE	GUIDANCE
3.1.1	At individual aerodromes, as designated by the Regulator, a Runway Safety Team should be established and maintained to lead action on local runway safety issues.	Aerodrome Operators, Air Navigation Service Provider, Aircraft operators Regulator.	Immediate	APPENDIX A
3.1.2	A local runway safety awareness campaign should be initiated at each aerodrome for Air Traffic Controllers, Pilots and Manoeuvring Area Vehicle Drivers and other personnel who operate on or near the runway. The awareness campaign should be periodically refreshed to maintain interest and operational awareness.	Local Runway Safety Team	31 May 2013	APPENDIX A
3.1.3	Confirm that all infrastructure, practices and procedures relating to runway operations are in compliance with ICAO provisions.	Aerodrome Operator (lead), Air Navigation Service Provider.	31 May 2013	APPENDIX A
3.1.4	Where practicable, ensure that specific joint training and familiarisation in the prevention of runway excursions, is provided to Pilots, Air Traffic Controllers and Aerodrome Operator staff. This may include visits to the manoeuvring area to increase awareness of markings, signage, and position of anemometers etc. where this is considered necessary.	Local Runway Safety Team, Air Navigation Service Provider, Regulator, Aerodrome Operator.	31 May 2013	APPENDIX A
3.1.5	Runway safety should be part of initial and recurrent training for operational staff e.g. Air Traffic Controllers, Pilots, Meteorology officers, NOTAM officers and all other personnel involved in manoeuvring area operations.	Aircraft Operator, Air Navigation Service Provider, Aerodrome Operator, Regulator, Flight Training School.	02 January 2014	APPENDIX A
3.1.6	All users of the aviation system should participate in safety information sharing networks and exchange relevant information on actual and potential safety deficiencies to ensure that runway safety risks are correctly identified and appropriately mitigated at each aerodrome.	Aircraft Operator, Air Navigation Service Provider, Aerodrome Operator, Local Runway Safety Team, EUROCONTROL.	31 May 2013	APPENDIX A
3.1.7	Changes to manoeuvring area infrastructure, practices and procedures, including planned works must take account of runway safety and may require consultation with the local runway safety team. An adequate risk assessment should be the basis for procedural and/or infrastructural changes on the manoeuvring area.	Air Navigation Service Provider, Aerodrome Operator, Aircraft Operator.	Immediate	APPENDIX A



3.2 AERODROME OPERATOR

REF	RECOMMENDATION	OWNER	IMPLEMENTATION DATE	GUIDANCE
3.2.1	Ensure that runways are constructed and refurbished to ICAO specifications, so that effective friction levels and drainage are achieved.	Aerodrome Operator	Immediate	APPENDIX B
3.2.2	An appropriate program should be in place to maintain the runway surface friction characteristics by removal of contaminants.	Aerodrome Operator	Immediate	APPENDIX B
3.2.3	If provided, ensure that appropriate navigation aids (e.g. ILS, AGL, PAPIs), and surface markings are maintained in accordance with ICAO Standards and Recommended Practices, to promote the accurate landing/touchdown point.	Aerodrome Operator	02 January 2014	APPENDIX B
3.2.4	Ensure that the runway holding points are clearly marked, signed and if required, lit. Consider the use of signage at the runway holding points used for intersection takeoffs to indicate the Takeoff Run Available (TORA).	Aerodrome Operator	02 January 2014	APPENDIX B
3.2.5	Ensure robust procedures are in place for calculating temporary reduced declared distances e.g. due to work in progress on the runway. When reduced declared distances are in operation, ensure that the temporary markings, lighting and signs accurately portray the reduced distances and that they are well communicated, and transferred to States aeronautical information services for publication.	Aerodrome Operator	Immediate	APPENDIX B
3.2.6	If runway contamination occurs or is changing assess the runway conditions.	Aerodrome Operator	Immediate	APPENDIX B
3.2.7	Ensure robust procedures are in place for communicating safety significant information regarding changing surface conditions as frequently as practicable to the appropriate air traffic services.	Aerodrome Operator	Immediate	APPENDIX B
3.2.8	In accordance with ICAO provisions, wind sensors and wind direction indicators (wind socks) should be sited to give the best practicable indication of conditions along the runway and touchdown zones.	Air Navigation Service Provider. MET Office, Aerodrome Operator.	02 January 2014	APPENDIX B
3.2.9	Consider equipping for digital transmission of ATIS, as appropriate.	Air Navigation Service Provider. MET Office, Aerodrome Operator.	02 January 2014	APPENDIX B

NOTE:

To mitigate the effect of a runway excursion it is agreed that runway end safety areas (which may include arresting systems) and runway strips are useful, although they are not excursion prevention measures.

Runway strips and RESAs are the subject of ICAO Standards and Recommended Practices.



3.3 AIR NAVIGATION SERVICE PROVIDER

REF	RECOMMENDATION	OWNER	IMPLEMENTATION DATE	GUIDANCE
3.3.1	Ensure the importance of a stabilised approach and compliance with final approach procedures is included in training and briefing for air traffic control staff.	Air Navigation Service Provider	02 January 2014	APPENDIX C
3.3.2	When assigning a runway or changing a runway assignment for arriving or departing traffic, consider the time the flight crew will require to prepare/re-brief.	Air Navigation Service Provider	Immediate	APPENDIX C
3.3.3	Review available data (occurrence reports, go-around / missed approach data etc.) with the aim of identifying contributing factors and relevant mitigations for example enhanced airspace design and procedures, and air traffic controller training and procedures.	Air Navigation Service Provider	02 January 2014	APPENDIX C
3.3.4	Review processes covering the provision of safety significant 'essential' information such as weather, wind and runway surface conditions (e.g. when 'wet' or contaminated): 4a. To ensure a consistent, timely and accurate broadcast of aerodrome information. 4b. To ensure the integrity of the safety significant information supply chain from the provider (e.g. Met Office/Aerodrome Operator) to ATC/AISP and on to the flight crew. 4c. Consider equipping for digital transmission of ATIS, as appropriate 4d. Ensure that training on the use of ATIS/D-ATIS is provided to relevant operational staff (ANSP/AISP).	Air Navigation Service Provider, Aeronautical Information Service Provider, Aerodrome Operator, Aircraft Operator	02 January 2014	APPENDIX C
3.3.5	Ensure that pilots in command/ flight crews are informed of the Takeoff Run Available (TORA) or the Landing Distance Available (LDA) if these differ from the published data using appropriate means.	Air Navigation Service Provider, Aerodrome Operator, Aircraft Operator, Aeronautical Information Service Provider.	Immediate	APPENDIX C
3.3.6	Participate in safety information sharing networks to facilitate the free exchange of relevant information on actual and potential safety deficiencies.	Air Navigation Service Provider, Aerodrome Operator	Immediate	APPENDIX C



3.4 AIRCRAFT OPERATOR

REF	FLIGHT PHASE	RECOMMENDATION	OWNER	IMPLEMENTATION DATE	GUIDANCE
3.4.1	GENERAL	Aircraft operators are encouraged to participate in safety information sharing networks to facilitate the free exchange of relevant information on actual and potential safety deficiencies.	Aircraft Operator	31 May 2013	APPENDIX E
3.4.2	GENERAL	The aircraft operator should include and monitor aircraft parameters related to potential runway excursions in their Flight Data Monitoring (FDM) program.	Aircraft Operator	02 January 2014	APPENDIX E
3.4.3	GENERAL	The aircraft operator should include runway excursion prevention in their training program. This training should be done using realistic scenarios.	Aircraft Operator	31 May 2013	APPENDIX E
3.4.4	GENERAL	The aircraft operator should consider equipping their aircraft fleet with technical solutions to prevent runway excursions.	Aircraft Operator	02 January 2018	APPENDIX E
3.4.5	GENERAL	The aircraft operator should consider equipping their aircraft fleet with data-link systems (e.g. ACARS) to allow flight crews to obtain the latest weather (D-ATIS) without one pilot leaving the active frequency.	Aircraft Operator	03 June 2015	APPENDIX E
3.4.6	GENERAL	The aircraft operator should report to the ANSP if approach procedures or ATC practices at an airport prevent flight crew from complying with the published approach procedures and their stabilised approach criteria.	Aircraft Operator	Immediate	APPENDIX E
3.4.7	GENERAL	The aircraft operator should ensure the importance of a stabilised approach and compliance with final approach procedures is included in briefing for flight crews. The commander should not accept requests from ATC to perform non-standard manoeuvres when they are conflicting with the safety of the flight.	Aircraft Operator	Immediate	APPENDIX E
3.4.8	GENERAL	The Commander should not accept a late runway change unless for safety reasons. A briefing and if needed flight management computer (FMC) preparation must be completed (e.g. before leaving the gate or starting the final approach).	Aircraft Operator	Immediate	APPENDIX E

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3.4.9	GENERAL	If the Commander should request a more favourable runway for Takeoff or Landing for safety reasons, the safety reason is to be declared to Air Traffic Control.	Aircraft Operator	Immediate	APPENDIX E
3.4.10	WEATHER	The Commander, shortly before takeoff and landing, shall verify that the actual weather conditions are similar or conservative compared to the weather data used for the takeoff performance calculations and the in-flight landing distance assessment.	Aircraft Operator	Immediate	APPENDIX E
3.4.11	CROSS WIND OPERATIONS	The aircraft operator should publish the Aircraft's Crosswind Limitations with specific guidance on the runway condition and the gust component.	Aircraft Operator	31 May 2013	APPENDIX E
3.4.12	CROSS WIND OPERATIONS	The aircraft operator should publish specific guidance on takeoff and landing techniques with cross wind; and/or wet or contaminated runway conditions and the correct use of the nose wheel steering. Appropriate training must be provided.	Aircraft Operator	31 May 2013	APPENDIX E

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REF	FLIGHT PHASE	RECOMMENDATION	OWNER	IMPLEMENTATION DATE	GUIDANCE
3.4.13	TAKEOFF	The aircraft operator should ensure their standard operating procedure (SOP) requires the flight crew to perform independent determination of takeoff data and crosscheck the results. The aircraft operator should ensure their Standard Operating Procedures include flight crew cross-checking the 'load and trim sheet' and 'performance' data input into the Flight Management Computer (FMC).	Aircraft Operator	31 May 2013	APPENDIX E
3.4.14	TAKEOFF	The aircraft operator should publish the rejected takeoff decision making process. Appropriate training should be provided.	Aircraft Operator	31 May 2013	APPENDIX E
3.4.15	CRUISE	The aircraft operator should publish and provide training on the company policy regarding in-flight assessment of landing performance. Flight crew must be advised whether company landing distance data relates to unfactored or operational distances. In the case of unfactored distances the company should provide the safety margin to be used in normal and abnormal conditions.	Aircraft Operator	31 May 2013	APPENDIX E
3.4.16	APPROACH	The aircraft operator must publish the company policy, procedure and guidance regarding the go-around decision. It should be clearly stated that a go-around should be initiated at any time the safe outcome of the landing is not assured. Appropriate training must be provided.	Aircraft Operator	Immediate	APPENDIX E
3.4.17	APPROACH	When accepting the landing runway the Commander should consider the following factors: weather conditions (in particular cross and tailwind), runway condition (dry, wet or contaminated), inoperable equipment and aircraft performance. Except in conditions that may favour a non precision approach, when more than one approach procedure exists, a precision approach should be the preferred option.	Aircraft Operator	Immediate	APPENDIX E
3.4.18	APPROACH	The aircraft operator must publish Company Criteria for stabilised approaches in their Operation Manual. Flight crew must go-around if their aircraft does not meet the stabilised approach criteria at the stabilisation height or, if any of the stabilised approach criteria are not met between the stabilisation height and the landing. Company guidance and training must be provided to flight crew for both cases.	Aircraft Operator	Immediate	APPENDIX E
3.4.19	APPROACH	The aircraft operator should publish a standard operating procedure describing the pilot non flying duties of closely monitoring the flight parameters during the approach and landing. Any deviation from company stabilised approach criteria should be announced to the pilot flying using standard call outs.	Aircraft Operator	Immediate	APPENDIX E

**SIGURNOSNA
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SAFETY INFORMATION

BROJ: 2014/010 Rev.00

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REF	FLIGHT PHASE	RECOMMENDATION	OWNER	IMPLEMENTATION DATE	GUIDANCE
3.4.20	APPROACH	The aircraft operator should publish guidelines on the use of autoland when low visibility procedures (LVP) are not in force. Flight crew that practice automatic landings without LVP in force should take into account the status of the protected area for the Localiser signal. Flight crew should fully brief such practice manoeuvres, in particular, readiness to disconnect the autoland / automatic rollout function and land manually, or go-around.	Aircraft Operator	31 May 2013	APPENDIX E
3.4.21	LANDING	The aircraft operator should publish the standard operating procedure regarding a touchdown within the appropriate touchdown zone and ensure appropriate training is provided.	Aircraft Operator	31 May 2013	APPENDIX E
3.4.22	LANDING	The aircraft operator should publish the appropriate landing technique for landing on wet or contaminated runway and ensure appropriate training is provided. Flight crew should be made aware of the risks of landing on wet/contaminated runway in combination with crosswind conditions.	Aircraft Operator	31 May 2013	APPENDIX E
3.4.23	LANDING	The aircraft operator should publish and provide training on the company policy regarding in-flight assessment of landing performance. Flight crew must be advised whether company landing distance data relates to unfactored or operational distances. In the case of unfactored distances the company should provide the safety margin to be used in normal and abnormal conditions.	Aircraft Operator	31 May 2013	APPENDIX E
3.4.24	LANDING	Flight crew should use full reverse on wet/contaminated runways irrespective of any noise related restriction on their use unless this causes controllability issues. It is important that the application of all stopping devices including reverse thrust is made immediately after touchdown without any delay.	Aircraft Operator	Immediate	APPENDIX E
3.4.25	LANDING	The aircraft operator should publish the standard operating procedure on the pilot non flying duties of closely monitoring the activation of the stopping devices on landing and call out any omission to the pilot flying. Appropriate training must be provided.	Aircraft Operator	31 May 2013	APPENDIX E
3.4.26	LANDING	The aircraft operator should include specific recovery techniques from hard and bounced landings in their training program.	Aircraft Operator	31 May 2013	APPENDIX E
3.4.27	LANDING	In cases where an aircraft operator accepts landing long as a practice, the practice should be safety risk assessed, with a published policy and standard operating procedure supported by appropriate flight crew training.	Aircraft Operator	31 May 2013	APPENDIX E



3.6 REGULATORY AND OVERSIGHT

REF	RECOMMENDATION	OWNER	IMPLEMENTATION DATE	GUIDANCE
3.6.1	Confirm that all infrastructure, practices and procedures relating to runway operations are in compliance with ICAO provisions.	Regulator, National Supervisory Authority, Safety Oversight.	Immediate	APPENDIX G
3.6.2	Regulators should focus on runway safety in their oversight activities e.g. preventing runway excursion risks.	Regulator, National Supervisory Authority, Safety Oversight.	31 May 2013	APPENDIX G
3.6.3	Ensure that the risk of runway excursions is included in the State Safety Programme.	Regulator, National Supervisory Authority, Safety Oversight.	31 May 2013	APPENDIX G
3.6.4	Ensure aircraft operators, aerodrome operators and air navigation service providers have implemented safety management systems in accordance with the applicable standards and considered the risk of a runway excursion as part of their Safety Management System.	Regulator, National Supervisory Authority, Safety Oversight.	31 May 2013	APPENDIX G
3.6.5	Noise mitigation rules should not increase, and, should seek to reduce where possible, the risk of a runway excursion. Noise mitigation rules that could potentially adversely affect the risk of a runway excursion should undergo a risk assessment.	Regulator, National Supervisory Authority, Safety Oversight.	31 May 2013	APPENDIX G
3.6.6	Ensure that training for pilots, air traffic controllers and aerodrome personnel includes runway excursion prevention measures.	Regulator, National Supervisory Authority, Safety Oversight.	Immediate	APPENDIX G
3.6.7	Ensure aircraft operators as part of their Safety Management System identify and promote appropriate precursors for runway excursions that could be used from their flight monitoring data or safety data set as safety performance indicators that could be used to monitor the risk of a runway excursion. Encourage them to share safety related information based on agreed parameters.	Regulator, National Supervisory Authority, Safety Oversight.	Immediate	APPENDIX G
3.6.8	Ensure the European Action Plan for the Prevention of Runway Excursions is disseminated widely to increase understanding of runway excursion causal and contributory factors and to help organisations implement effective runway excursion prevention measures.	Regulator, National Supervisory Authority, Safety Oversight.	Immediate	APPENDIX G
3.6.9	States should promote the establishment of safety information sharing networks among all users of the aviation system and should facilitate the free exchange of information on actual and potential safety deficiencies.	Regulator, National Supervisory Authority, Safety Oversight.	Immediate	APPENDIX G