



# Safely Navigating the Industry Recovery

Webinar Series



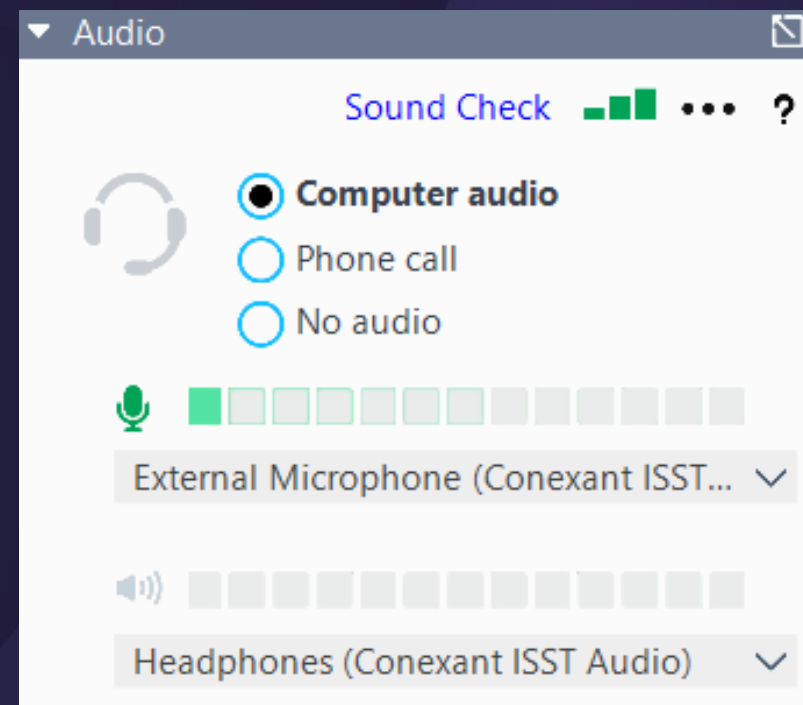
# How to manage COVID Impacts on ATM and Airports Operations



#StayStrong #WeAreAviation #StrongerTogether

# BEFORE WE START

- Please make sure your internet connection is stable for an optimal streaming experience. If you experience connection challenges, using a hardwired connection rather than Wi-Fi will benefit the strength and speed of your connection.
- Ensure the sound is working well. If it is not working correct, please dial in via your phone using the phone number in your confirmation e-mail.

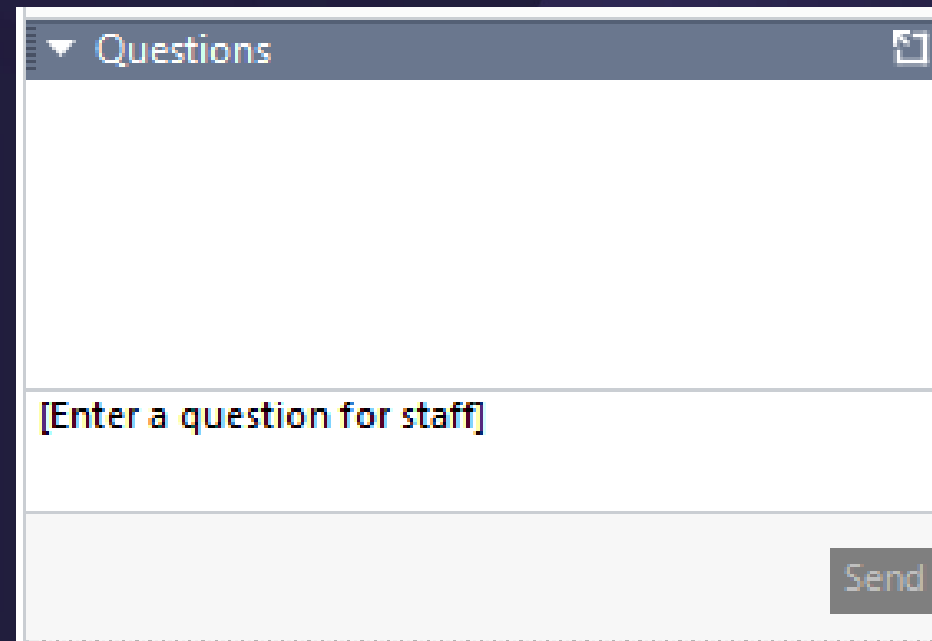


# BEFORE WE START

## Any questions?

Please feel free to submit your technical or content related questions into the Questions pane and press send.

We will do our best to answer all your questions live during the panel.

A screenshot of a web interface element titled 'Questions'. It features a large white text area for input, a placeholder text '[Enter a question for staff]' in a smaller font, and a 'Send' button in the bottom right corner. The title bar is dark blue with a dropdown arrow and a close icon.

# Moderator



**Susan Pfingstler**

Managing Director, Network Operations, Air Traffic Strategy,  
United Airlines

# ATM and Airport operations during recovery

## Webinar Synopsis

The fifth webinar of our series looks at the impact COVID-19 continues to have on airport capacity and infrastructure, specifically due to the number of parked aircraft. While traffic levels are low, there is a risk of increase in wildlife at some airports. Going back to normal operations may require additional support and training for all airport stakeholders. Additionally, COVID has motivated the expanded operation of some airspace users, including new entrants. Going back to normal operations will require special attention to those new types of operations.



**PLEASE VOTE**



**Jeff Sedin**

Chairperson of the  
Aerodrome Ground  
Environment (AGE)  
Committee

IFALPA



**Ignacio Baca**

Executive Vice-President  
Technical,  
IFATCA



**Maurizio  
Salvestrini**

Head of Safety  
Department, Safety  
Manager

ENAV



**Michael Belanger**

Director – Aviation Safety,  
Regulations, and  
Performance

Greater Toronto Airports  
Authority



**Filipe dos Reis**

Regional Director Airport,  
Passenger, Cargo and  
Security The Americas,

IATA

# Speaker



**Jeff Sedin**

Chairperson of the Aerodrome Ground Environment (AGE) Committee

IFALPA

The Global Voice of Pilots




**IFALPA**

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# ATM and Airport operations during recovery

CAPT. JEFF SEDIN | CHAIRPERSON AIRCRAFT AND GROUND ENVIRONMENT COMMITTEE



Pilots are the users of airports and airspace

What are some of the challenges that we are facing?

# Covid Ups and Downs



Health of Pilots and  
Crew



Passenger Problems



Schedule Changes



# Crew Proficiency



Reduced Flying



New and Changing  
Company Procedures



New Routes



New Pilots

# Procedures



## ATC

- ATC Zero Issues
- Non-Tower Airports
- Sectors closing or short staffed



## Airports

- Less Staff
- Lower Experience
- New procedures (e.g. GRCC Implementation)

# What can help



# Up to Date Information

- ATC
- Airports
- Airlines



# Our View on Runway Safety Teams



“Runway Safety Teams are essential for open dialogue and communication between all stakeholders”

- IFALPA strongly advocates professional pilot participation
- Pilots who regularly operate to the aerodrome provide
  - Local knowledge of procedures and characteristics
  - Knowledge of strengths and weaknesses

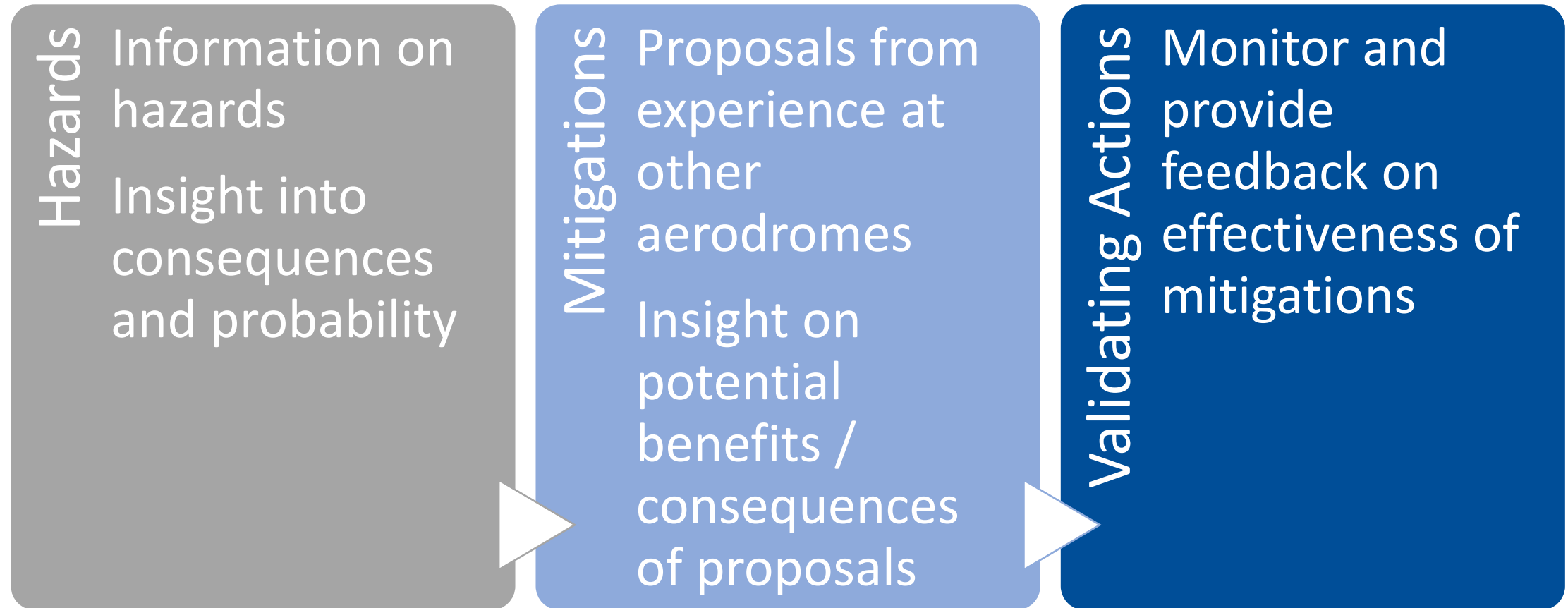
# Runway Safety Teams

## Line pilots:

- Provide the perspective of **main users** of the aerodrome
- **Observe** and **share** areas for improvement
- Provide **insight** into planned changes
- Share the goal to **improve safety**



# Pilot Contributions



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# How to manage COVID Impacts on ATM and Airports Operations



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# Speaker



**Ignacio Baca**

Executive Vice-President Technical,  
IFATCA



# Back to... normal?

Ignacio Baca (EVPT)

[Ignacio.baca@ifatca.org](mailto:Ignacio.baca@ifatca.org)

# An Exceptional Situation

For the first time...

- Excess of staff
- Excess of capacity
- Different kind of traffic
- Different procedures



# Back To... Normal?

- Back to standard situation
- Enduring changes?
- Extinction of ad-hoc procedures
- Loss of proficiency
- Lack of experience



# Consequences

- Different kind of traffic
- Different procedures
- Confusion in procedures
- Diminished skills



# Mitigation

- Refreshment training
- Stepped increase if possible
- Reinforcement staff
- Rostering





THANKS FOR YOUR ATTENTION

# How to manage COVID Impacts on ATM and Airports Operations



#StayStrong #WeAreAviation #StrongerTogether

# Speaker



**Maurizio Salvestrini**

Head of Safety Department, Safety Manager

ENAV



# ATM and Airport operations during recovery

**CANSO** *Safely Navigating the Industry Recovery*

*Webinar 23 September 2021*



## List of topics:

- ENAV first reaction to Covid-19 pandemic
- ENAV Risk management based approach
- CANSO/Eurocontrol cooperation
- Operative personnel training activities
- A quick overview on last summer ENAV safety data trends
- What the present teaches us for the future...

**45**

Control Towers

**732,800**

Kmq in Airspace of Competence

**4**

Area Control Centres

**7,300**

Peak flights managed per day

**2,05Mln**

Peak flights managed per year

The beginning...



## WHEN IT ALL STARTED ... NO PLANS

... had to react to an ***UNPLANNED CHANGE***

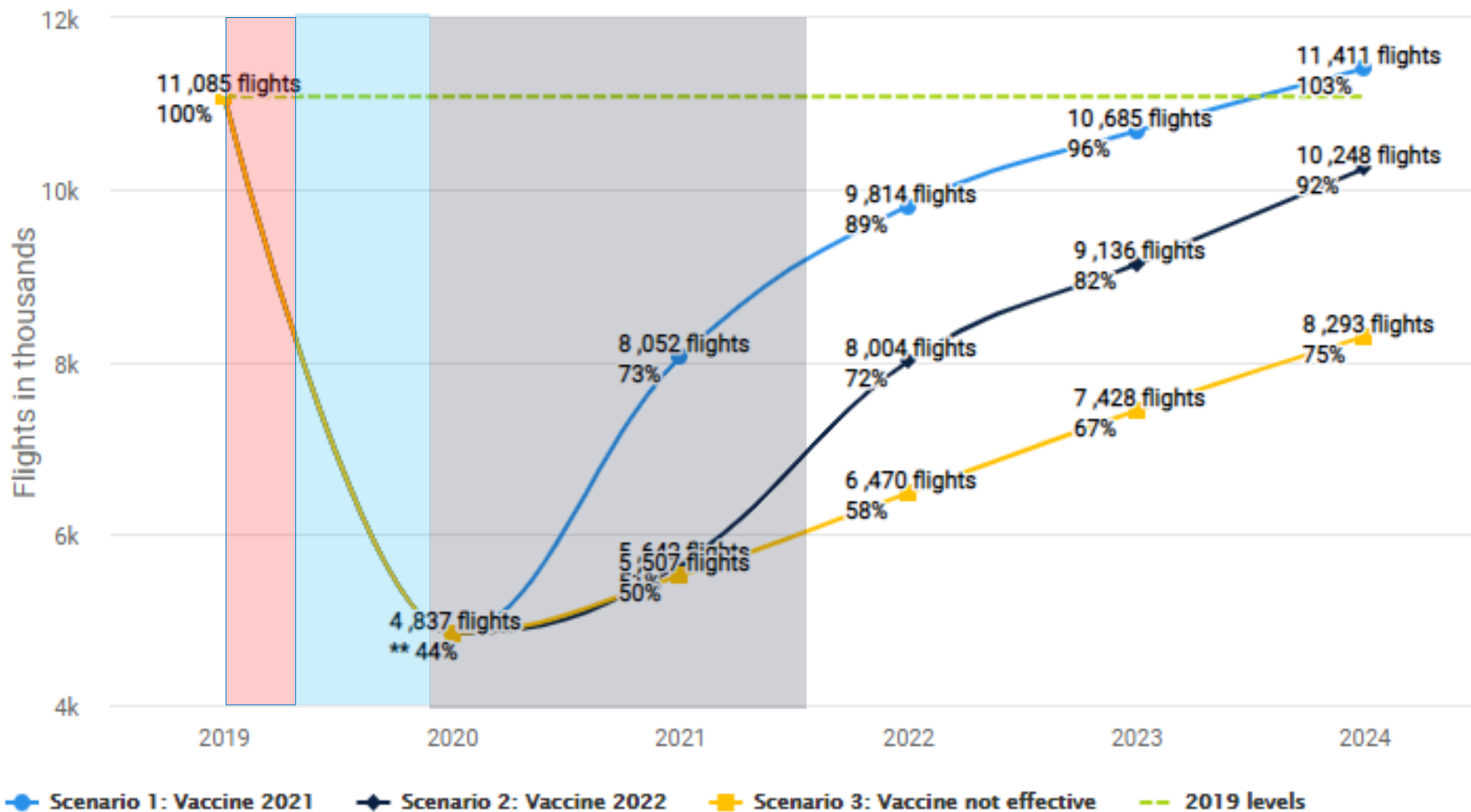
... had to take fast actions to react to ***UNEXPECTED EMERGENCY SITUATION***

... no time for prior ***APPROVAL*** of the ***COMPETENT AUTHORITY***

Then we set a plan...

## Forecast for \*Europe 2020-2024

Actual and % change compared to 2019



\*Europe = ECAC 44 Member States

\*\*Forecast 2020 based on scenario 2

### PHASE 0

Immediate reaction

No FHA

### PHASE 1

Risk Assessment on  
«Phase 0» decisions

CAA  
Review & Approval

Safety Requirement  
definition

### PHASE 2

Risk Assessment to  
guide the system to  
Retourning to Normal  
OPS using EC/Canso  
Risk Portfolio.

CAA  
Review & Approval

Safety Requirement  
definition

## Purpose and program development

Activity aimed at reducing the risks of skills erosion, this program allows all ATCOs to exercise the skills of the Unit Endorsement, in high workloads conditions (Summer 2019)

ACC	909	→ 1719 ATCO
TWR/APP	641	
Low Tfc Airports	169	

ACC, APP radar ed **Strategic Airports**

Simulations with - Syntetic Training Devices (fixed or mobile)

Low Traffic Airports

Case Studies Analysis

## Strategic Airport Program



> Using the extra operational time available

> 7 Mobile STDs (TWR RAD – TWR)

> Training on site

> Local operational service area

> Rolling activity 15 March / 30 september 2021

International collaboration in the European Area has been very deep. the CANSO Europe Safety Directors Group (CESAF), for instance, was instrumental in developing **CANSO's COVID-19: Ensuring Continuity of ATS Service Globally guidelines**, and this collaboration was strengthened by support of the Network Manager.

As restart got underway and we shifted to recovery of 'normal' operations, we have worked closely with industry partners and organisations to develop key operations and safety initiatives. This included contributing to the **EUROCONTROL Safety Team**, and **European Union Aviation Safety Agency's (EASA) Cross-Domain Safety Risk Portfolio** and **EASA "Rump-up" campaign**.



**COVID-19:  
ENSURING  
CONTINUITY OF  
ATS SERVICE  
GLOBALLY**



**COVID-19:  
ANS RESTART  
AND RECOVERY  
GUIDE**



Review of Aviation Safety Issues Arising from the COVID-19 Pandemic – V2, April 2021

**Review of Aviation Safety Issues  
Arising from the COVID-19 Pandemic  
Version 2 – April, 2021**












**Maintenance of ATCO skills  
Guidelines in relation to the COVID-19 pandemic**

Issue no.: 1  
(valid until further notice)  
Date: 31.05.2021



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Safety Performance Indicator July-August 2019 vs July-August 2021	Trend
Reporting of occurrences	
Separation Minima Infringements (SMI)	
Rwy Incursions RIN (ATM contribution)	
Rwy Incursions RIN (NO ATM contribution)	
ATM Specific Occurrences (ASO)	
ATCOs Overload (Reg EU 373/2017 effective from 1.1.2020)	
Birdstrikes	
Unauthorized Penetration of Airspace (UPA)	
Safety Occurrences Severity	

# Risk Perception Vs Actual Hazards



The only right answer



Take care of your people because  
they are the most effective safety  
asset of any organization





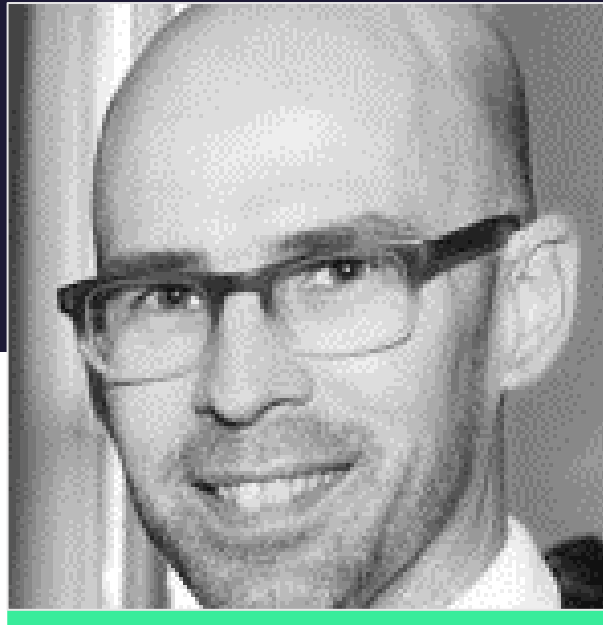
**THANKS FOR YOUR ATTENTION**

# How to manage COVID Impacts on ATM and Airports Operations



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# Speaker



**Michael Belanger**

Director – Aviation Safety, Regulations, and Performance  
Greater Toronto Airports Authority

# ATM & Airport Operations During Recovery

Michael Belanger, Director – Aviation Safety, Regulations & Performance  
Greater Toronto Airports Authority (CYYZ)

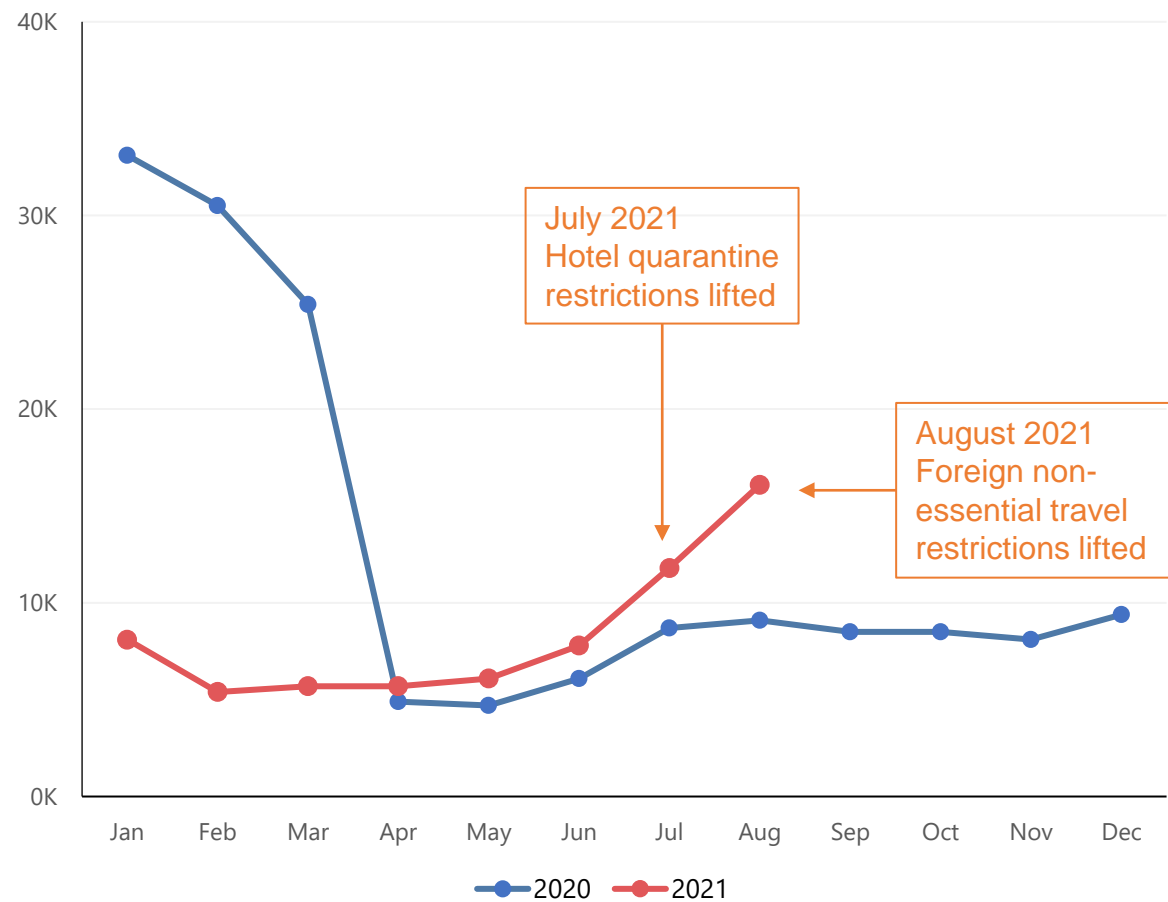
September 23, 2021

# Outline

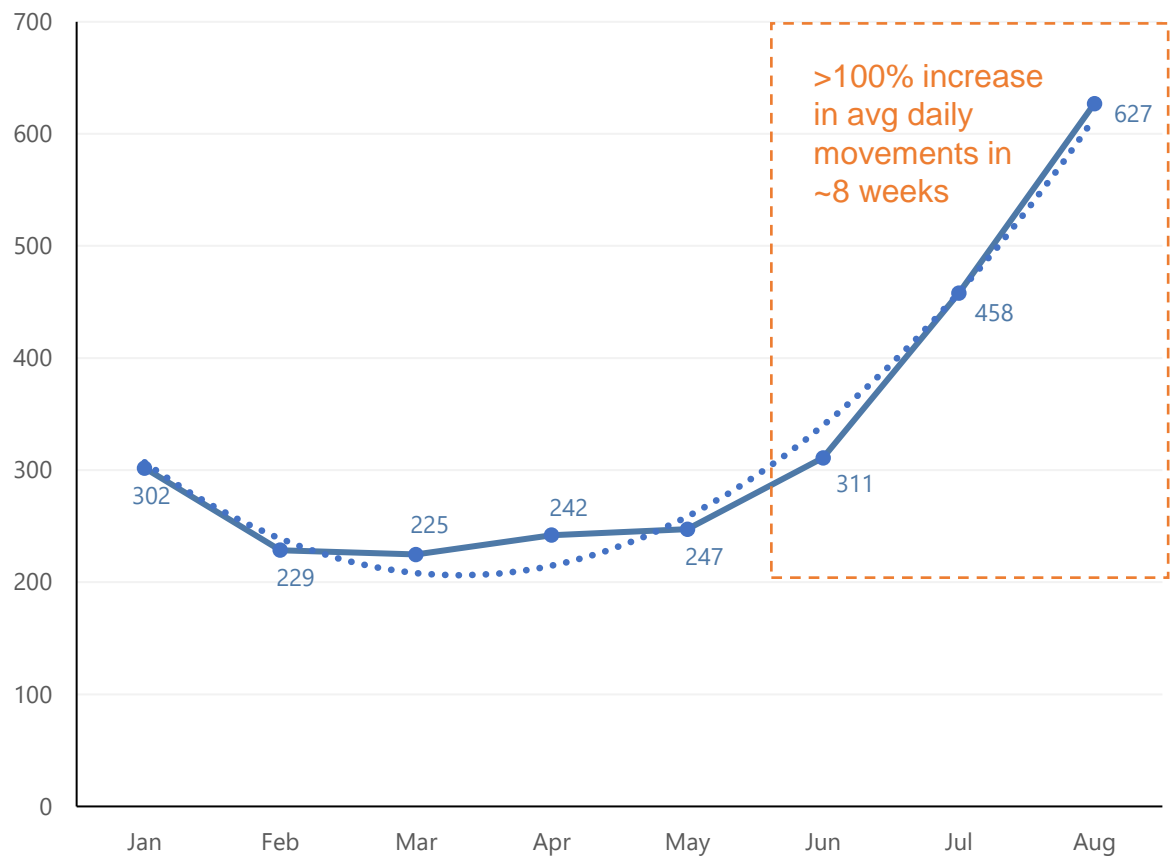
- Operational Performance
- Safety Performance
- Community Impact

# Operational Performance – Movements

## Total Movement Counts – 2020 v 2021

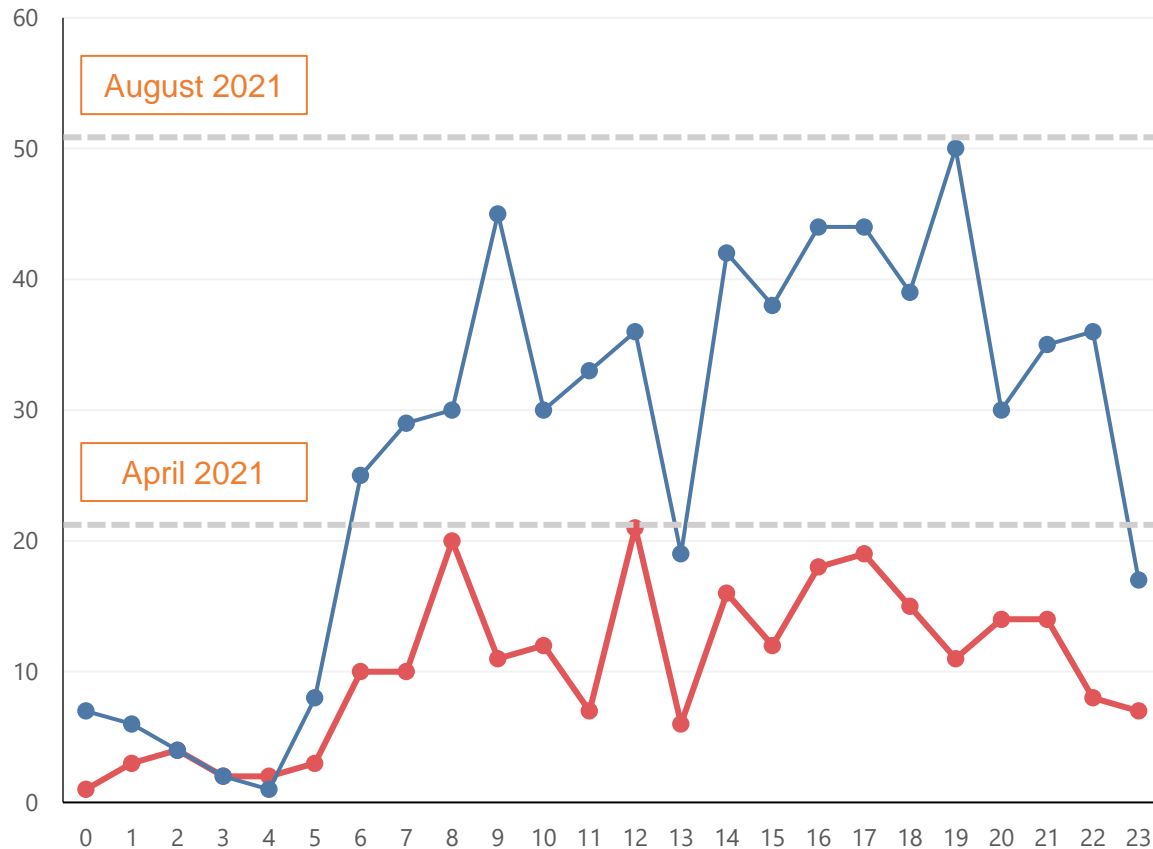


## Average Daily Movement Counts – 2021



# Operational Performance – Movements

## Daily Movement Profile

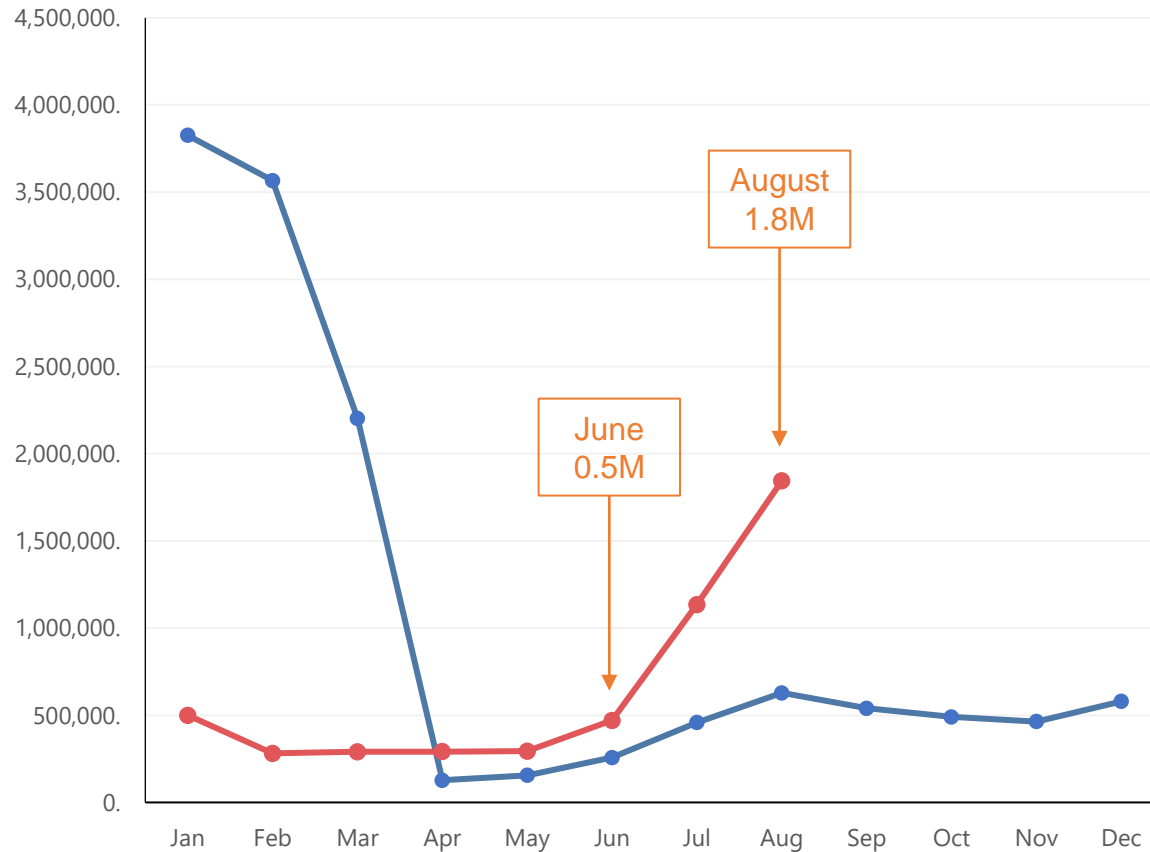


## Identified Safety Risks

- Increased sustained daily movement levels presented risks of airside driver related incidents (e.g. aircraft cut-offs, collisions, incursions).
- Increased operational complexity for Flight Crews and Air Traffic Controllers, amplified by airside works in multiple work zones on primary taxiways and runways.
- Use of irregular runway configurations and increased traffic levels requires opportunity risk for increased runway changes to reduce operational delay.

# Operational Performance – Passengers

## Passenger Counts

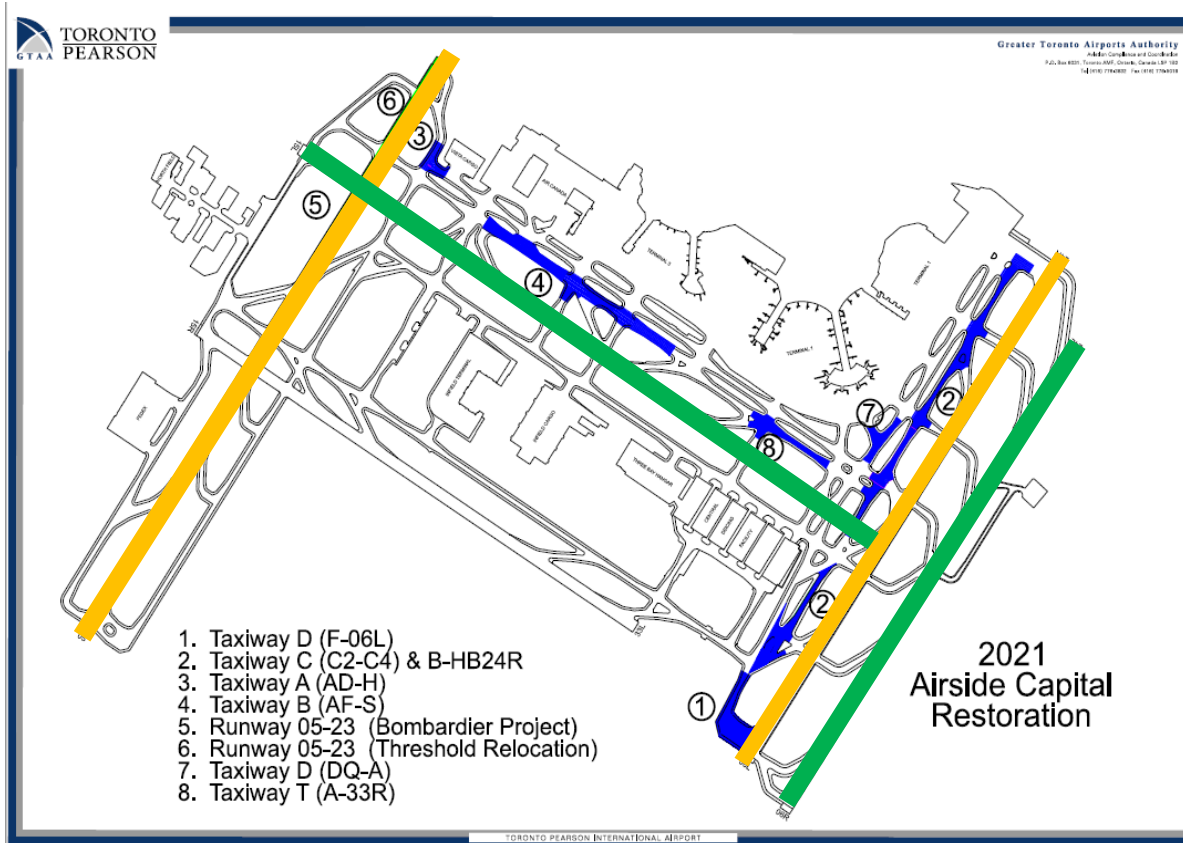


## Identified Safety Risks

- Increased passenger volumes presented a scenario wherein controllers would potentially have to manage additional aircraft in the taxi environment due to aircraft holding off terminal building due to terminal passenger processing performance.

# Operational Performance – Airside Works

## Airside Restoration Activities



## Identified Safety Risks

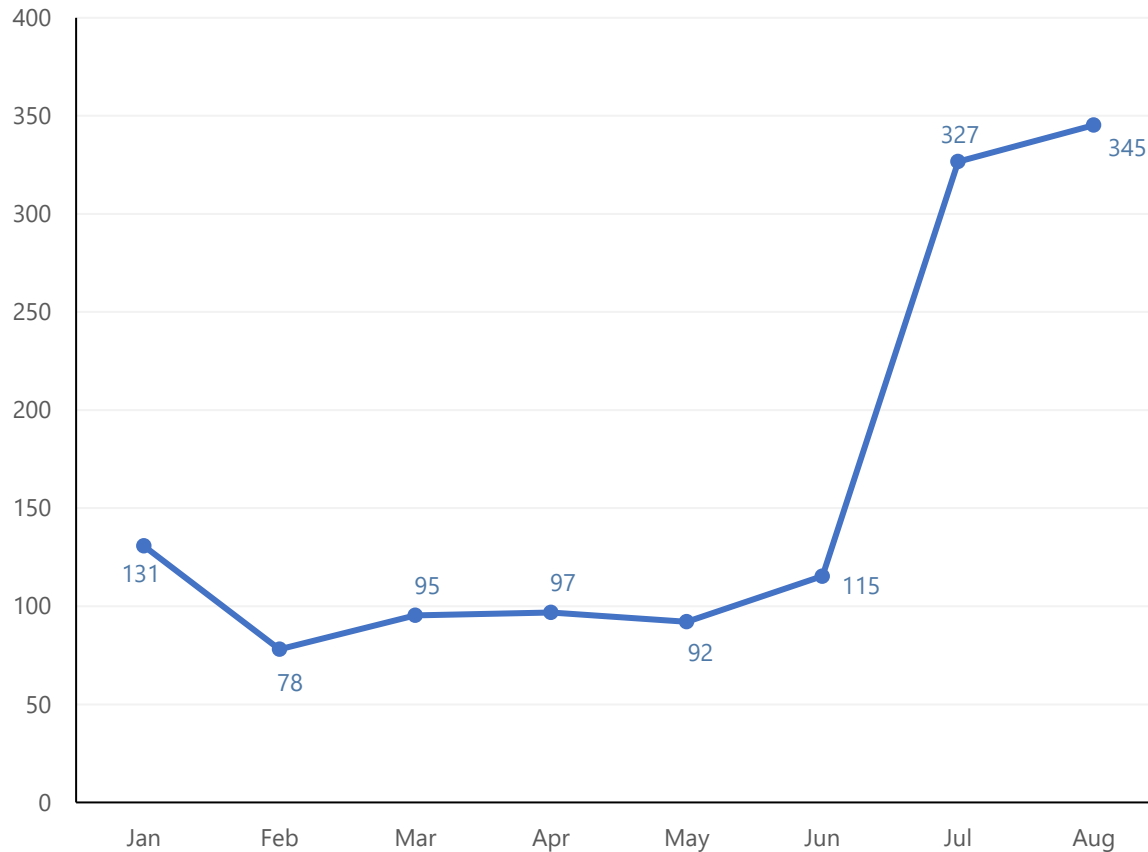
- With reduction in aircraft movement traffic additional capital restoration works were undertaken on primary taxiway and runway infrastructure.
- Primary capacity enabling runways were also restricted due to the airside works.
- Irregular runway configurations and taxiway routings were required to facilitate the works which presented an increased risk of runway incursions and incorrect taxi events.

# Safety Risk Mitigation Activities

- Activation of established Aircraft Staging & Parking Plan as required with defined procedures.
- Increased engagements with stakeholder safety performance groups.
- Local Runway Safety Team (LRST) forum engaged to inform corrective action plans.
- Centralized stand allocation/planning and planned implementation of corrective measures to address stand complexities and communications.

# Community Impact – 2021

## Average Daily Noise Complaints



## Risk Mitigation Activities

- Increased monitoring and outreach to key areas impacted.
- Community engagement activities vis-à-vis our Noise Management Forums including Elected Official and Engaged Resident briefings and Public Meetings.
- Weekly communications in relation to anticipated operational impacts from airside works.

# End of Presentation

Thank-you

# How to manage COVID Impacts on ATM and Airports Operations



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# Speaker



**Filipe dos Reis**

Regional Director Airport, Passenger, Cargo and Security The Americas,  
IATA

# ATM and Airport Webinar

Filipe Pereira dos Reis

23SEP 2021



- Lack of human resources
- Lack of proficiency
- Longer turnaround times
- Demand predictability

# How to manage COVID Impacts on ATM and Airports Operations



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# QUESTIONS AND ANSWERS

# Future Webinars – Save the Date

## Episode 6

**Topic:** ATCO & Crew interface during recovery from COVID

**Date:** Thursday 4 November 2021

**Time:** 12:30 CEST





**THANK YOU**