

2025 NM Top 5 Safety Priorities EASA ATM CAG

tzvetomir.blajev@eurocontrol.int



Network
Manager



Supporting European Aviation

Network Operational Safety Process

❑ IDENTIFICATION:

- ❑ Level 1 Key Risk Areas – e.g., runway incursion.
- ❑ Level 2 – Annual Top 5.
- ❑ Level 3 – Issues to be monitored.

❑ STUDIES:

- ❑ Level 1 – Action Plans, e.g., GAPPRI.
- ❑ Level 2 – Fact sheets, reports.
- ❑ Level 3 – Ad hoc reports

❑ PROMOTION – Workshops, Seminars, SKYbrary.

Network Manager task in EU
2019/123 from 24 January 2019:

“identify operational safety hazards at network level in cooperation with operational stakeholders and assess the associated network safety risk and report them to the Agency”.



Network
Manager



2024 NM TOP 5



- ❑ 2024 sample – 26 ANSPs
- ❑ Sample of European A and B severity incidents
- ❑ Safety Functions Map (SAFMAP) Analysis
- ❑ Visualisation and pattern identification
- ❑ Expertise-based decision making - SAFOPS

EN-ROUTE INCIDENT ANALYSIS



98 Incidents

- “Blind spot” – 40% of the sample
- “Restricted airspace infringement” - 32% & high criticality

EN-ROUTE INCIDENT ANALYSIS

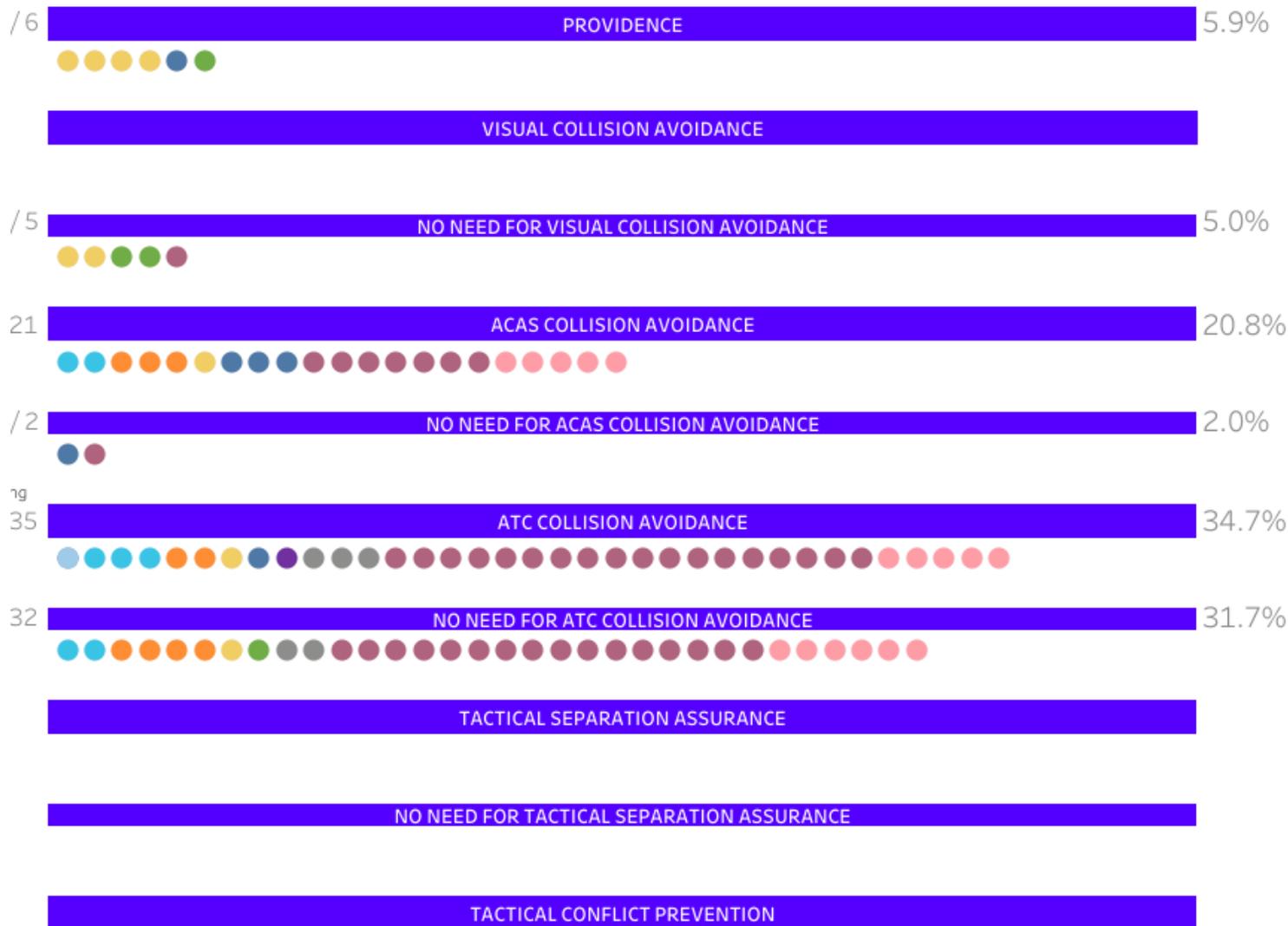


Initiator Legend:

- Restricted airspace infringement
- Overlooked aircraft
- Pretactical conflict

Flight without a transponder or with a dysfunctional one

TMA/CTR INCIDENT ANALYSIS



101 Incidents

- “Controlled airspace infringement” – high criticality
- “Restricted airspace infringement” – high criticality

TMA/CTR INCIDENT ANALYSIS



10 Incidents

- Controlled airspace infringement
- Restricted airspace infringement

Flights without a transponder or with a dysfunctional one

RUNWAY INCURSION INCIDENT ANALYSIS



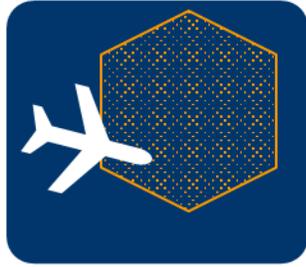
55 Incidents

In 55% (30 events) of the incidents, ATC did not detect the potential RWY conflict when issuing the conflicting RWY clearance

47% of the incidents that reached the last 2 barriers

ATC not detecting the potential RWY conflict

EUROCONTROL NM Top 5 Safety Priorities 2024



1. Controller blind spot
2. Restricted airspace infringement
3. Flight without transponder or with dysfunctional one
4. Controlled airspace infringement
5. Controller detection of potential runway conflict



Network
Manager



Supporting European Aviation

RISK MONITORING LIST

- High controller workload (**new**)
- Non-commercial / non-scheduled flights
- VFR/IFR conflicts in TMA/CTR airspace
- Synchronisation of successive arriving to land and of arriving to land and departing aircraft
- Incorrect presence on the runway protected area that could have been prevented by stop bars

DISIDENTIFIED SAFMAP DASHBOARDS

- ❑ Separation minima infringement en-route:
 - ➔ <https://skybrary.aero/tableau/2023enr>
- ❑ Separation minima infringement in TMA/CTR airspace.
 - ➔ <https://skybrary.aero/tableau/2023tma>
- ❑ Runway incursion.
 - ➔ <https://skybrary.aero/tableau/2023rwy>