

The "Triple One Concept" describes the use of a single frequency and a single language for all movements associated with a runway:



The concept was included in the "European Action Plan for the Prevention of Runway Incursions" (EAPRI) as a recommendation to increase the situational awareness of all parties involved in manoeuvring area operations. This is attributable to the fact that many runway incursions are related to miscommunication between stakeholders – air traffic control, pilots and drivers. Knowing what is happening on and around the runway can add a final safety barrier to the system.

However, the implementation of the "Triple One Concept" implies certain requirements, such as the use of a common language, which are not always easy to realize. Increased language requirements for operational ground staff can confront airports with difficult challenges. Additionally, the seemingly obvious safety gain of using a single frequency for all movements on a runway also entails difficulties, such as additional frequency load. All in all, the concept is being controversy discussed amongst European airports. These are the reasons why many airports have not yet implemented the EAPRI recommendation on the "Triple One Concept".

EASA aims to get a comprehensive picture of the current implementation situation at all airports in Europe in order to make a careful and objective analysis of the safety gains and possible risks or operational disadvantages. Based on the results of the study and its recommendation, the European legislator will then decide to what extent the "Triple One Concept" should be taken into account in future regulations.

airsight has been commissioned to conduct the study in cooperation with Brussels Airport. Broad stakeholder participation is a central part of the analysis in order to understand the different implementation options, advantages and disadvantages as well as costs and backgrounds. This will involve a set of questionnaires, interviews and dedicated workshops. The study will involve airport operators, associated competent CAAs and ANSPs, as well as ATCOs and pilots and will be supported by ACI Europe.

We therefore **call for active participation in the study** in order to ensure that the study results and the final decision by EASA are based on most representative and input from airports all across Europe.

These are the focal points for the conduction of the study:

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