

from Laurent Delétraz / OOTX  
to Project team / FOCA

subject **ILS34 Basel project phase 1 / Test concept and implementation**

date 15.06.2007  
cc -

### **Introduction**

This document is related to the ILS34 Basel project and its dedicated Safety Case Document. This concept is also linked with the French Safety Case Document. French are responsible to collect evidences that the use of the dynamic airspace is acceptably safe and they will demonstrate that by collecting their own evidences. However, skyguide shall gain maximum experience and demonstrates itself that the operation during and after the test phase can be operated safely.

The purpose of this document is to describe the success criteria.

### **Test Phase**

The test phase has started the 15<sup>th</sup> March 2007 with the introduction of the new Basle TMA Tango sectors. From this date and until the 5<sup>th</sup> July 2007 the TMA sectors will not be activated by Basle. From this date, activation and deactivation of the sectors Tango will take place until the end of the test phase foreseen to be in October 2007. During the entire test phase, the ILS34 at Basle as not installed / certified will not be used. The actual visual manoeuvre to runway 34 is still applied. Schedule of activation/deactivation will be coordinated between Basle and Bern units with the possibility for Bern to deny, suspend or cancel an activation depending on the traffic situation.

### **Test phase management**

During the test phase, weekly coordination between national project managers will be conducted and communicated to stakeholders. Tactical adjustment to the concept will be considered and documented.

### **Validation process – Success promulgation**

The validation is based on experts judgment. All available reporting material (evidences) shall be collected according the table below during the test phase. A dedicated expert panel is nominated. This panel will have the role to validate the evidences by a reality check. At the end of the test phase a safety report will be delivered by this panel to support the safety case version 2.0.



**Testing, what & how**

What / Safety Requirements	Test concept (how)	Responsible person / unit	Schedule	Evidence	OK
<b>SR01 / SR02</b> VFR AIP publications <ul style="list-style-type: none"> <li>• Correct</li> <li>• Adequate</li> <li>• Efficiency (Training / Basilea)</li> </ul>	Error reports User return of experience meeting (FOCA / Associations / DSNA / skyguide)	L. Delétraz / FOCA	TBD	Meeting minutes NO error reported	
<b>SR03</b> IFR AIP publication <ul style="list-style-type: none"> <li>• Correct</li> <li>• Adequate</li> <li>• Understandable</li> </ul>	AGF meeting of LSZB / LSZG organized by the FOCA on request of OOTX.	FOCA	TBD	AGF minutes	
<b>SR06 / SR07</b> Radar maps and track plots comparison between adjacent ATC units BRN and BSL. Buffer size adequate	Radar Map screenshot with same reference in Basle and Bern and compared. Plotting compared. Precision criteria required. Mandate to J.R. Dunand to initialize the comparison.	J.R. Dunand	31.8.2007	TBC	
<b>SR05</b> Activation /Deactivation procedures <ul style="list-style-type: none"> <li>• Timing</li> <li>• Radar maps handling</li> </ul>	Specific return by the ATC units in the log OPS ILS34 Basle (See annex)  OPS meeting between ATC units (BSL / BRN / ZRH / ADDC). At least 2 (middle / before CfO)	A. Schüpbach / Bern J. Hänni / TCZ	From start of test until the 15.09.2007  2 meetings TBC	Form returned to L. Delétraz / OOTX  Meetings minutes	
<b>SR04 / SR05 / SR06 / SR10 / SR11 / SR12</b> Coordination procedures <ul style="list-style-type: none"> <li>• LSZG operation</li> <li>• WILLISAU holding operation</li> <li>• Transit traffic in Bern AoR</li> </ul>	Specific feedback by the ATC units in the log OPS ILS34 Basle dedicated form (See annex)  OPS meeting between ATC units (BSL / BRN				

<ul style="list-style-type: none"> <li>• Buffer</li> </ul>	/ ZRH / ADDC) including safety case review for new hazards identification and mitigation.				
<b>SR08 / SR09</b> Technical modifications <ul style="list-style-type: none"> <li>• Telephone lines</li> <li>• Radar Maps</li> <li>• INCH / Infonet</li> </ul>	Specific feedback by the ATC units in the log OPS ILS34 Basle dedicated form (See annex)  OPS Technical meeting between ATC units (BSL / BRN / ZRH / ADDC) including safety case review for new hazards identification and mitigation.				

Test in progress	Passed	Failed

Annex **Feedback ATC form 'ILS34 Basle'**

UNIT:		POSITION:	
DATE	ACTIVATION TIME (utc)	DEACTIVATION TIME (utc)	REMARK / PROBLEM / IMPROVEMENT