COLLABORATIVE AERODROME SAFETY HIGHLIGHTS (CASH)

- DEVELOPMENT PROCESS –

This document defines the process related to the development and edition of CASH data of an aerodrome. It defines in particular:

- what a CASH data is,
- the validation process of the CASH data of an aerodrome,
- their formatting constraints,
- the way they are put online and updated.

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What is CASH data?

CASH data is information on specific features of an aerodrome that pilots are likely to face on arrival, on the ground or on departure. It is intended to enable them to better prepare a flight. It stems in particular from the analysis of safety occurrences and feedback from operators, and may concern the aeronautical, aerological and geographical environment and the operating modes that present risks.

CASH data meets a number of criteria, defined below.

● CASH data is local information, specific to a given aerodrome. CASH data should therefore not present generalities, such as "runway incursion risk", but indicate the specific, platform-specific circumstances of the occurrence of this risk if it exists.

● The selected CASH data should be perennial information, not intended to be modified on a regular basis. The illustrations used must also be perennial. In this respect, precautions should be taken when using AIP background maps ; even if the data to which attention is drawn is perrenial, one has to make sure that it is also the case for the other data displayed.

For example, as they are not perennial, risks relating to works should not be included in CASH.

● CASH data do not replace regulatory information (AIP, NOTAM, SupAIP). They are intended to explain situations or local particularities the knowledge of which by crews is considered beneficial for the conduct of the flight. They are published for information only; they are not comprehensive.

CASH data validation process

CASH data proposals are established in a collaborative manner by the main players at an aerodrome (air transport operators, aerodrome operator, air navigation service provider, flying clubs, Météo-France). Any information proposed in CASH has to be validated by the LST or, in its absence, any other equivalent entity in charge of safety on the platform (depending on its size).

The validation date is specified for the database update to take effect.

Who is CASH targeting?

CASH is targeting all pilots, whether professional or private, but also people in charge of flight preparation who will ultimately transmit the relevant information to crews.

Which aerodromes are concerned by CASH?

Any aerodrome may be included in CASH, as each platform has its own specific characteristics which are potential threats to pilots. If an aerodrome is part of CASH, it does not mean that it is less safe than aerodromes that are not ; it means that it is part of a collaborative process set between operators, aimed at giving crews a better knowledge of

the context of an aerodrome, promoting a common and better perception of the aeronautical environment and, ultimately, reinforcing the overall safety performance.

How to express an interest in being part of CASH?

To initiate a participation process in CASH you have to contact the operator of the aerodrome concerned. The operator will, in turn, inform the LST or, if no LST exists, any other equivalent entity in charge of safety on the platform. The members of the LST or its equivalent then initiate the process of developing the CASH list for the aerodrome, based on the criteria defined in this note.

How is CASH data formatted and published?

► Formatting of CASH data

The proposed CASH data should be distributed into the following categories:

- General
- Arrival
- Runway
- Taxi
- Departure

The description of each CASH data can be accompanied by illustrations (maps, photos, ...) or even videos, the objective being to be as explicit as possible.

For an overview of what can be done, please refer to the CASH pages currently online:

https://www.ecologique-solidaire.gouv.fr/collaborative-aerodrome-safety-highlights-cash

The CASH pages are to be written in French and English, as both versions are displayed on the website.

Important: for a single aerodrome, the number of CASH items should be limited so as not to discourage the reading of all the items displayed.

The CASH data are organised according to a model that should be followed in order to facilitate their reading. They are in Publisher (.pub) format.

French version model: CASH-modele_fr.pub

English version model: CASH-modele_en.pub

The first page of each CASH file has to display the entity that validated the data (the aerodrome operator, the safety committee, the LST or any other entity in charge of safety on the platform) and the date of validation (in the spaces provided).

► **Publication of CASH data**

Once the CASH information have been implemented according to the above models, the CASH contact of the aerodrome concerned has to send the documents in Publisher format (in French and English) to DSAC/MEAS via the CASH functional e-mail box: dsac-cash-bf@aviation-civile.gouv.fr.

DSAC/MEAS is responsible for checking

- The general format of the document;
- The presence of the required information relating to the entity that validated the data and the date of their validation.

At the same time, DSAC/MEAS sends the documents in Publisher format (via the functional e-mail box dsac-cash-bf@aviation-civile.gouv.fr) to the DSAC/IR concerned and to DSNA/MSQS (for aerodromes where the air navigation service provider is DSNA).

Within two weeks, DSAC/IR or DSNA/MSQS shall inform DSAC/MEAS of any significant error. Once this deadline has passed, DSAC/MEAS informs (via the functional e-mail box dsac-cash-bf@aviation-civile.gouv.fr) the CASH contact of the aerodrome concerned of the reported errors. The CASH contact of the aerodrome then takes any action he/she deems useful to assess :

- the relevance of the remarks that have been brought to his/her attention
- and the need to send an amended version to DSAC/MEAS.

At the end of this process, DSAC/MEAS saves the document in PDF format and requests that it be put online at the DGAC Web Office.

As soon as the document is online, the entity that transmitted the CASH files is informed. The documents in Publisher format (possibly modified by DSAC/MEAS) are returned to the sender, so they may be used for any update.

In the "Interesting links" section of SIA home page, a CASH link refers to the CASH page hosted on the DGAC's website.

To indicate the existence of a CASH file, the aerodrome operator has to make a request for an update in the VAC atlas and in the AIP to his ANS contact. The text to be inserted - on the VAC text page under the heading "Miscellaneous information - 18- Miscellaneous" and, for an IFR aerodrome, under heading AD 2.23 of the AIP - is as follows:

Des informations complémentaires pour la préparation des vols appelées «COLLABORATIVE AERODROME SAFETY HIGHLIGHTS » sont disponibles à l'adresse https://www.ecologique-solidaire.gouv.fr/collaborative-aerodrome-safety-highlights-cash. Ces données sont publiées uniquement à titre indicatif et informatif, et ne sont pas exhaustives. Elles ne se substituent en aucun cas à l'information aéronautique de référence diffusée au travers de l'AIP France, des NOTAM et des Sup AIP.

Additional information for flight planning called "COLLABORATIVE AERODROME SAFETY HIGHLIGHTS" is available at https://www.ecologique-solidaire.gouv.fr/collaborative-aerodrome-safety-highlights-cash. These data are published for information purposes only and are not comprehensive. It does not replace the aeronautical information published in the AIP France, NOTAMs and Sup AIPs.

CASH data update

Updates follow the same process as described above.

QR codes of the CASH pages on DGAC's website

French version	
English version	