

# Koncepcja Triple One

Posiedzenie Krajowego Zespołu ds. Bezpieczeństwa Dróg Startowych (RST)

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# EASA STUDY ON THE TRIPLE ONE CONCEPT

ONE RUNWAY,  
ONE FREQUENCY,  
ONE LANGUAGE



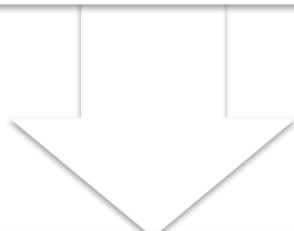
<https://www.airsight.de/projects/item/study-on-the-easa-triple-one-concept-one-runway-one-frequency-one-language/>

<https://www.easa.europa.eu/en/research-projects/implementation-aerodrome-triple-one-concept>

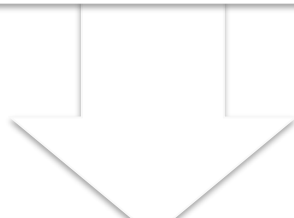


## Triple One

**runway safety**



**świadomość sytuacyjna (załogi, kierowcy)**



**Triple One Concept**



## Triple One - EAPRI

#	Recommendation	Action
1.3.3	Implement, monitor and ensure the use of the readback procedure (also applicable to manoeuvring area drivers and other personnel who operate on the manoeuvring area).	Air Navigation Service Provider (lead), Aircraft Operator (lead), Aerodrome Operator (lead).
1.3.4	Where practicable, improve situational awareness by conducting all communications associated with runway operations using aviation English.	Air Navigation Service Provider (lead), Aircraft Operator (lead), Aerodrome Operator (lead).
1.3.5	When practicable, improve situational awareness, by implementing procedures whereby all communications associated with runway operations are on a common or cross-coupled frequency.	Air Navigation Service Provider (lead)



## Triple One - EAPRI

### **RUNWAY FREQUENCY**

It is recommended that **communications for all operations on a runway (landing, departing, crossing aircraft, vehicles crossing and runway inspections etc.) take place on the VHF frequency assigned for that runway**; this will help to maintain high levels of situational awareness. To accommodate vehicles that are equipped with UHF radios only, frequency 'coupling' should be employed to ensure that all UHF communications associated with runway operations are simultaneously transmitted on the appropriate VHF frequency (and vice versa). When using RTF frequency coupling, Controllers (and drivers) need to be mindful of 'clipped' transmissions, where the beginning or end of the transmission is not broadcast/received.

**Concerns about runway frequency congestion due to drivers using VHF can be alleviated by treating every use of the runway as a planned traffic movement, and keeping detailed discussions e.g. FOD descriptions, for another frequency.**

Some aerodromes (e.g. **Brussels Airport**) have taken the principles described above further and have introduced the concept known as "Triple One": One Runway, One Frequency, One Language (English) as a means to further improve communications/situational awareness for all operations on a runway.

Note: Aerodromes with multiple runways may use a different frequency for each runway.



# Triple One

**biegłość językowa**

**zajętość częstotliwości**

**Triple One**

**różne wersje  
wdrożenia Triple One**

**2 drogi startowe,  
wielkość pola  
manewrowego**

**sytuacje  
awaryjne,  
nietypowe**

