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Annual Safety Conference 2022
EASA Airport Safety & Environmental Sustainability through Innovation

EU2022.CZ  EASA  Your safety is our mission
Key points – Panel 1: Working together

→ Covid crisis **lessons** learnt:
  → Focus on **human factors** and **staff retention**
  → Gained confidence in **resilience & change management system**
  → Made good use of crisis to simplify operations, procedures & infrastructure.

→ **Simplification** of operations is key to enhance safety.
  → Too many different procedures pose a risk to safety, e.g. 25 different ways to put chocks on the same aircraft type creates difficulties for GH organisation.
  → Safety **data** must be **shared**, also with competitors to enable risk based oversight
  → Collaboration with **authorities** is key, e.g. to process security clearance.
  → Bottlenecks also due to limited **ANSP capacity**.
  → Focus on **environmental sustainability** in all stakeholders’ operations
Key points – Panel 2: Smart airport solutions

→ Automated/digitalised solutions at airports (e.g. sensors for runway contamination, autonomous vehicles for snow removal)
  → increase safety of operations
  → make processes more efficient
  → gain cost benefits
  → tackle staff shortages

→ .... but there are some challenges ahead
  → Standardisation
    → global standards to ensure seamless integration with all airport users and avoid a multitude of local and complex solution
    → regulator ensures standards, but must be flexible standards to allow innovation
  → Validation & Certification of solutions
    → to ensure the designed output has been actually achieved
  → Cyber-attack resilience
  → Sharing of/access to data: regulator needs to ensure common standards on data ownership & quality
Key points – Panel 3: Ground handling

→ **GH is labour intensive**
  → focus on qualified staff, use new technology for training & new operational solutions. Social dialogue can enable safer airport operations (e.g. unruly pax)

→ Future EU GH Regulation recognises GH as an important **safety stakeholder** in the aviation safety framework
  → ...but future rules must be **technology agnostic to promote innovation**.

→ Authority **oversight** of GH organisations is welcome...
  → ..., but Member States & EASA must ensure **common implementation** to avoid different interpretations and red-tape.

→ **Sustainable GH operation** are part of airport priorities, e.g. in new GH tenders.

→ **Sharing of relevant safety data**, based on common framework, is crucial since GH is interfacing with airlines & airports.
Key points – Panel 4: Vertiports

- EU Drone Strategy 2.0 provides roadmap for EASA, industry & Member States to develop standards.

- **Common EU vertiports** regulatory framework & development of **industry standards** in the development of **global standards**.

- UAM success as new mode of transportation will depend on the **availability of vertiports** & duly considered **societal acceptance**.

- **Engagement with society** is necessary & solutions for **security** aspects are needed as a pre-requisite of societal acceptance.

- Convenient & easy **integration of VTOL** operations at airports is a must in order to ensure **smooth passenger journey** & **safety** as highest priority.
Key points – Flash talk & Panel 5: Environment

→ An “eco-system” approach will be needed enable **green aircraft operations** using renewable energy sources for which:
   → Airports will play a key role to collaborate with OEM’s, energy suppliers, regulators and investors
   → Early involvement by regulators is needed to de-risk the lack of adequate regulatory framework

→ **Research** funds and **investments** for airport infrastructure providing renewable energy sources to aircraft should be streamlined and **supported by policy instruments**.

→ Airports play an important role in scaling-up of **sustainable fuels** (SAF), through collaboration with SAF producers and implementation of incentivisation measures for airlines.
Thank you

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