

EASA Safety Week

Zurich Airport Ramp-up after COVID-19



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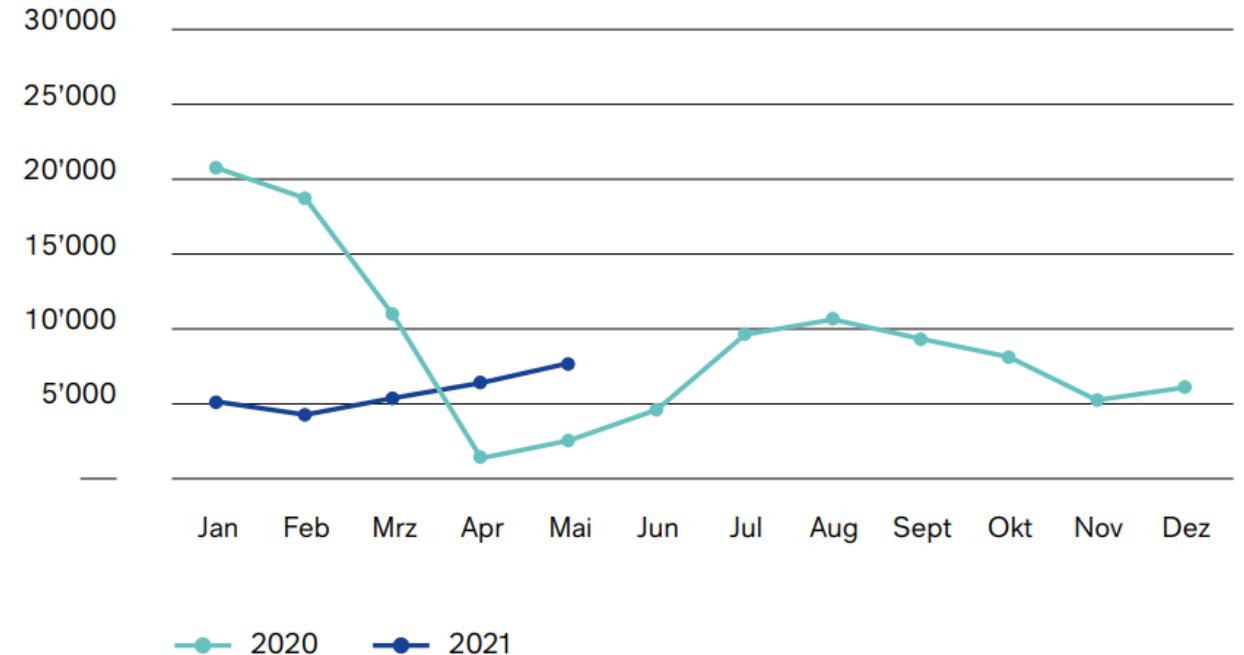
22 June 2021

Zurich Airport

General situation at ZRH

- May 2021: Traffic 33% - Passengers 15% of 2019 levels
- Few redundancies due to national system of “short-time work compensation”
- ZRH remained fully operational throughout the crisis, most infrastructure remained open

Air Traffic Movements Flugbewegungen



Risk Management “Aviation Safety Issues due to COVID-19”

- Zurich Airport **Risk Workshop in July 2020** to identify potential aviation safety risks related to COVID-19 pandemic
- The scope of the assessment took into consideration the “low OPS phase” as well as the “ramp-up phase”
- Focus on four hazard-areas:
 - **Drift of safety behaviour on the movement area**
 - **Increased presence of wildlife at the airport**
 - **Lack of training and experience**
 - **Lack of maintenance of infrastructure and equipment**
- Exchange of Risk Assessment results with airport partners
- Integration of hazards and mitigation measures into the ZRH Aviation Hazard Library
- Consideration of COVID-related hazards within Occurrence Management
- Review of Hazards conducted in June 2021 together with airport partners

Risk Management “Aviation Safety Issues due to COVID-19”

Main Risks identified

Drift of safety behaviour on the movement area

Hazards	Mitigation Actions
Reduced individual performance caused by psychological impact of crisis	Positive leadership, offer psychological support
Changed behavior due to fewer inspections (driving behavior / attentiveness)	Maintain critical inspection activities, conduct awareness campaigns
Lack of resources during (enhanced) peak hours	Ensure continuous traffic anticipation
Deviations from Standard Operating Procedures	Stick to SOPs!

Increased presence of wildlife at the airport

Hazards	Mitigation Actions
Only minor increase in the presence of wildlife detected, but moving closer to movement areas	Continue standard wildlife management activities

Risk Management “Aviation Safety Issues due to COVID-19”

Main Risks identified

Lack of training and experience

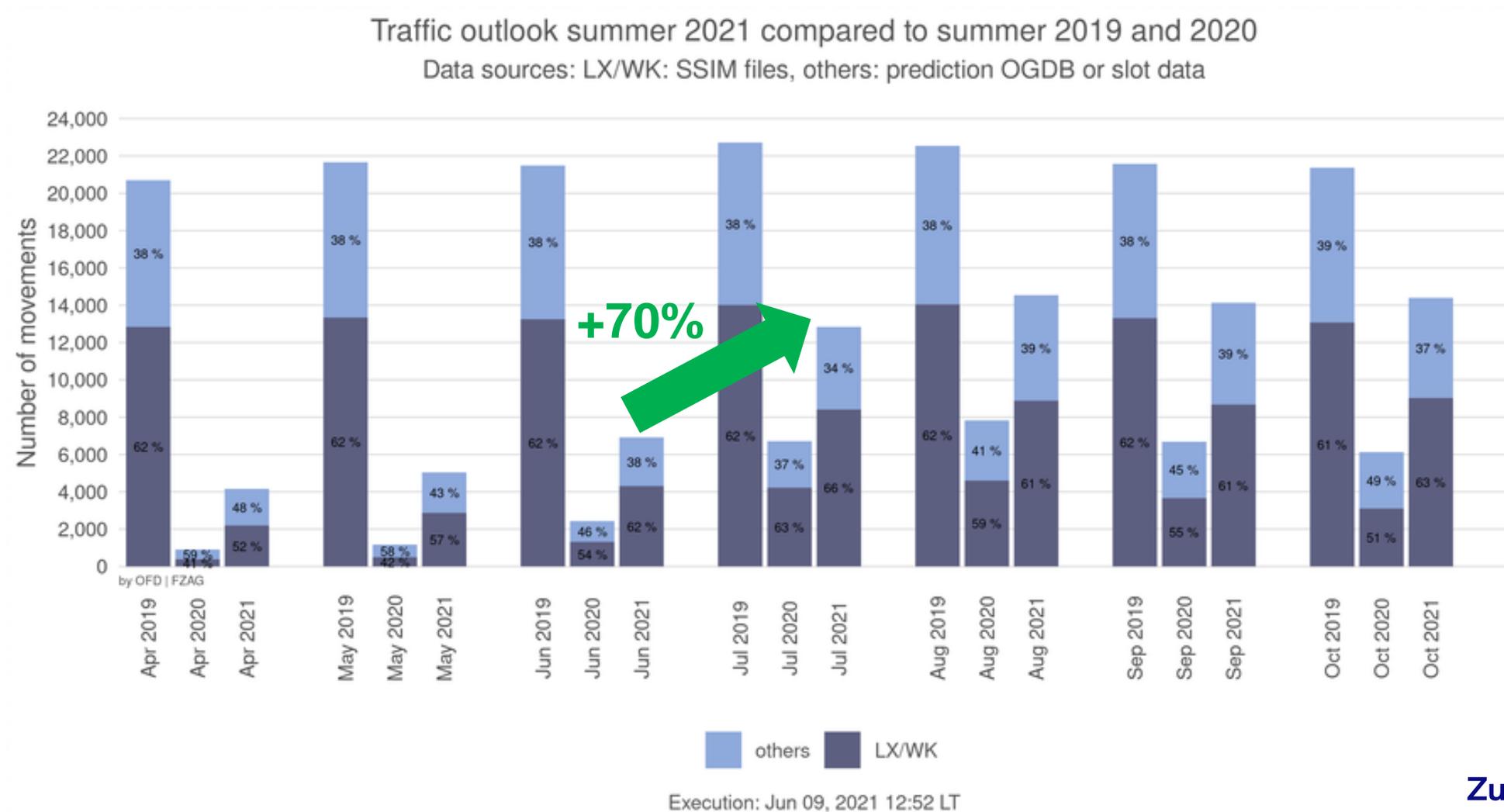
Hazards	Mitigation Actions
Lack of working routine	Balanced shift assignment, continue refresher & safety training activities

Lack of maintenance of infrastructure and equipment

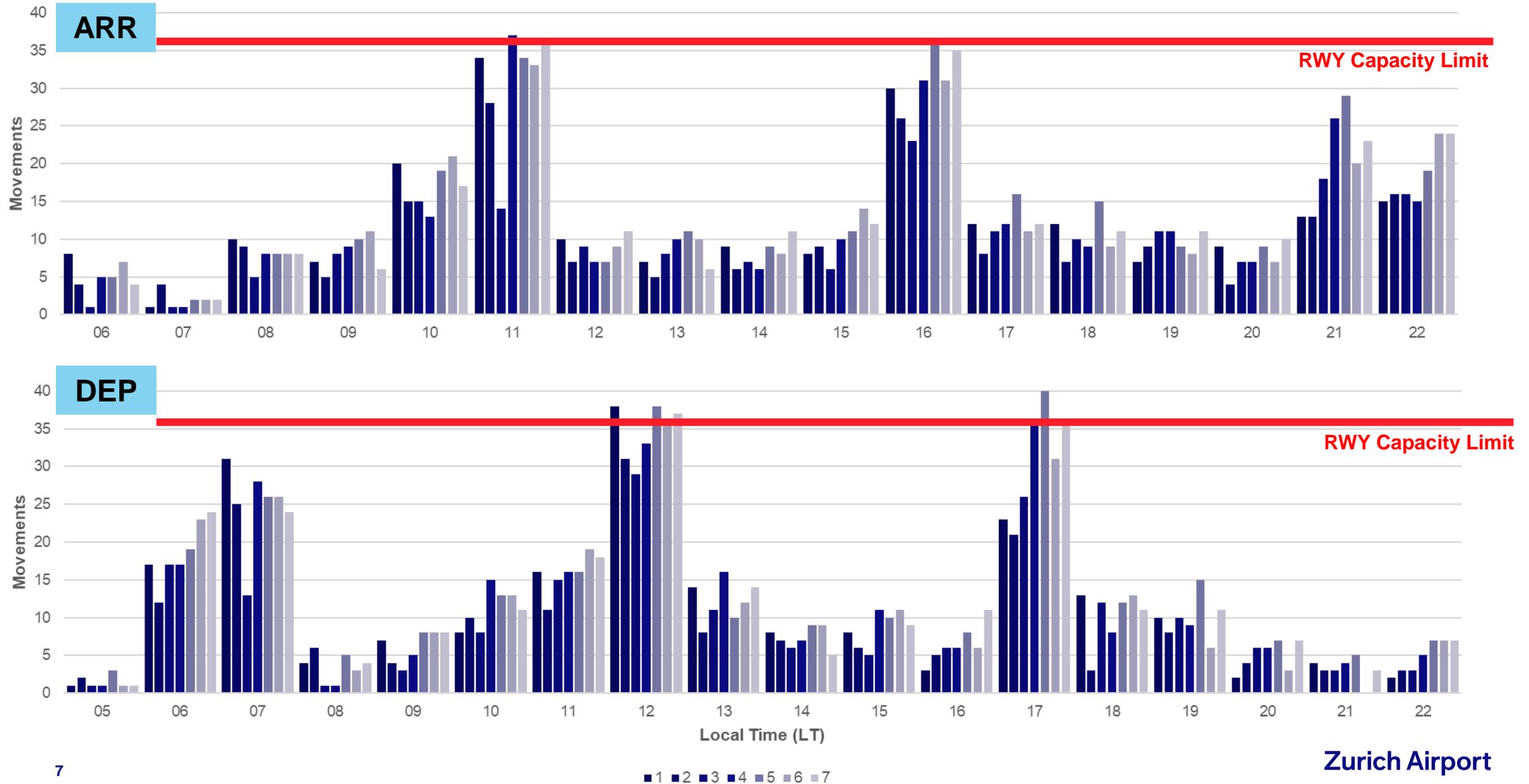
Hazards	Mitigation Actions
Technical systems not fully maintained, infrastructure in poor condition in the long term	Continue regular maintenance cycles, consider in investment planning
Conflict between flight operations and construction work / maintenance work during daytime	Strictly apply standard coordination procedures for maintenance work

Traffic Evolution Summer Timetable

2019/2020 vs. 2021



Anticipated weekly traffic, e.g. 19.07. – 25.07.2021



Ramp-up preparation

- Awareness campaigns for the entire airport community or individually by airport partners
- Recommendation to repeat web-based safety trainings to airport staff
- Refresher training for safety critical staff
- High traffic simulations for ATCOs & Apron controllers
- “Self-assessment” of the communicated recommendations in the EASA SIB 2020-07R2 with the focus on implementing corrective measures if a gap is identified
- Regular meetings with airport partners, e.g. High Level meetings, Airport Safety Committee, Performance Working Group



Gemeinsam für mehr Sicherheit.

A photograph of a Swissair aircraft, registration HB-LIO, being de-iced on a runway at dusk. The aircraft is the central focus, with its tail fin prominently displaying the Swissair logo. Several ground support vehicles, including de-icing trucks and a service truck, are positioned around the aircraft, spraying water or de-icing fluid. The scene is illuminated by the warm glow of the setting sun and the bright lights of the ground crew, creating a misty atmosphere. The sky is a mix of blue and orange. The text "Thank you" is overlaid in the center of the image.

Thank you