



Integrated Aerodrome SMS

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SECTION TWO

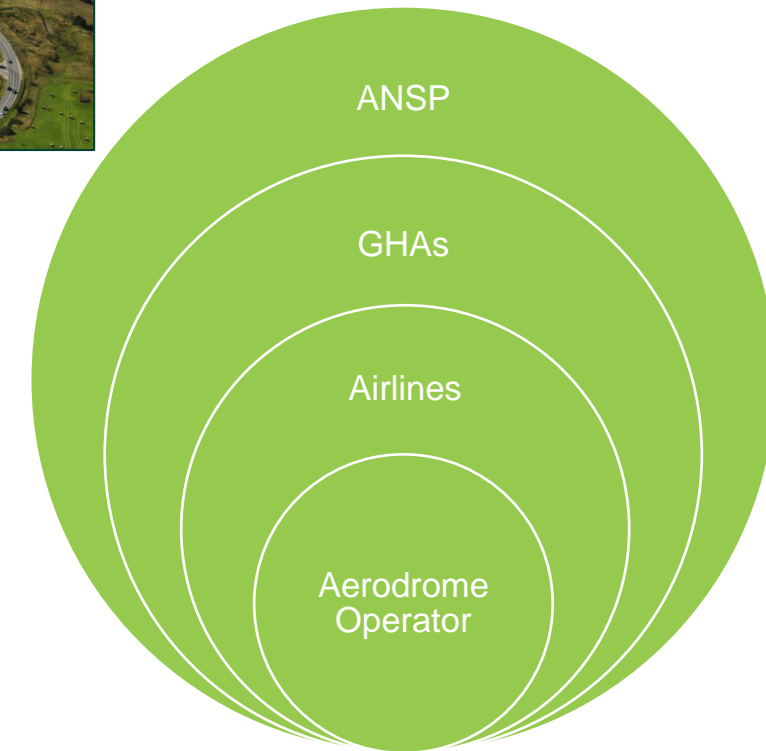
Integrated SMS

01 INTRODUCTION

02 INTEGRATED
SMS

03 SAFETY
CULTURE

04 FUTURE
CHALLENGES



Reactive

Be a creator of circumstances rather
than just a creature of circumstances.
Be proactive rather than reactive.

Brian Tracy

Proactive

Event

Collaborative
Trend Analysis

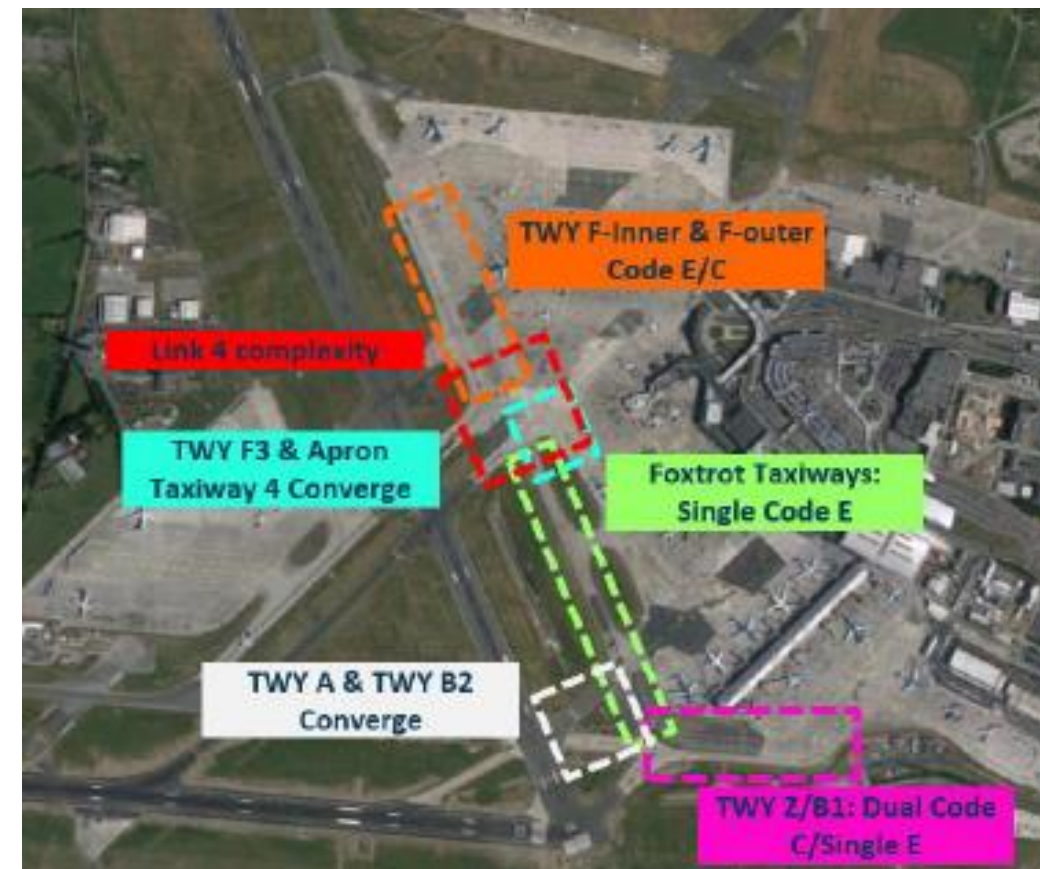
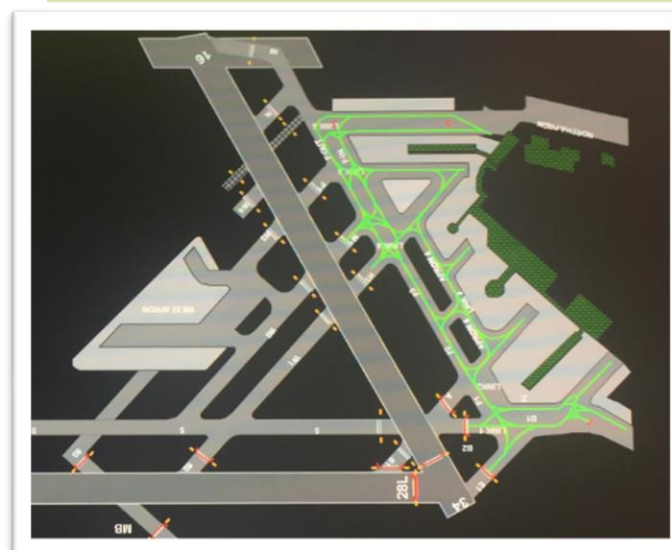
Aligned Shared
Learnings

Joint Risk
Assessments

Agreed
Mitigating
Measures

Implementation
on Site

Shared Learnings



SECTION THREE

Safety Culture

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CULTURE

04 SECTION
FOUR TITLE

- Multiple stakeholders – multiple employee groups
- Staffing levels – new people coming into the business
- Highly diverse and challenging environment
- Maintaining Compliance with all regulations
- Reaching Safety Targets
- Supporting significant Capital Investment Programme
- New infrastructure – RWY 10L/28R – coming on line
- Delivering on whole journey for passengers
- Return to Normal Operations – Impact of COVID

Safety Culture key for all stakeholders – Culture is a key focus at board level



- The Safety Stack programme at its core is for safety culture.
 - Following 2 very serious safety incidents in Europe in 2001 and 2002.
 - As both incidents had elements linked to Safety Culture, Eurocontrol took the lead in developing a safety approach for use in the aviation sector. This approach started in air traffic control, and has been expanded to focus on Airlines and more recently, Airports.
- At an Airport - there are many organisations who must work together to enable smooth and safe airport operations for all –
 - Airlines,
 - Air Traffic Control
 - Ground Handling Agents,
 - Fuellers, etc.
- We are all connected - If one party has a problem, then we all do.

We need to work closely together, and we already do day to day, so why not expand that so that we can work together on safety



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Safety Survey

Multi Stakeholder

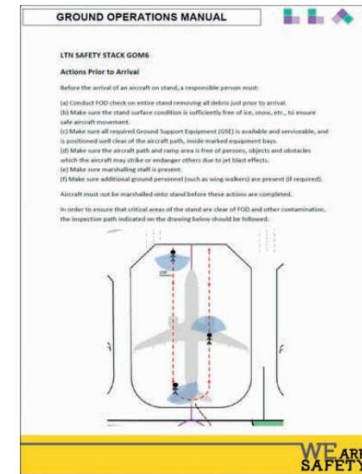
Single Airport location

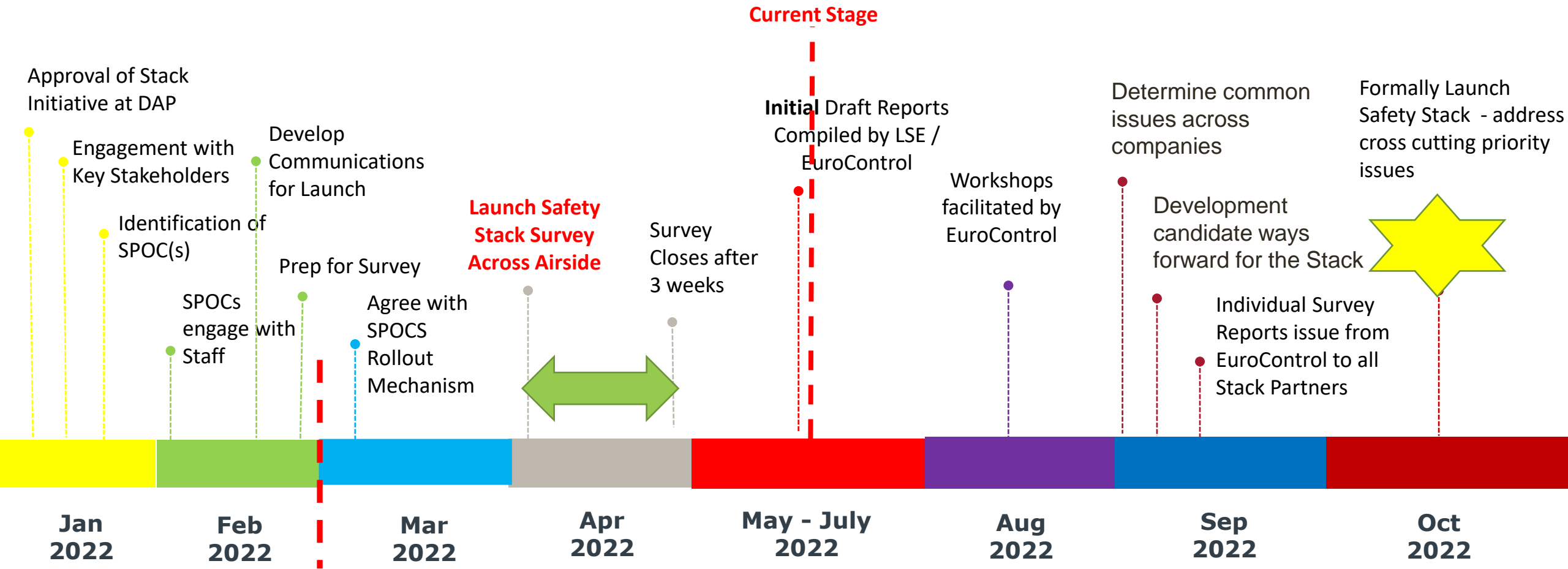
From Ground Up

- London Luton Airport have been working on the safety stack since 2016
- At that time there were several ground handling organisations with differing turn around procedures. These variations can sometimes lead to inconsistencies in approach
- Through the stack programme they developed fully aligned procedures for all operators for each operation, creating a simple one page procedure with diagrams. These procedures are outlined in their ground operations manual.
- A comparison at Luton between the first year of the Safety Stack with the aligned procedures, against the previous year without them, showed a **100% decrease in ground handling damage incidents**, against a background **5% increase** in traffic and a **7% increase** in on time performance.
- Luton have also championed safety leadership programmes across all stakeholders
- Bristol Airport joined the stack in 2019. As part of the programme, they have also introduced safety leadership programmes
 - Focus on well being of staff
 - Target of 4 conversations a day for operational staff – both positive/negative
 - Ramp Improvement Groups established – all parties have a voice



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- Stakeholders Consultation
- Survey Role out
- Information currently being collated
- Workshop plan progressing – Target September 2022



EUROCONTROL

SECTION FOUR

Future Challenges

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Challenges

- Resourcing - How do Airports maintain the service across the board?
- Changing demographic - younger more sustainably conscious generation – may decide not to fly anymore or reduce flights coupled with pressure from governments to reduce air travel to save emissions, energy etc – getting ahead of this will be key.
- E-Commerce – will grow exponential year on year – most airports not set up to cope with demand – will hamper any economic recovery if goods cannot travel
- Balance between cost (low fares) – Service (Passenger experience) and Safety & Security – at what stage does safety become 2nd or 3rd priority – Industry needs to keep full focus on safety as rising fuel costs, resourcing challenges will increase pressure
- eVTOLs & Vertiports – initial ranges will only be 100km but that will develop rapidly
 - Can be available for everyone – could easily see price be competitive against ground taxis due fuel cost
 - Challenges around ANSP procedures and airspace control – vision is for unmanned control – can regulators prepare/accommodate – current impact on drones at airports.
 - What will the airports role be here – will airports form part of the new wave in travel...

Changed Approach

- New approach to engaging, work together, share data & information – across the EASA states
- Standardisation of processes, equipment, training.....
- Embrace technology and adapting quicker



Thank you

