

Closing remarks

Annual **Safety** Conference 2022

EASA Airport Safety & Environmental
Sustainability through Innovation



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Your safety is our mission



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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 ensures **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 prerequisite 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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