

Sikkerhet skapes også på bakken

- Workshop om Ground Safety på Luftfartskonferansen 2010

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Agenda

- Målsetting
- Ground Safety = flysikkerhet på bakken?
- Status
- utfordringer for LT
- utfordringer for selskapene
- Regulering
- Veien videre



Hvorfor trenger vi en workshop om Ground Safety?

- Stor internasjonal oppmerksomhet mot kostnader relatert til bakkerelaterte hendelser og ulykker
- IATA ser dette som et høyt prioritert område
- EASA initiativ gjennom ESSI/ECAST
- "Alle" ser behovet for en overordnet "approach" og dette er godt forankret i alle ledd i luftfarten



Hvem angår dette ?

- AS/NZ risk management standard
 - ◆ Step 1 "Identify Stakeholders"
- Definèr virkeområde



Mål for denne seansen

- Sette arbeidet med Ground Safety på den generelle dagsorden
- Innlede en dialog med alle relevante aktører
- Ha en helhetlig tilnærming
- Få et grunnlag for videre arbeid med Ground Safety Nasjonalt



Status i dag Internasjonalt

- Kort om ECAST Ground Safety Working Group
- IATA's ISAGO promoteres som et anvendelig system for å auditere Ground service providers
- Krav om State safety Program til den enkelte Nasjon
- Pålegg om å etablere Safety Management System for luftfartsorganisasjoner

The European Strategic Safety Initiative ESSI

- 10 year programme (2006-2016) aimed at improving aviation safety in Europe, and for the European citizen worldwide
- Partnership, with more than 150 organisations
- Powered by industry and facilitated by EASA



esssi
European Strategic Safety Initiative

Welcome to the minisite of the European Strategic Safety Initiative!

The European Strategic Safety Initiative (ESSI) is an aviation safety partnership between EASA, other regulators and the industry. The initiative's objective is to further enhance safety for citizens in Europe and worldwide through safety analysis, implementation of cost effective action plans, and coordination with other safety initiatives worldwide. Participants are drawn from the EASA Member States, the ECAC countries, manufacturers, operators and professional unions, research organisations, the FAA and international organisations such as EUROCONTROL and ICAO.

ESSI was launched by EASA as a ten year programme on 28 June 2006 and has three components:

- **ECAST**: European Commercial Aviation Safety Team
- **EHEST**: European Helicopter Safety Team
- **EGAST**: European General Aviation Safety Team

In total, more than one hundred fifty civil and military organisations are participating to date in the ESSI.

More detailed information can be found in the [ESSI presentation](#) attached, and in the [ICAO Information Paper A/36-WP/195-TE/53](#) and the [EASA Annual Safety Review 2006](#) published in 2007.

For further information, or if your organisation wishes to join the ESSI, please contact Michel Masson, ESSI Secretary, at the following email address: essi@easa.europa.eu

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EASA/ECAST GSWG





GSWG Objective

“Promote and facilitate at European level the adoption of best practices on training for Ground Handlers”



GSWG Terms of Reference:

**Coordinate with existing initiatives
and promote implementation in Europe
of existing safety enhancement materials
and plans**



Critical needs regarding Ground Safety

- An overall oversight system based on european (EASA?) requirements
- NAA has to audit how operators ensure that its subcontractors and service providers are in compliance with requirements and has the necessary permits, quality management systems and necessary level of updated qualification



Critical needs regarding Ground Safety -cont.

- European common syllabus for training program in ground handling acceptable to the NAA
- Look back on AMC Ops 1.035 5.1* and put back into force ?
- Establish common authority requirements for operators on evaluation of safety aspects when minimizing Turn-around Time

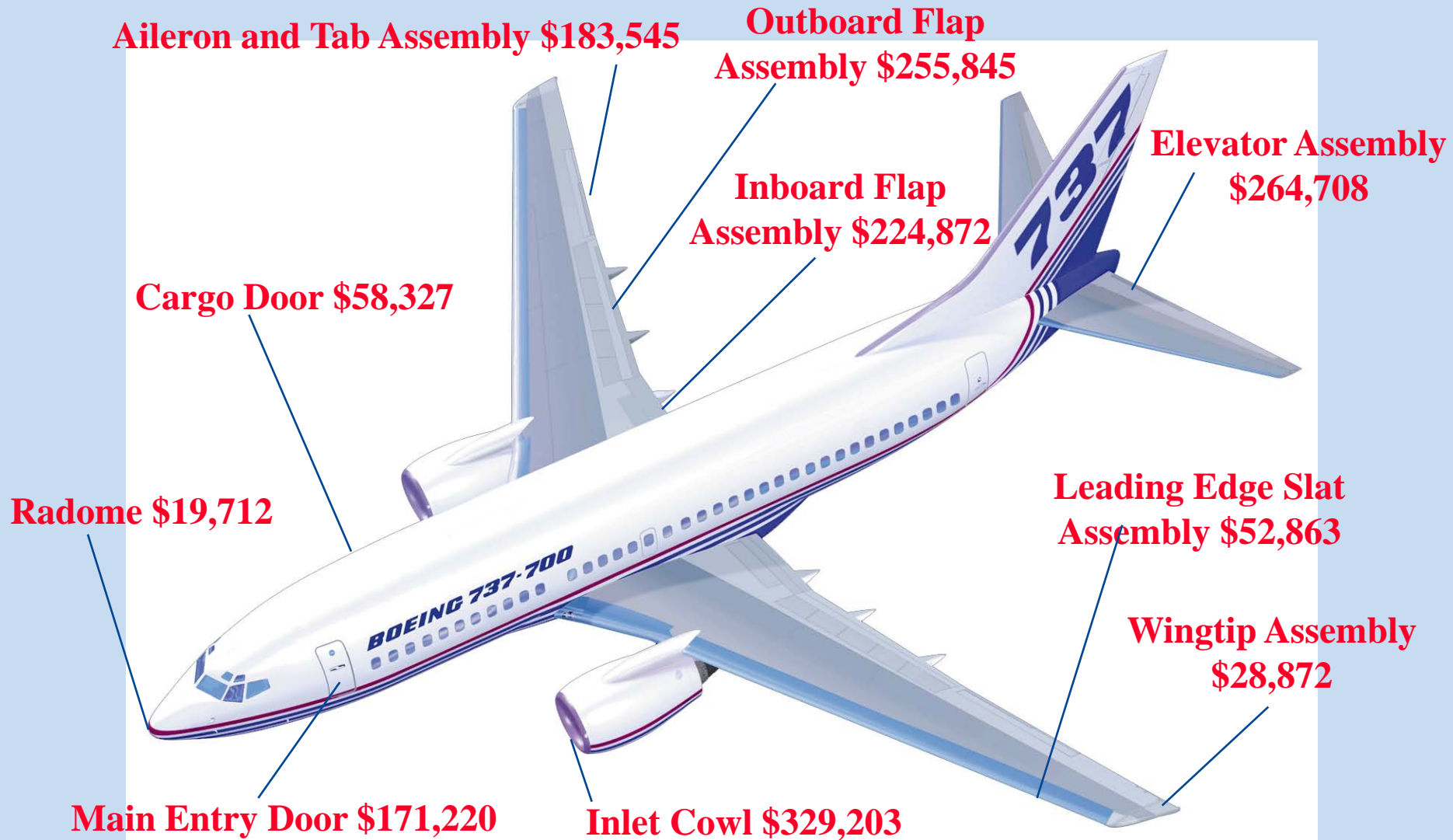
*AMC-Ops 1.035 5.1.2 Sub-Contractors:

The sub contractor's safety related activities relevant to the agreement should be included in the operator's Quality Assurance Programme

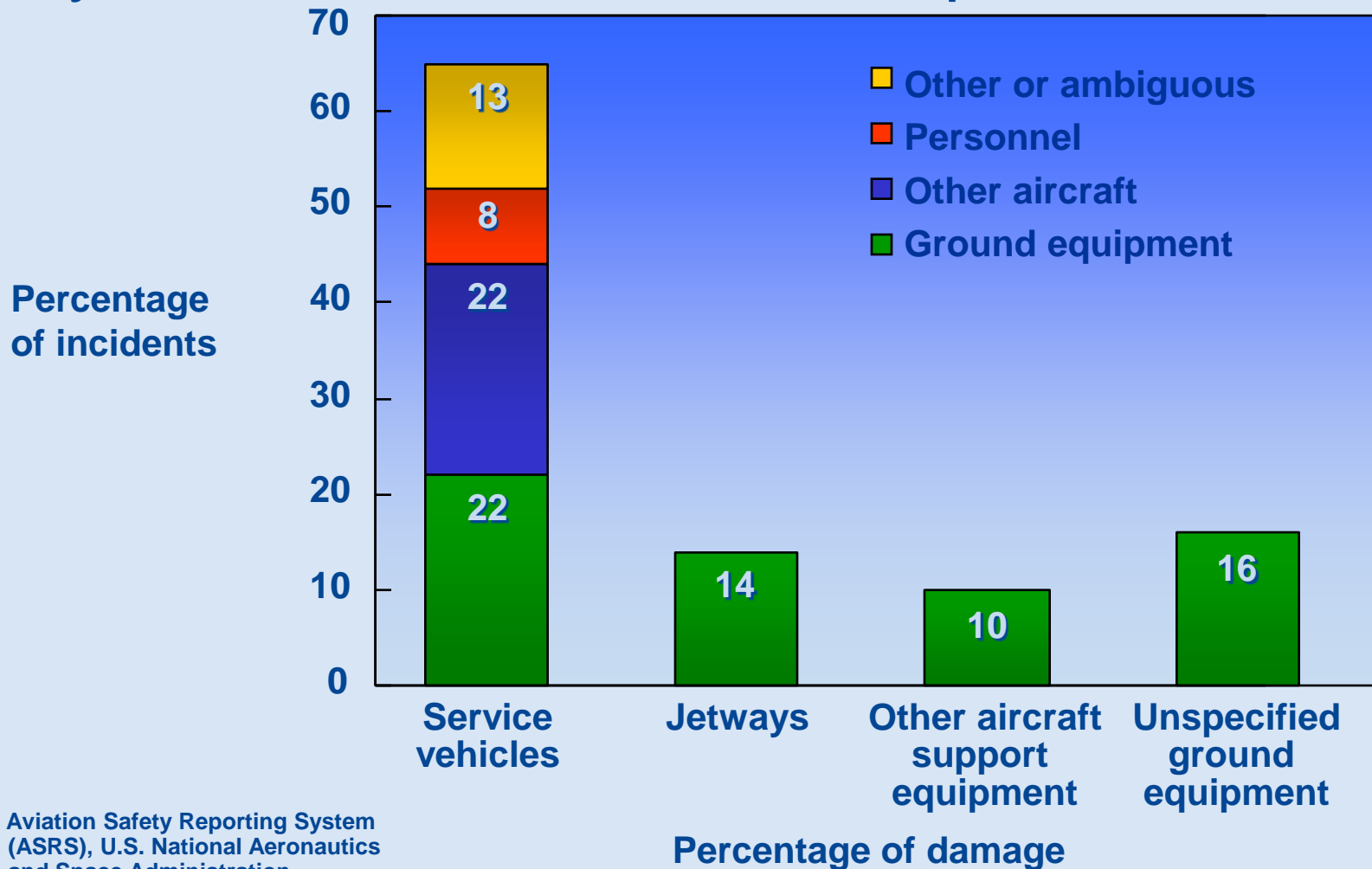


Hvorfor fokus på å forbedre Ground Safety?

- Ramp damage snitt 1:1000 avganger
- Gjennomsnittelig "ståtid" 3,5 dager med en kostnad på 225.000 USD pr skade
- Heathrow forventer 2 aircraft ground damage og 15 bakkerelaterte personskader pr dag
- 2005 4 milliarder USD i totale utgifter pga bakkeskader
- 2009 11,8 milliarder USD i totale utgifter pga bakkeskader
- Fra 19.500 kommersielle luftfatøy i dag til 35.800 i 2027 (kilde Boeing)



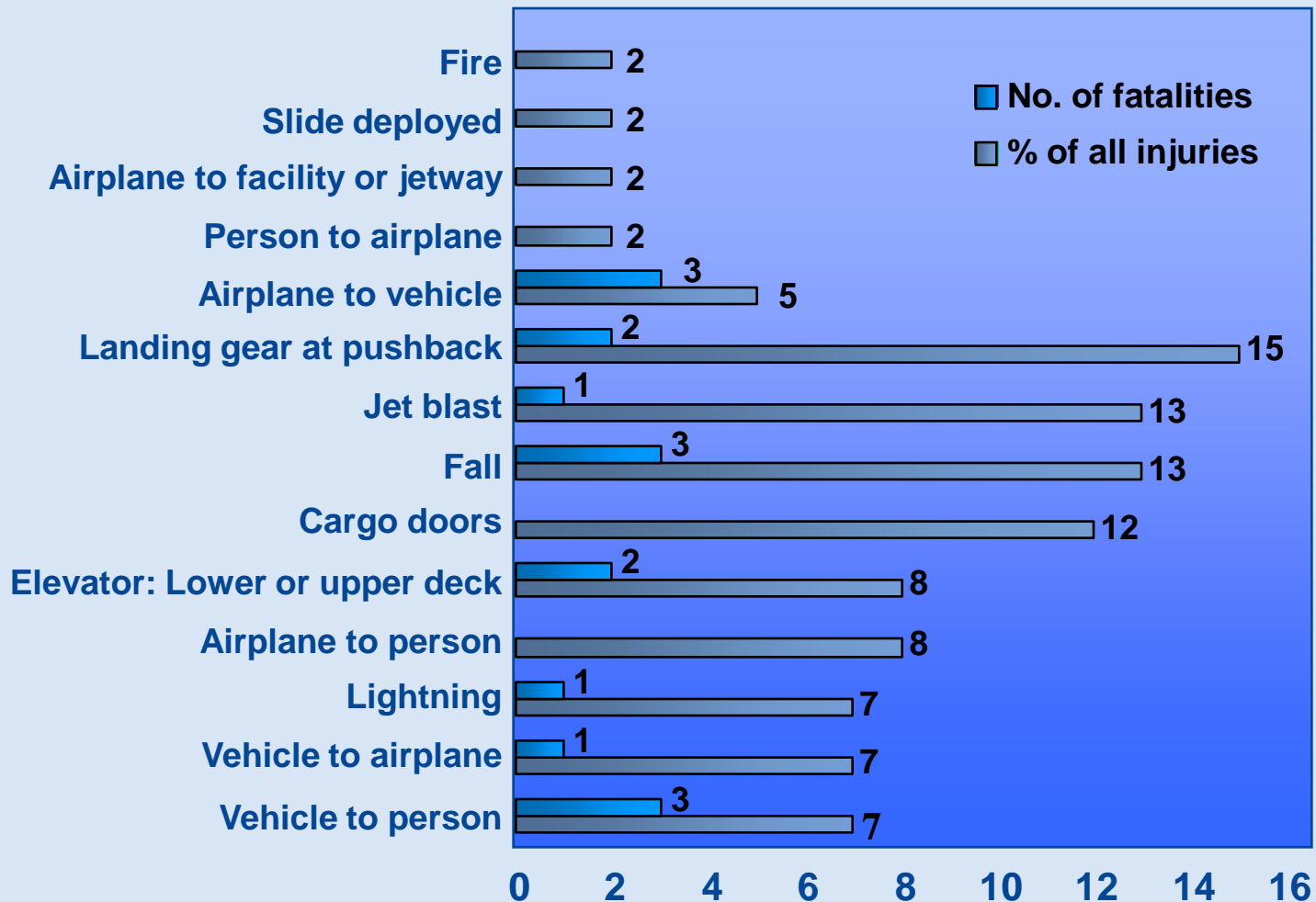
Damage and Injuries on the Ramp Study of 182 ASRS Incident Reports



Source: Aviation Safety Reporting System (ASRS), U.S. National Aeronautics and Space Administration

Personnel Injury

Where To Focus Efforts



FOD Costs the Airline Industry Huge Amounts of Money

Examples of direct costs of a foreign object damage incident:

\$776,000

Duck and geese strike airplane

\$1,000,000

Wrench left in engine

\$610,000

Bolts drop off ground support equipment

\$279,000

Beverage can left by servicing truck



\$310,000

Loose baggage cart wheel

\$574,000

Runway and construction debris

Mytene i Luftfarten sett fra ICAO

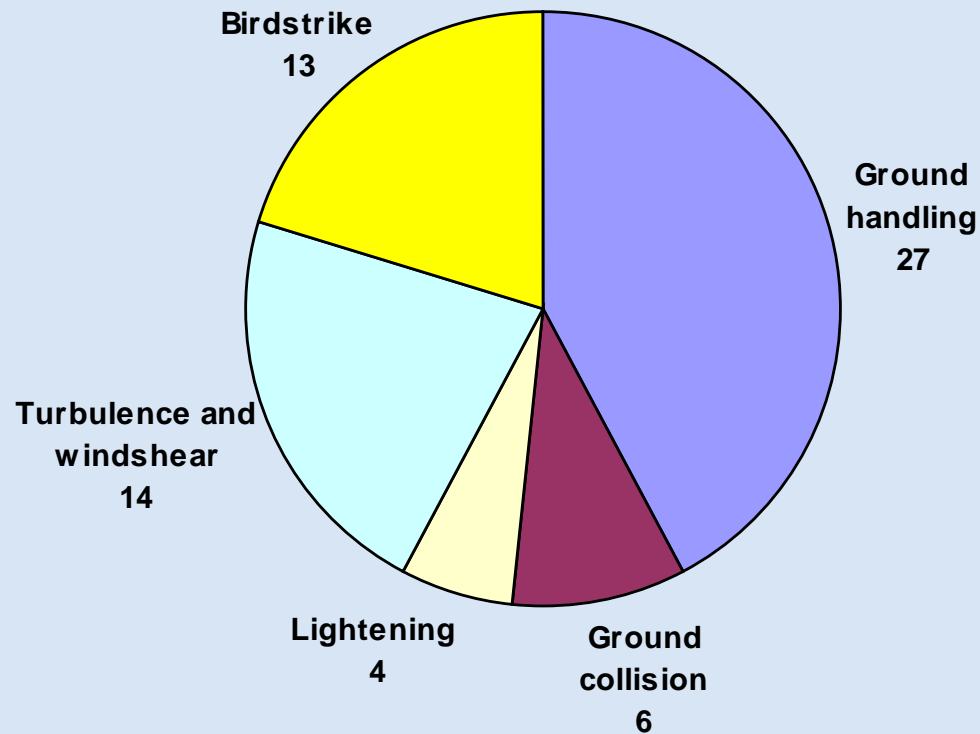
- In Aviation Safety is First
 - ◆ Money is first
- Safety is everybody's responsibility
 - ◆ Where's "everybody's" office in your organization?
- If it ain't broke why fix it?
 - ◆ No accidents – no need to worry ?
- 70% of accidents are caused by human error
 - ◆ 100% of accidents are caused by human error



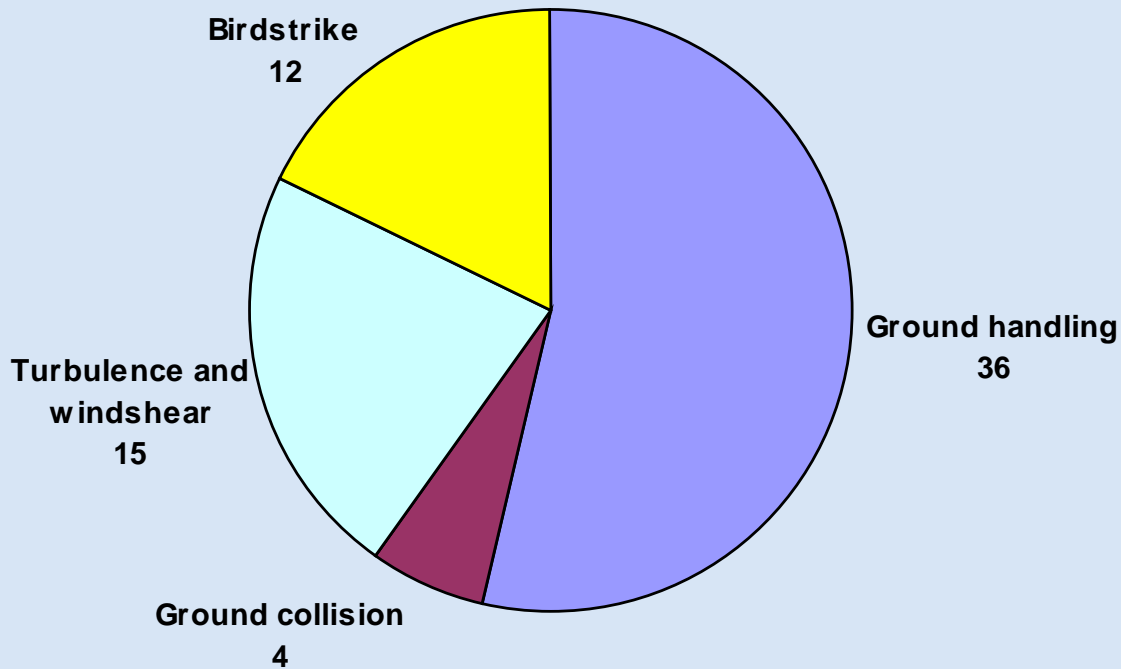
Hvordan står det til her på berget?

Data i LT's database over rapporterte hendelser

Damaged by - 2009



Damaged by - 2008





Luftfartstilsynet

Civil Aviation Authority - Norway

Myndighetenes utfordringer ift Ground Service providers



Ground Handling

- Reguleres indirekte gjennom
 - ◆ Luftfartsselskaper
 - ◆ Lufthavner
 - ◆ Fraktleverandører
- Behov, ønskelig og nødvendig for mer direkte kontakt, kontroll og tilsyn.



Utfordringer

- bransje under press
 - konkurranse
 - økonomi
 - Kvalitet
 - tid
 - håndtere flere aktører
 - arbeidsmiljø
 - Vi når bl.a. ikke handling selskap som "handler" utenlandske flyselskap.



Ground Safety Providers

- Oppgaver:
 - ◆ Airside safety:
 - Bakketjenester
 - Bagasje – lasting og lossing, ULD
 - Passasjerer
 - Crew
 - Lufthavn ansatte
 - Load controll
 - Håndtering av farlig gods
 - Håndtering av nødvendig utstyr, som for eksempel ”broer”, og mobile trapper, heater, bagasjebånd
 - Frakt
 - Post



Forts..

- De/ anti iceing
- Teknisk kontroll
- Push-back
- FOD
- Open Fire
- Tauing
- Strømtilførsel
- Fueling
- Søppel håndtering
- Rengjøring
- Toalett tømning
- Vannpåfylling
- Forsyning av mat og varer til fly



Forts..

- ◆ *”Aviation Authority inspectors”*
- ◆ Airport Patrol (guard)
- ◆ Ambulanse
- ◆ Politi
- ◆ Toll



I tillegg:

- ◆ Passasjerrettigheter
- ◆ PRM regelverk
- ◆ Krisehåndtering
- ◆ Uregelmessigheter
- ◆ Security inkludert bl.a. inflight security og dis.pax



forts

- Opplæring/ kompetanse
- Human factor
- Rapportering
 - ◆ Fokus: hvordan kan vi bli bedre?
 - ◆ Just culture
- Informasjon, veiledning
- Management



Hva gjør vi videre?

Short Break



Idê-dugnad

- Er Ground Safety "tilstrekkelig" regulert i Norge i dag?
- Er det vesentlige forskjeller innen Ground Safety EU/Worldwide?
- Hva trenger vi av nasjonale tiltak fra LT?
- Hva kan operatørene gjøre?
- Hva kan Ground Service Providers gjøre?



Takk for oppmerksomheten!

- Lt har tatt notater fra idê-dugnaden som vil bli publisert sammen med presentasjonen på LT's Internettside



**Sikkerhet må skapes og
gjenskapes hver dag**

**Det finnes ingen
endelige løsninger**

Dessverre...

**Vist første gang på
Luftfartskonferansen
for ledende personell 2004**