

# Passenger Terminal EXPO 2010

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BRUSSELS, BELGIUM

THE 16TH INTERNATIONAL CONFERENCE AND EXHIBITION FOR PASSENGER TERMINAL  
DESIGN, MANAGEMENT, SECURITY AND TECHNOLOGY

## AIRPORT SAFETY PERSPECTIVES



WEDNESDAY 24 MARCH 2010

**AIRPORT SAFETY PERSPECTIVES & INITIATIVES:  
NEW, ESTABLISHED & RE-ESTABLISHED**

**Welcome to the session and introduction –  
Conference Chairs**

Although every airport faces its own unique set of challenges when it comes to safety, there are some universal issues that every operator must deal with. Today's speakers will approach airport safety from many different perspectives, but the lessons learned will be tremendously helpful to anyone charged with ensuring the safety of an airport operation. Case studies will include: challenges and lessons learned during the development and application of international civil aviation standards during armed conflict and emerging local governance; how to set up a foolproof airport emergency management system in a brand-new airport; how, by engaging the workforce, the security of the airport and local communities can be developed; how to integrate aviation security into an airport's SMS. There will also be overviews of IATA's safety and security programmes, and EASA's specifications and rules for the safe design and operation of Europe's airports, which will come into force from 2013.

14.00-14.05

**CHAIR: Brian Engle, Operations Manager, Delta Air Lines Inc, USA**

**CHAIR: Art Kosatka, CEO, TranSecure Inc, USA**

14.05-14.35

**Kristina Dores, Aerodrome Operations and SMS Expert, Afghanistan Ministry of Transport & Civil Aviation, Afghanistan**

**Bruce Edwards, Deputy Project Manager/Fire Chief, Kabul International Airport, Afghanistan**

**International co-op efforts for the re-establishment of Afghanistan civil aviation**

Afghanistan's civil aviation operations and infrastructure have suffered from military actions, wars and civil strife for nearly 30 years, as well as from neglect and lack of maintenance. As a result, remaining infrastructure, systems and equipment and operational methods are outdated, unsuitable or inadequate. Kabul International Airport currently relies on equipment and services provided by international military users for much of

its operational necessities. As new infrastructure, systems, equipment and O&M capabilities are introduced including ATC, CNS, E&M, ARFF, AIS, Met and IT/telecom installations, post-conflict development/management mentoring of Afghan counterparts to achieve parity with international standards continue in an active war zone.

The audience will hear about the challenges and lessons learned in the development and application of international civil aviation standards during armed conflict, emerging local governance, and economic struggles after a nearly 30-year absence of normal operations, as may be applicable in today's complex scheduled commercial aviation environment.

14.35-15.05

**Devasia Kalappurackal Jacob, Senior Manager, Bengaluru International Airport, India**

**Disaster management in Indian aviation sector: Bangalore greenfield airport model**

The opening of Indian sky to private players and corporate promoters has initiated revolutionary changes in approaches to aviation emergency management. The most advanced technologies in aviation emergency management, which was once only in the West, has been brought to India by its first greenfield private airport: Bangalore International Airport. This paper presents the pioneering effort that Bangalore Airport has made to manage civil aviation disasters and ensure business continuity management. Adhering to the national and international air safety guidelines, Bangalore Airport has developed a state-of-the-art aviation emergency management system – the only one of its kind in Indian civil aviation

Constructing a new international airport for handling a passenger volume of 10 million per annum from its opening date is a huge task. Having world-class facilities and advanced technologies to safeguard customer interest, and managing all kinds of contingencies at the airport, are crucial. This paper will help the audience learn how to set up a foolproof airport emergency management system in a brand-new airport, and ways to overcome difficulties. An established business continuity management model will be presented for learning.

15.05-15.35

**Kevin Swinney, Inspector, ACPO TAM, UK**

**Project Griffin as an aid to protective security**

The presentation will give an overview of Project Griffin, its inception and development. It will also explain the transition from the City of London to the transport environment, and the benefits the project has delivered to the airport community and the policing effort. The audience will learn how, by engagement of the workforce, the security of their environment and local communities can be developed, how increased communication enhances trust and generates a two-way flow of information, and why front-of-house employees feel a greater sense of responsibility for their own and colleagues' safety.

15.35-15.50

**REFRESHMENT BREAK**

15.50-16.20

**Quinten Johnson, Senior Security Analyst, Transecure, USA**

**Aviation security information and the airport's SMS**

The fundamentals that make SMS an effective safety measure also apply to aviation security. Aircraft accidents and aviation security incidents are by definition mishaps –breaches that the safety measures that were designed to prevent. While some aviation security information must be prevented from disclosure, the process of hazard identification by all levels of an organisation, risk assessment by a select group of experts and management, and mitigation of hazards all work to effectively identify and mitigate aviation hazards. The audience will gain a clear-headed understanding of how to integrate aviation security into an airports SMS.

16.20-16.50

**David Stewart, Assistant Director, IATA, UK**

**IATA's global view: safety issues at airports**

IATA safety and security programmes improve the safety of airport operations, enhance the passenger experience and improve airport efficiency. IATA continues to work closely with ICAO to ensure global harmonisation in the air carrier industry in order to improve the customer experience for those passing through airports today. There is also considerable opportunity to remove redundant costs from

today's systems through better regional and global harmonisation.

16.50-17.20

**Jules Kneepkens, Rulemaking Director, EASA - European Aviation Safety Agency, Germany**  
**European airport safety regulation**

The European Aviation Safety Agency (EASA) is currently preparing the specifications and rules for the safe design and operation of Europe's airports. The new rules will come into force from 2013. EASA will also establish the process for the safety certification of aerodromes and the rules for their safety oversight by the national aviation authorities. EASA will also provide rules and guidelines regarding aerodrome safety management systems (SMS). This presentation explains the rationale for European airport safety regulation and the state of play as regards EASA's new responsibilities in the sector.