



Jiří Pos

Chairman of the Board of Directors CEO Prague Airport

Annual **Safety** Conference 2022

EASA Airport Safety & Environmental
Sustainability through Innovation



EU2022.CZ



Your safety is our mission

A large white airplane with four engines is positioned on a runway, viewed from the front. The scene is set during sunset or sunrise, with a warm, orange glow in the sky. The runway is wet, reflecting the light. The airplane's landing gear is visible, and its wings are spread wide. The background shows a clear sky with a gradient of colors from orange to blue.

European Airport Perspective

Prague Airport
Safety Management System

Jiri Pos
CEO



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Prague Airport
Introduction

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EASA 'Aerodromes' Regulation
Implementation at PRG

3



Prague Airport
Safety Management System

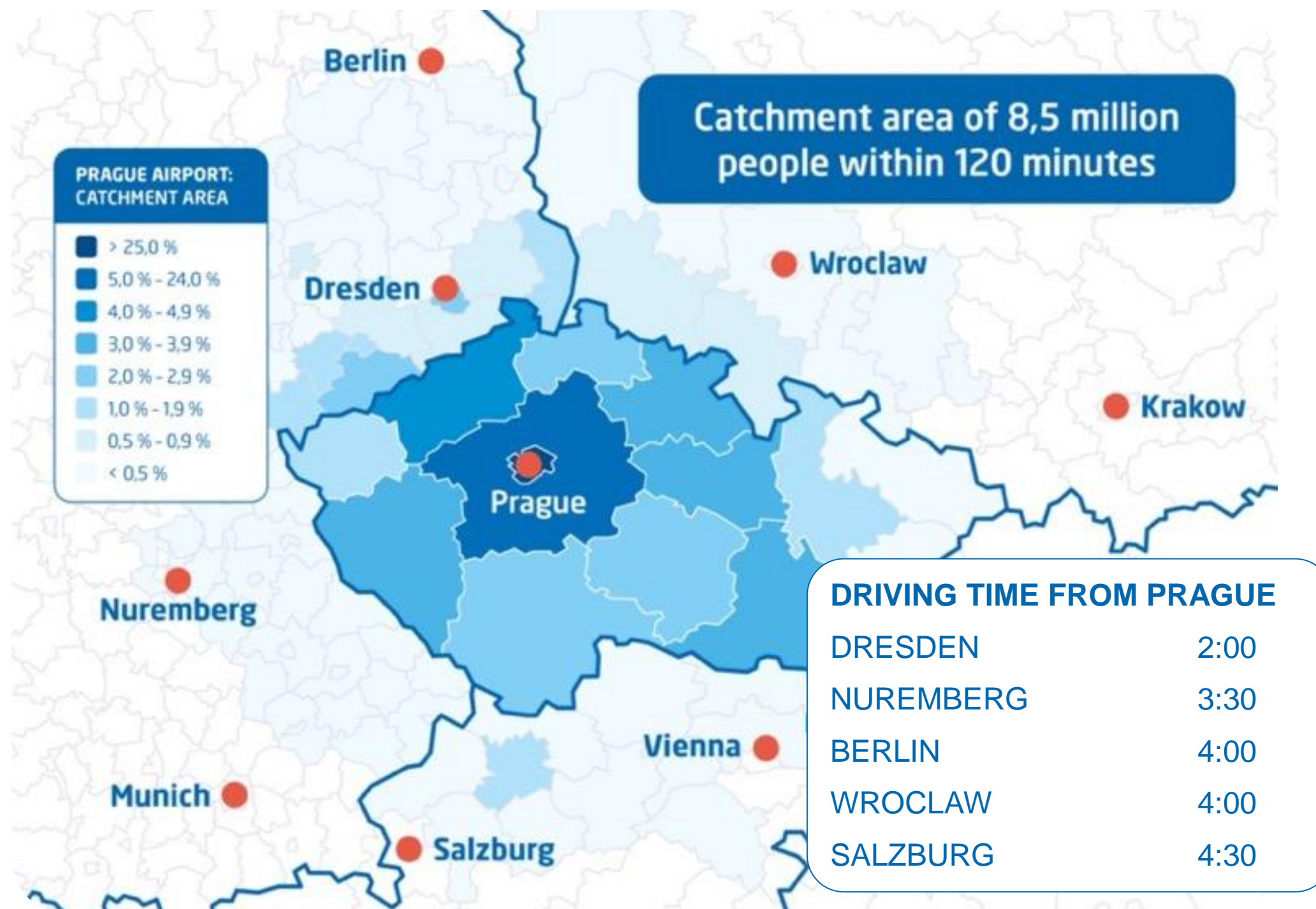


PRAGUE AIRPORT INTRODUCTION

1.1

- Excellent location in the centre of Europe
- Strong potential of Prague and the Czech Republic (over 9 mil tourists to Prague according to Euromonitor)
- 17.8 mil passengers in 2019

- 4 terminals (T1 & T2 for commercial passenger flights)
- Fly via Prague product for self-connecting passengers
- Annual CARGO capacity potential of 200 000 t



PRAGUE AIRPORT DESTINATIONS





- 11 km distance from the downtown
- 17,8 million PAX in 2019
- 155k MVTS in 2019
- 46 MVT/hour of declared capacity
- RWY 06/24: 3,715 x 45 m
- RWY 12/30: 3,250 x 45 m
- RWY 24 CAT III B
- 4 PAX TERMINALS
- 2 cargo terminals
- 5 APRONS
- 90 aircraft parking stands
- A380 compatible







- **Reaching higher standardization of PRG airport in 2017**
- **Evolution from ICAO Annex 14 / national regulation to EASA (Regulation (EU) No 139/2014)**
 - Involvement in consultation
 - Flexibility
 - Sharing best practices
 - Reinforcement of responsibilities



CERTIFICATION CHALLENGES



• Infrastructure

- Identified 17 deviations to CSs (DAAD)
- Broken up to 93 items to be improved
- 73 (78%) finished and compliant
- 21 (22%) in progress



• Procedures

- Change management
- Compliance monitoring
- Training





- **Permanent and proactive Communication at all levels:**

- AOs
- CAAs
- EASA
- Other stakeholders involved



- **On:**

- Common understanding
- Effective implementation
- Sharing best practices
- Balanced approach





- **Established 2007**
- **Based on ICAO Annex 19 and ICAO Safety Management Manual**
- **All 4 pillars implemented and compliant:**
 - Safety policy and objectives
 - Safety Risk Management
 - Safety Assurance
 - Safety Promotion
- **Additional activities**
 - Data driven SMS
 - Safety benchmarking with cooperating airports
 - Sharing best practices through ACI Europe and ACI World
 - Safety II





SAFETY TEAMS

 **Air Navigation Services
of the Czech Republic**



 **CZECH AIRLINES
HANDLING**

 **CZECH
AIRLINES** 

 **MENZIES
AVIATION**

 **RYANAIR**

 **smartwings**



Safety Teams



Runway FOD walk





Safety Bus

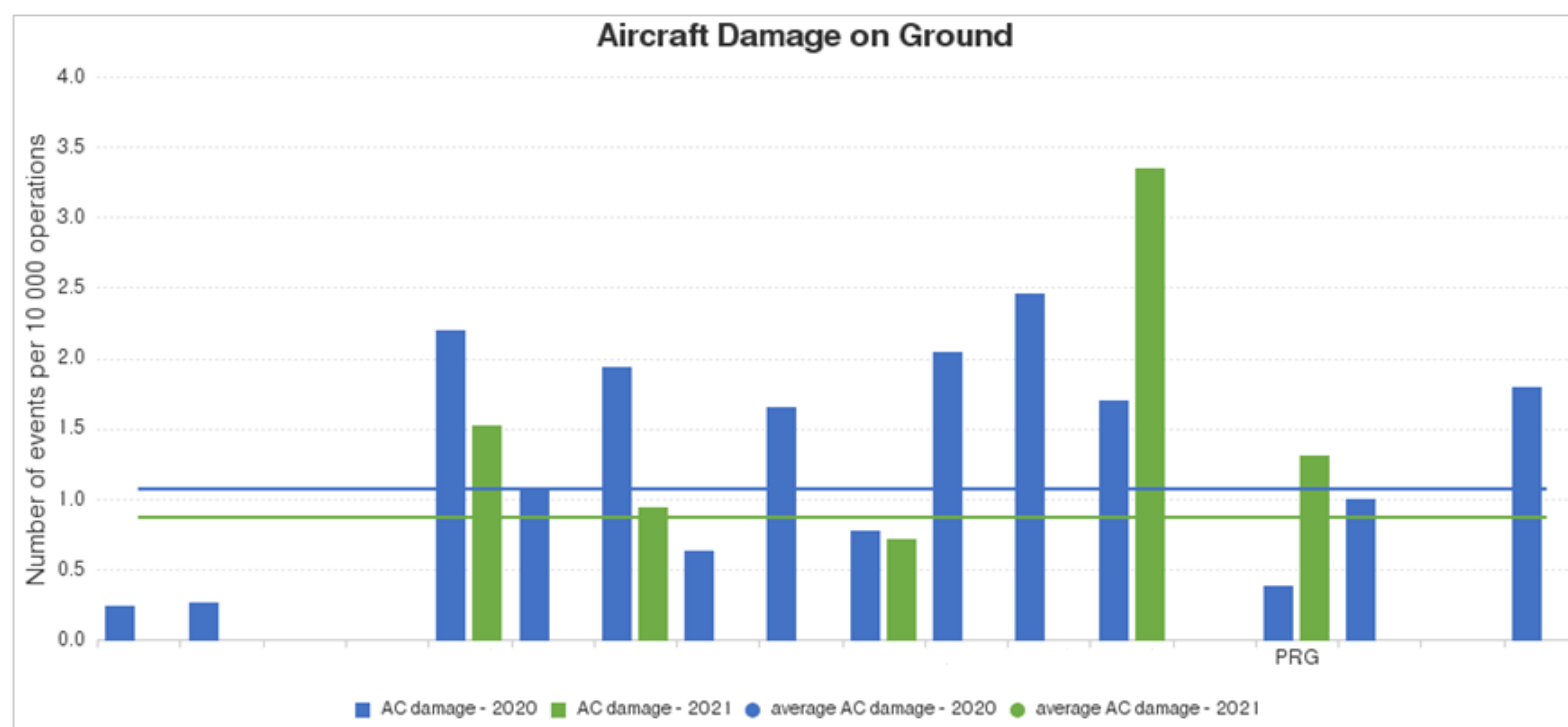
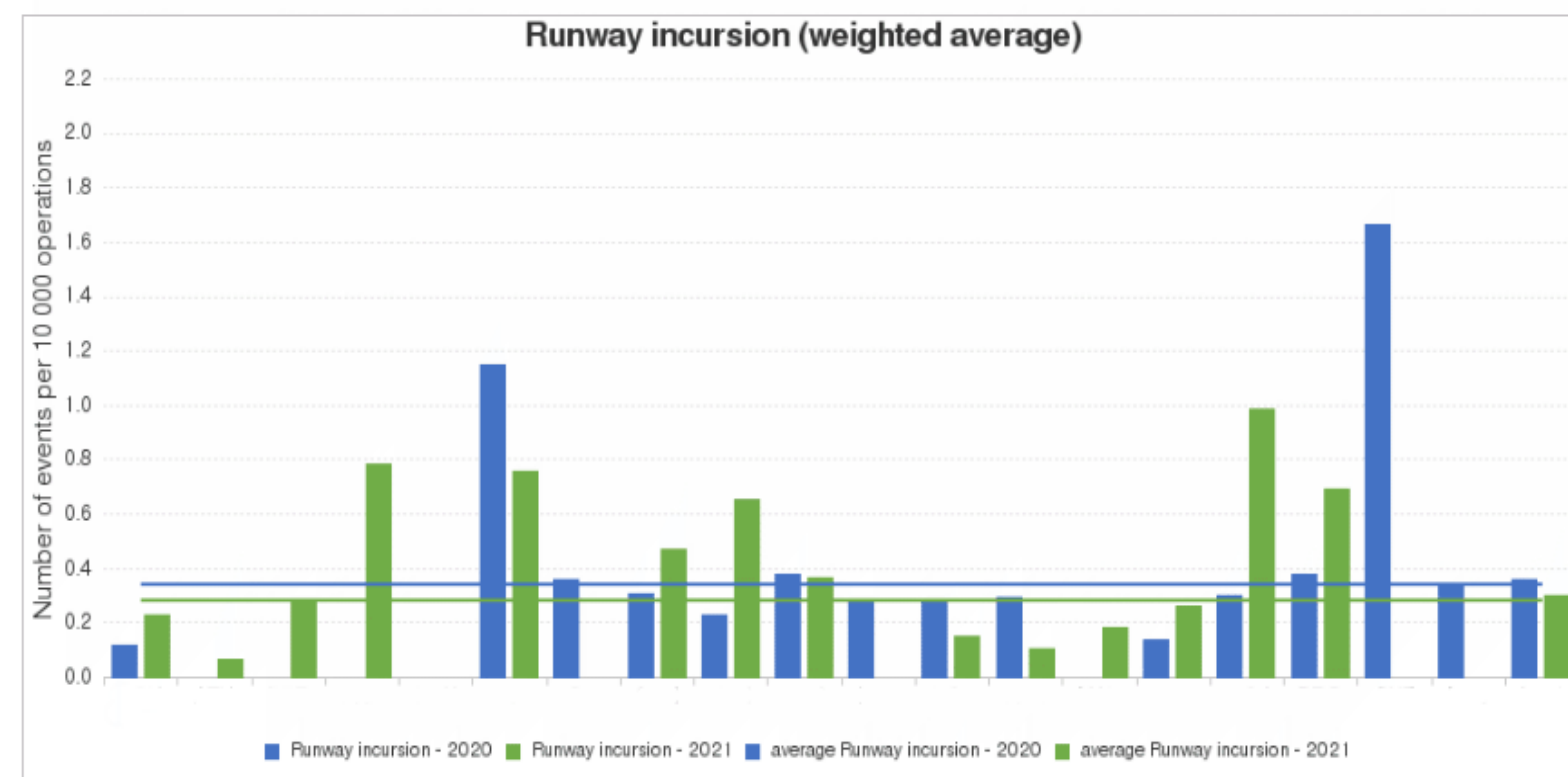


Annual Safety Conference





SAFETY BENCHMARKING GROUP



Voluntary group promoting aviation safety at 18 EU member airports through benchmarking and openly sharing harmonized Safety Performance Indicators.

- Aircraft fuel spills
- Damage to aircraft
- Wildlife strikes
- FOD on runway
- Near misses
- Runway incursions
- Runway excursions

Data4Safety

Partnership for Data Driven Aviation Safety Analysis

Supported by EASA



Voluntary partnership for the sharing and analysis of Safety data.

Outputs: blind benchmarking, studies, vulnerability discovery.

Prague Airport applied in 2022.

All EU Aviation stakeholders are encouraged to join.



KEY SAFETY PERFORMANCE INDICATORS FIXED

3.5



RUNWAY SAFETY



RWY Incursion

Total 5 in 2022 (4x in 2021)
Vehicle+fuel tank crossed RWY 12/30. Business A/C overrun the holding point by 8 m. A/C crossed the lit stop bar.



RWY Excursion

Total 0 in 2022 (0x in 2021)
No occurrences. Terrain modelling of the strip 06/24 + treatment of buried surfaces finished.



Wildlife

Total 48 in 2022 (24x in 2021)
Target performance achieved. Continuous monitoring.



Aircraft damages

Total 2 in 2022 (5x in 2021)
One minor damage of B777 door control cover during the loading process. Investigation in progress.



Pavement damages

Total 57 in 2022 (14x in 2021)
Target performance achieved. Continuous monitoring.



Near Miss A/C x GSE

Total 2 in 2022 (1x in 2021)
Target performance achieved. Continuous monitoring.



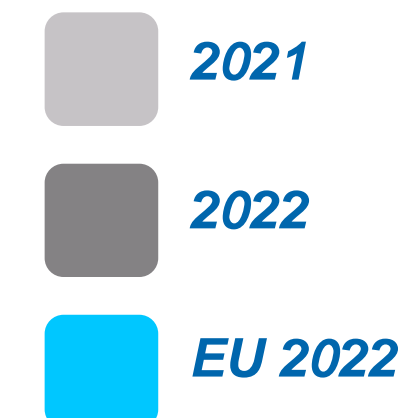
APRON SAFETY

SAFETY INDICATORS

For the period from January to November in 2021 and 2022

6 most important Lagging SPIs out of total 35 are monitored by the Safety review Board. Indicators influenced by nonstandard operations and traffic levels.

Occurrences / 10,000 MVT



SAFR = Safety recommendation

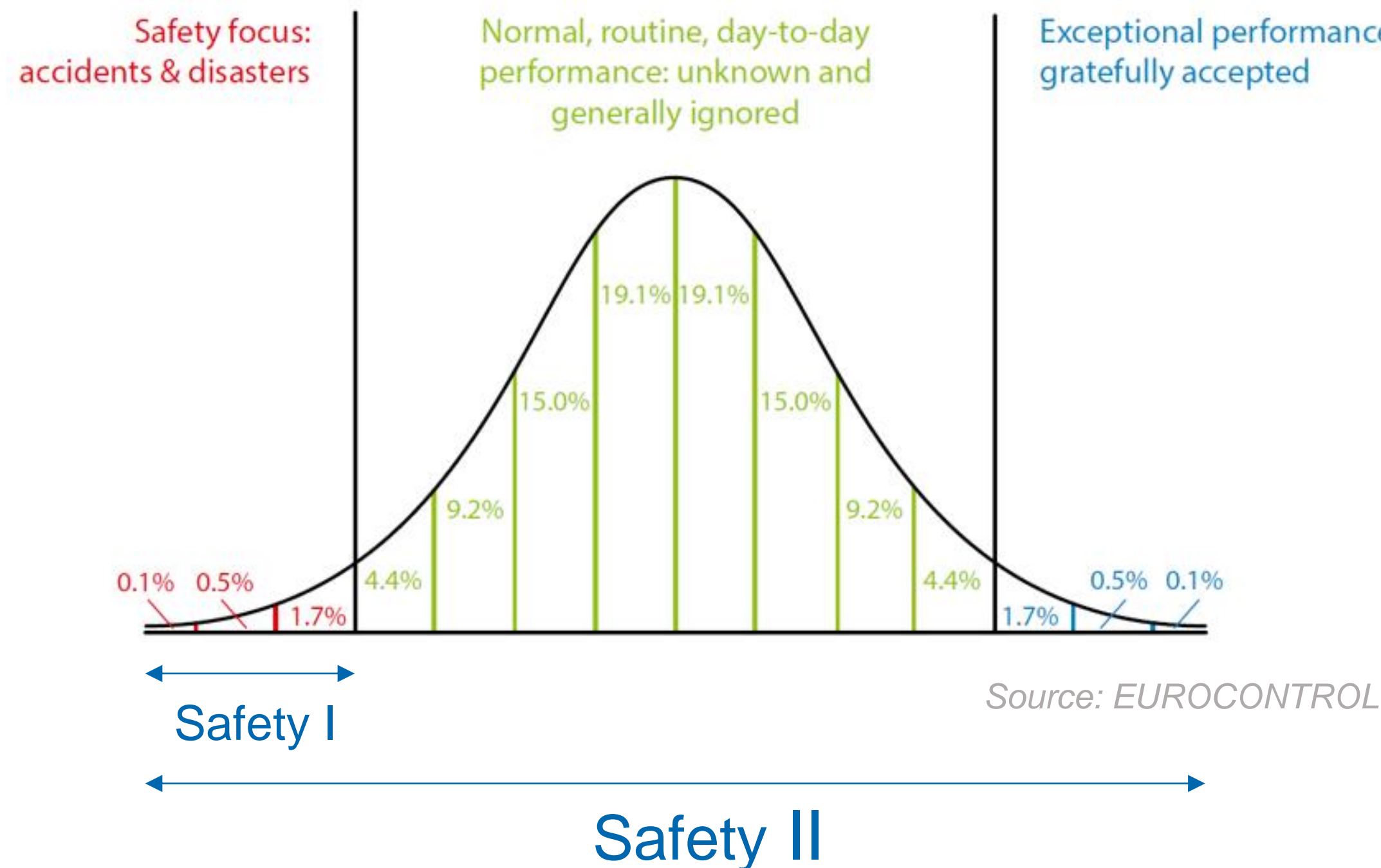
Date of last run: November 02, 2022



Safety is usually defined as a state where **as few things as possible go wrong**. Humans are viewed predominantly as a liability or hazard.“ (Safety – I).

Safety-II aims at ‘as many things as possible go right’ and relates to the system’s ability to succeed under varying conditions.

Humans are consequently seen as a resource. The system must be designed to allow humans to be flexible and resilient and to handle unexpected events.



„By combining both ways of thinking, we move SMS of PRG toward Safety II and make the airport Safety more resilient.“





LET'S MAKE THE AIRPORT SAFE TOGETHER

Just well-set, communicated,
understood and properly implemented
procedures may contribute to high
and uniform level of safety.