

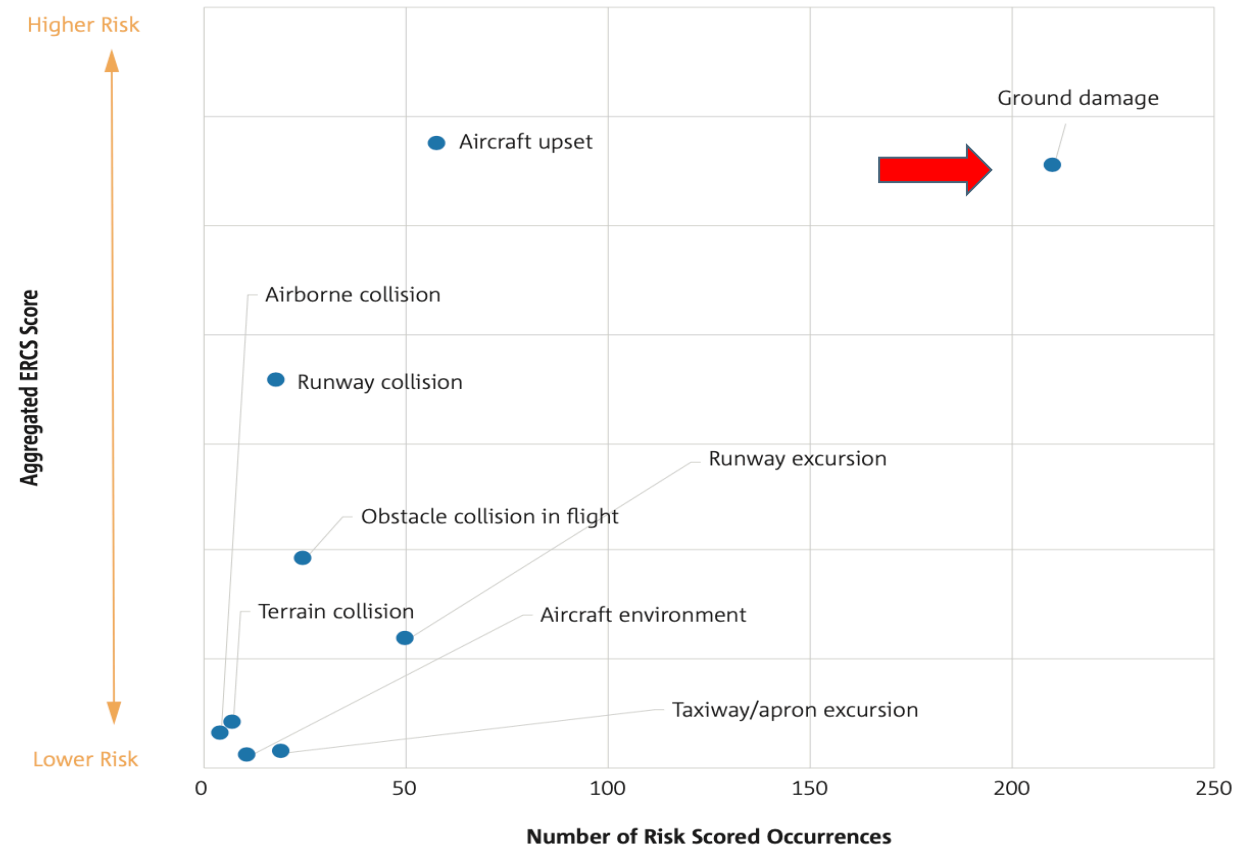


Our Members



The ERCS review of the key risk areas is presented in Figure 89. The most frequent key risk area for aerodrome and ground handling related accidents and serious incidents is ground damage, followed by aircraft upset and runway excursions. In terms of aggregated risk, ground damage and aircraft upset are on a similar high level of aggregated risk, followed by runway collision.

**Figure 89** Key Risk Areas by aggregated ERCS score and number of risk-scored occurrences involving aerodromes and ground handling



Source: EASA Annual Safety Report 2020

- IBAC incident data (iro. 1130 incidents):
- 70% resulted in A/C damage;
- 28% the A/C came into contact with GSE;
- 43% occurred where aircraft not under own power;
- 19% involve towing



Complex or Non-Complex ?





## Mixed Environments - Airport

CHECK-LIST PROCEDURES

**STARTING ENGINE USING  
EXTERNAL POWER (GPU) (1/5)**

1 - GPU ..... **CONNECTED**

**CAUTION**

**BEFORE SELECTING SOURCE, CHECK :**

2 - "IGNITION" switch ..... **AUTO**

3 - "STARTER" switch ..... **OFF**

4 - "INERT SEP" switch ..... **OFF**

5 - Landing gear control ..... **DN**

6 - "SOURCE" selector ..... **GPU**

WARNING CAS MESSAGE **"GPU DOOR"** **ON**

WARNING CAS MESSAGE **"BAT OFF"** **ON**

- Battery voltage ..... **CHECKED**  
(V ≈ 28 Volts)



# Interface Management – OEMs and Aircraft Operators

A single solution may not be possible - One size does not fit all.

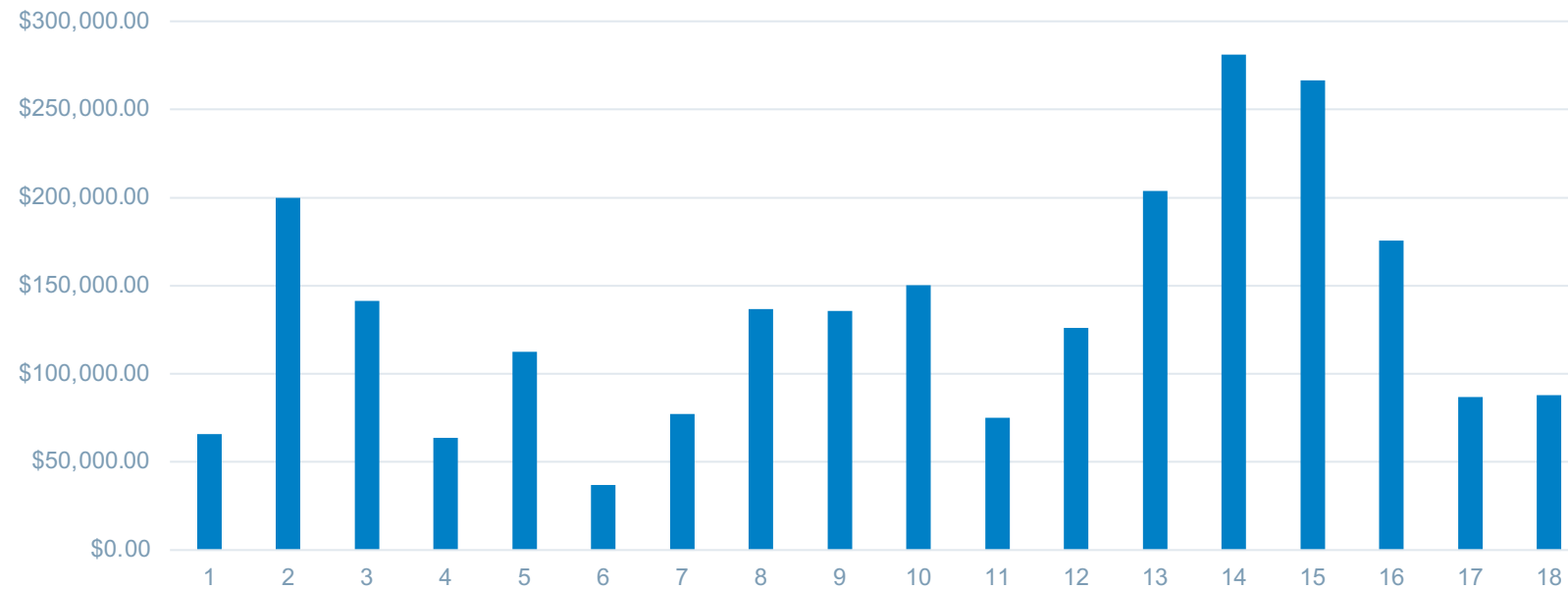
*Goal 5 of the ICAO GASP aims to expand the use of industry programmes, the use of which as further guidance is promoted with ICAO Doc 10121 - The Manual on Ground Handling developed by the GHTF.*

*The practicality of SMS implementation is not linked to the availability of data as the success of SMS to a large extent depends on organizational leadership on safety matters, on the organization's ability to foster a positive safety culture and its understanding on its own processes and interfaces with other actors in the aviation system.*

Industry, through the work at the GHTF, has identified the implementation of an SMS to be a potential safety enhancement initiative.

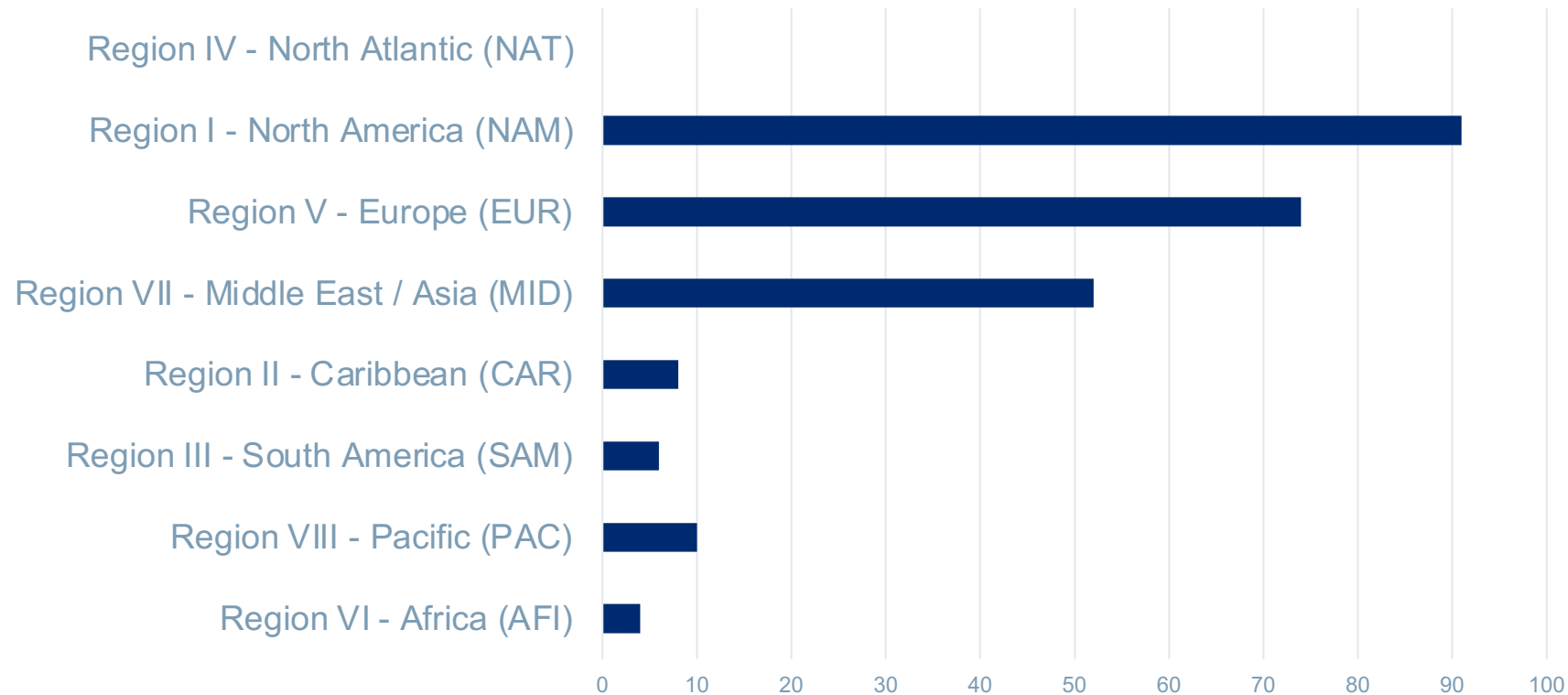
*Consider the further extension of discretionary SMS applicability (Doc 9859 Ch 1.2.2) to include additional interrelated aviation activities, specifically Ground Handling, in direct support of the safe operation of an aircraft and should be specifically included within future amendments to Annex 19 at the earliest opportunity.*

## Average Cost Per Claim



IS-BAH 1<sup>st</sup> Stage 1 Registrations

## IS-BAH Global Registration Jan 2021



Total global locations to have achieved Stage 1 currently sits at 245.

There are currently 148 locations who have successfully achieved Stage 2 and 7 at Stage 3.

Thank You for your time

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Director – IBAC*

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IF YOU COULD MAKE ANY CHANGES TO IMPROVE THE SAFETY OF YOUR OPERATIONS, WHAT WOULD THEY BE?

# THE INTERNATIONAL STANDARDS FOR BUSINESS AIRCRAFT OPERATORS AND HANDLERS

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