

# Wildlife & FOD Workshop

## Assessing Risk

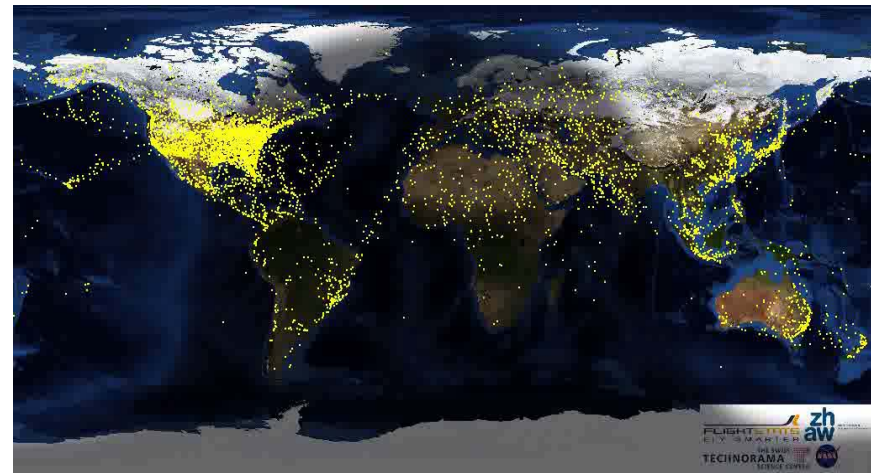
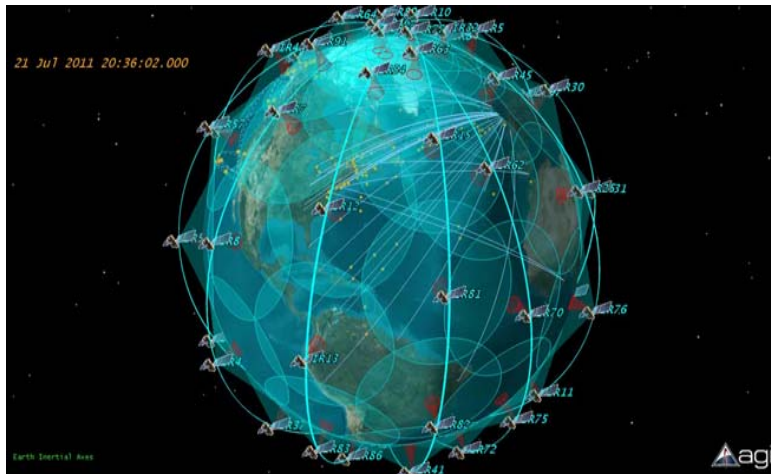
### Session #5 Presentation #1





# Assessing Hazards & Risk

Eóin Ryan  
Vice President  
Dublin Airport Authority  
International



Presentation to Wildlife & FOD Workshop Cairo, Egypt  
24<sup>th</sup> - 26<sup>th</sup> March 2014



## Experience ..... Everyday is a school day

Eoin Ryan

Vice President

Dublin Airport Authority

International  
APEX programmes provide industry experts on  
The following aerodrome subjects:



1. Runway Safety
2. Safety Management System
3. Aerodrome certification
4. Wildlife Hazard Management
5. Markings, Signs and Lighting
6. Rescue & Firefighting
7. Emergency Response
8. Airside Driver & Vehicle Management
9. Management of Ground Handlers
10. Contractual and Legal issues
11. Improvement of AIP Documentation

12. Low Visibility Procedures
13. Obstacle Management
14. Winter Operations
15. FOD Management
16. Movement Area Maintenance
17. Movement Area Access
19. Aerodrome Works Safety
20. Apron Management System
21. Removal of Disabled Aircraft
22. Hazardous Material Handling

APEX programmes completed on Aerodromes in Middle East, Europe, India, China, Africa, North & South America



## Reactive - Hazard & Risks Management

**'even a broken clock'**

**tells the correct time twice a  
day**



# Risk - Consequences of getting it wrong

What we once Expected – At least one death per floor





# Risk - Consequences of getting it wrong

## Reputational Consequences





# Risk - Consequences of getting it wrong

## Corporate Consequences

### Not fit to lead **The damning verdict**

MPs' ferocious report says mogul 'not fit' to lead empire, as new evidence **XXXXXX** licence in fresh doubt



grip on the global media empire he founded was under direct threat last night as the first moves began in America to oust him as chairman of News Corp.

The 81-year-old's company faces investigations for corporate negligence after a devastating report by the Commons Culture, Media and Sport Select Committee declared the mogul "unfit" to run an international business and described him as overseeing a culture of "wilful blindness".

**Unfit to run... Wilful Blindness**



# Reactive - Hazard & Risks Management

## Expert View - Safety Ranking (ICAO Report)

<b>Canada</b>	<b>4.62%</b>
<b>France</b>	<b>5.50%</b>
<b>UK Europe</b>	<b>6.05%</b>
<b>Ireland</b>	<b>7.72%</b>
<b>USA</b>	<b>8.87%</b>
<b>Netherlands Europe</b>	<b>11.65%</b>
<b>Brazil</b>	<b>13.51%</b>
<b>Germany</b>	<b>15.80%</b>
<b>Czech Republic</b>	<b>16.18%</b>
<b>Australia</b>	<b>16.62%</b>
<b>New Zealand</b>	<b>16.41%</b>







## Case Study of a leading project of it's time

Interview with the Project Manager.

- When anyone asks me how i can best describe my 40 years career in respect of danger, I merely say uneventful, .....  
.....nor was I ever in any predicament that threatened disaster.

Captain WH Smith.  
went down with his ship



- Poorly cast wrought-iron rivets
- The *Titanic* had been sailing too fast to break speed record
- There had not been enough lifeboats on board.
- Absence of binoculars in the crow's nest
- The senior radio operator had not passed on a crucial ice warning
- Too little attention to iceberg warnings
- "The message, not coded correctly as it was not prefixed with "MSG" ("Masters' Service Gram"), which would have required a personal acknowledgement from the captain.



Now for your opinion?