



Review of Airside Infringement Notice (AIN) System

Ground Operations Licence

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Heathrow
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Introduction

Heathrow continue to explore alternative ways of engaging with Licencees and their Personnel to drive continued improvement in safe behaviours

- Safe operation of vehicles and GSE is essential in:
 - Reducing the rate of aircraft ground damage incidents;
 - Reducing damage to airport infrastructure;
 - Lowering the risk of injury to personnel;
 - Improving the working environment of those working airside.

Background

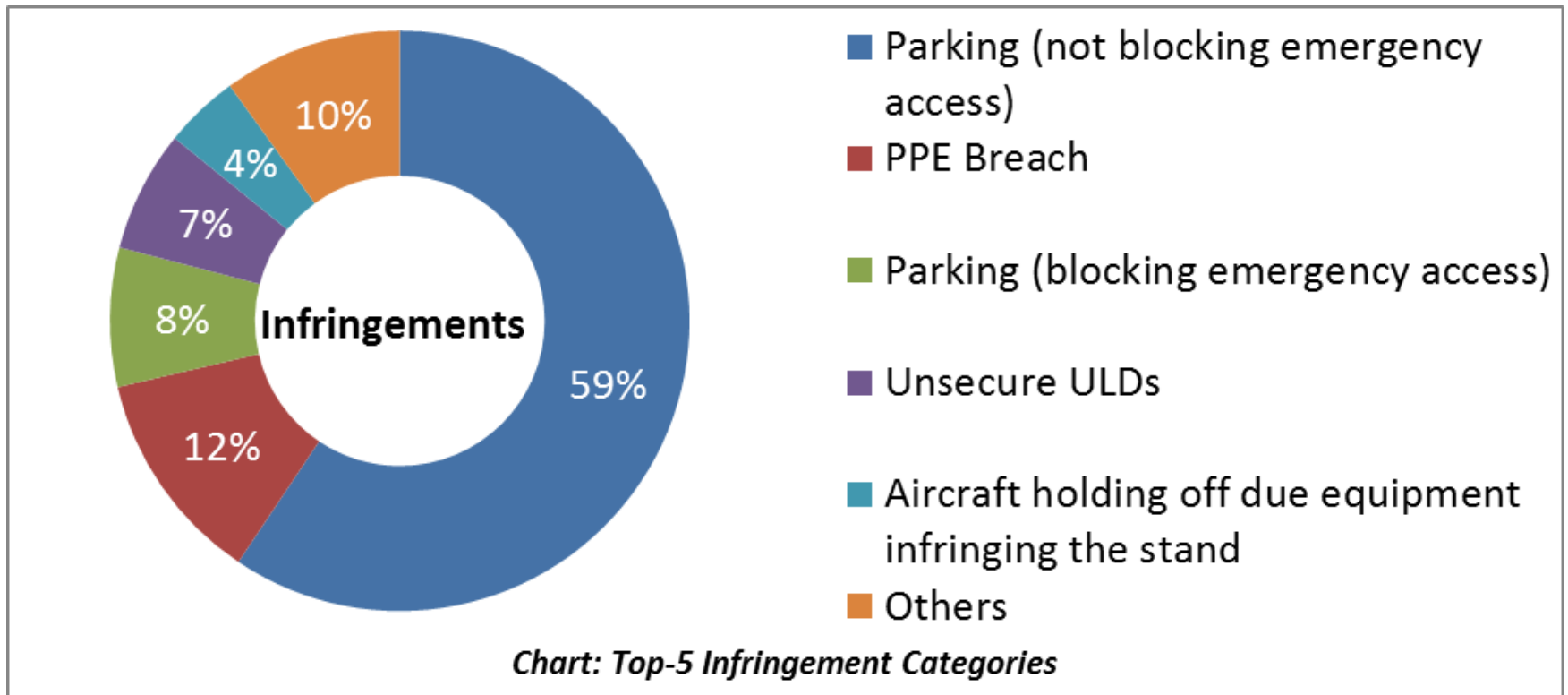
Current state

- Heathrow applies penalty points to drivers
 - In-line with OSI/02/11 “*Airside Driving - Penalty Points System*”
 - Introduced 2006
 - Moved from a financial penalty system to a penalty points system
- Heathrow applies financial penalties to Licencees
 - In-line with OSI/28/12 “*The Handling Of Airside Infringements*”
 - Introduced to deter airside workers from following unsafe practices.
- Some Licencees have expressed a desire to move away from financial penalties
 - Perceived conflict with the principle of a ‘Just Culture’
- Other LHR Airports Ltd airports have already moved away from financial system
 - Example: Aberdeen uses a points based system for both drivers and infringements

Worst categories

Airside Infringement System

1. Parking
2. PPE
3. ULD management



Objective & Next Steps

Question:

What should the future Heathrow Airside Infringement (AIN) System be?

Please describe the logic behind your idea alongside details of the proposal.

Next steps

1. Consultation
 - Ends Oct 2014
 - Provide written feedback via email (auc@heathrow.com)
2. HAL consideration of feedback
 - Nov 2014
3. Publish revised OSI
 - Jan 2014

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