Leveraging Your SMS

Airport/Airline Collaboration
AAAE Conference – Aug 2019
Joe Grenon – Program Manager, Corporate SMS

What is SMS?

- An organization – wide approach to managing safety risk and assuring the effectiveness of the safety risk mitigation.

- SMS is comprised of four essential components

    1. **Safety Policy** – documented safety policy which includes a organization's commitment, accountability and authority to safety, safety objectives, safety reporting policy, and emergency response planning.

    2. **Safety Risk Management** – processes and procedures that allow individuals to identify hazards, analyze and assess risk of those hazards, develop risk mitigations to reduce/eliminate risks from those hazards.

    3. **Safety Assurance** - function that ensures the performance and effectiveness of the risk controls, mitigations, to include safety performance monitoring and measurement.

    4. **Safety Promotion** – training and communication of safety information.

What Safety Risk Management Really Means

Identifying hazards
- Risk rating
- Mitigation
- Monitoring

Result reduced risk in your company

Triggers (4)
- New System
- Revision of current system
- Development of Operational Procedures
- Identification of hazards or ineffective risk control

Challenges

SMS Challenges Internal and External
- Definitions
- Risk Matrix
- Data
- Shared Gates
- Vendors
- Hazard Reporting
- Investigations
- Communication
- Stakeholders
- Finding a way to incorporate SMS in current processes
- Duplicating work or increasing work load

Hazards

Hazard Reporting
- Definitions
- Define written processes
- Internal employees
- Tenants/Vendors/Business Partners

- How will you receive these hazards?

- How do you share this information between Airports & Airlines?

Data

- **What data will be valuable to share?**

    Airlines and Airports have lots of data

    Some Examples

    - Runway incursions
    - EMS calls
    - Vehicle accidents
    - Facility hazards

- **How will this be shared?**

    Written Process
    Email
    Reports
    Spreadsheets

Things to Keep In Mind

- ✓ Develop A Risk Matrix

- ✓ Definitions

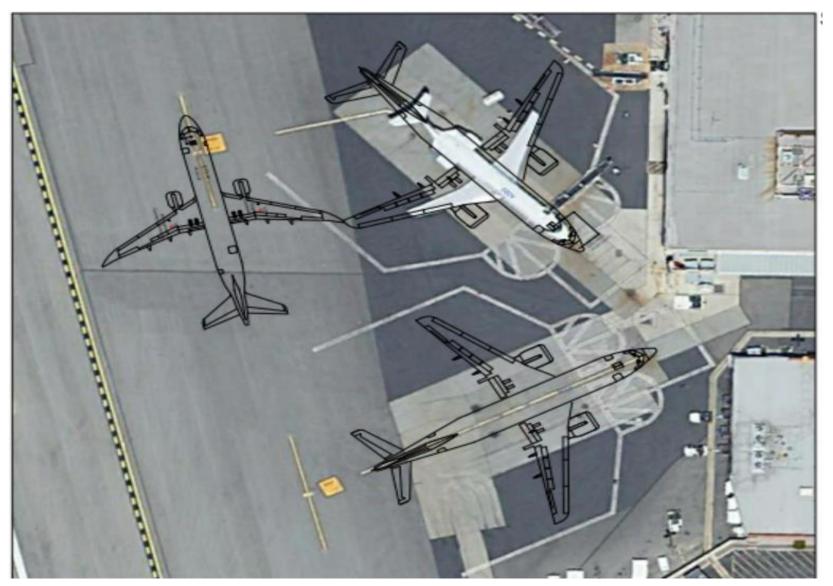- ✓ Communicate throughout

    - • Internal

    - • External

- ✓ Written Process

- ✓ Leverage current process

- ✓ Stakeholders

What Does All This Mean

By implementing a SMS system

- Promotes Process Improvements
- Stronger Partnership
- Reduces the Risk
- Helps Identify where to Focus Improvements &
- Decision Making

Burbank Airport

Successful Example of SRM/SRA

Burbank Airport Event
- An aircraft experienced a wing tip collision with an other aircraft parked at Gate B2 in Hollywood Burbank Airport, California (BUR). Both aircraft experienced damage to winglet/wingtips as a result of the collision

Investigation
- Identified the need for new operational procedures do to the change in aircraft type going into Burbank Airport

SRM/SRA
- Was conducted not because of the event but because through the investigation a trigger was identified
- Stakeholders (FAA, Airlines, Airport Authority, Ground Handlers, Pilots)

Result
- Clear communication closing runway 33 until aircraft reach the gate
- Standardize communication in the 10-7 pages (green pages)

Airports Notes

Airport Notes

B Gates

Use caution when taxiing, specifically to/from Gates B1-B3 as the taxiway ends at Gate B3. In order to reach Gates B1 & B2, aircraft must taxi parallel with, and near the runway safety area boundary.

BUR Twr has noted that operations on Rwy 15/33 are suspended when larger aircraft are taxiing to/from Gates B1–B3.

In order to avoid accidents and provide adequate wingtip clearance, anytime an aircraft is parked in Gate B2, crews must contact Ground Control for confirmation that operations on Rwy 15/33 are suspended and request clearance to taxi onto the Runway Safety Area to avoid parked aircraft and proceed to/from the gate.

NOTE - The lines located directly behind Gates B1 & B2 are NOT part of the Twy, but are reference lines for pushback crews. (Reference graphic below).