

Presented to
ACI/AAAE SMS Conference

ATL Safety Management Systems (SMS)

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Agenda

- Integrated Safety Management Systems
- Risk Assessments
- Safety Culture
- Q&A



SMS Data Reporting

Benefits

- See the “big picture”
- Become knowledgeable and proactive
- Understand full scope of risk exposures and safety issues
- SMS Solution Integrated Approach
- Configure Maximo HSE
- Integrate Data amongst systems

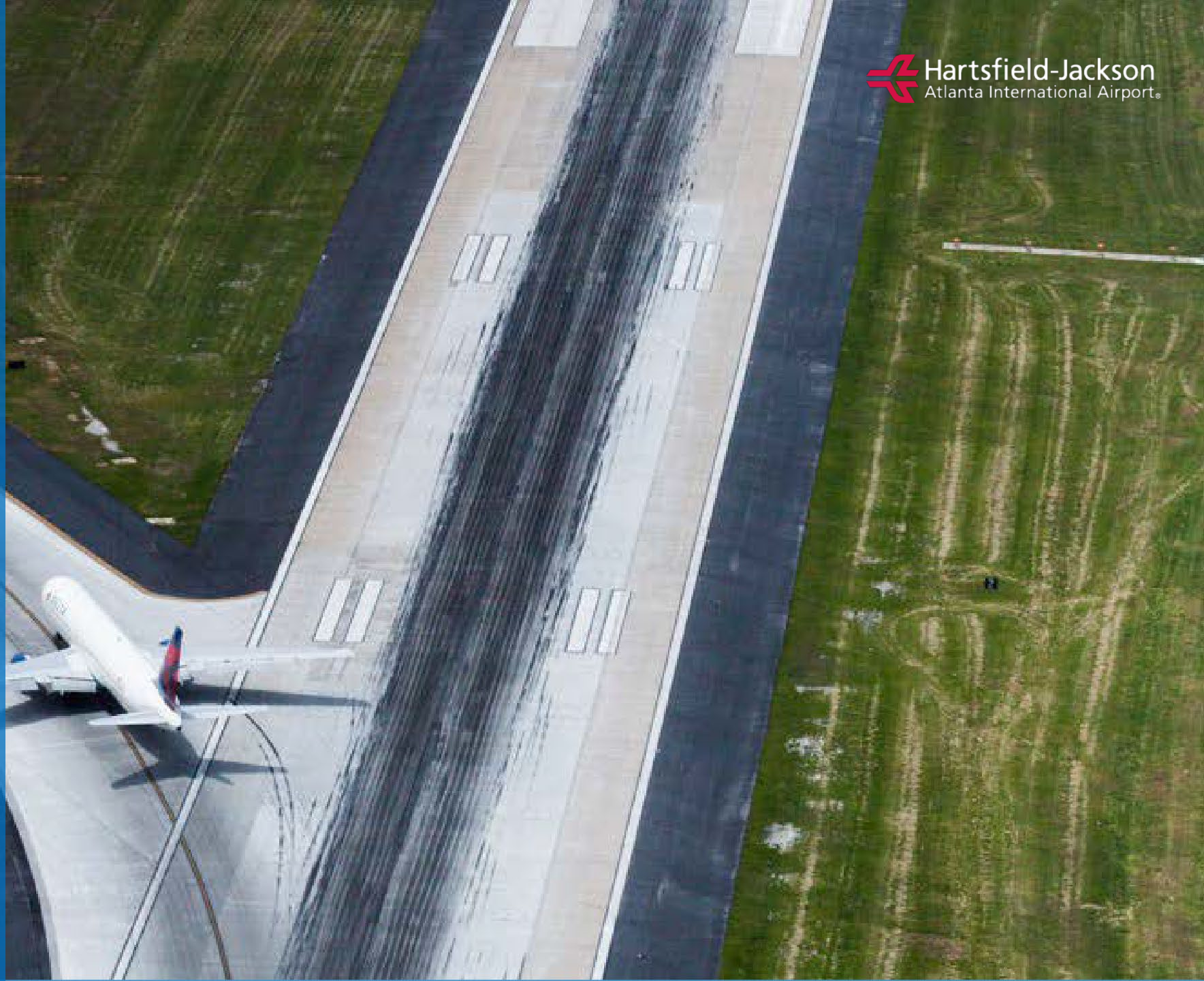


Integrated Safety Management System (ISMS)

Platform is designed to:

- Analyze and manage hazardous behavior and conditions
- Integrate existing applications that contain related data
- Create online reports and make data available through one user interface

www.atl.com/passenger-information/safety



Safety Risk Management Triggers

- An incident or accident occurs
- Safety/Hazard Reporting
- Airport Projects
- Change Management (new process or procedure, equipment, or aircraft)
- Operational Triggers (trend analysis or recurring issues)
- External sources (FAA data or regulation, industry partners and associations data)
- Voluntary Self Disclosures



Risk Matrix

Severity Levels					Likelihood Levels				
Criteria	Effect on aircraft and operations	Effect on people	Effect on airport reputation (corrective action response)	Loss to assets	Quantitative (occurrence)				
					A Frequent (1 ⁺ x/week)	B Probable (1x/month)	C Remote (1x/1-10yrs.)	D Extremely Remote (1x/10-100yrs.)	E Improbable ($<1x/100yrs.$)
					Qualitative (exposure)				
					Performed by many subcontractors and visitors	Performed by most departments/Tenants, Limited subcontractors	Performed by some departments and tenants, one or two subcontractor personnel	Performed by airport operations staff only.	Performed by only a few people in one airport department
					Exposed at least 4 hours, most every day	Exposed a few times a week for at least an hour at a time.	Exposed less than 1X/wk, less than 1 hr in duration	Exposed a few times a year, less than 1 hr at a time.	Seldom exposed
5 Negligible	Negligible effect on aircraft, operational delays. Negligible aircraft delays	Inconvenience, Nuisance	One time impact, no lasting repercussion	Loss is less than \$10,000	5A	5B	5C	5D	5E
4 Minor	Repairs to aircraft, vehicles or equipment can be done on-the-spot. Operational Delays to one flight	Physical discomfort, first aid	Impact of community reputation and/or airport only stakeholder involvement	Loss between \$10,000 and \$100,000	4A	4B	4C	4D	4E
3 Major	Repairs to damaged aircraft, equipment or vehicles. Delays to a few flight. Shut down of runway/taxiway.	Physical distress possibly including injuries	Impact of state/regional reputation and or multiple stakeholders and federal and state agencies.	Loss between \$100,000 - \$1,000,000	3A	3B	3C	3D	3E
2 Hazardous	Extensive repairs or replacement of aircraft, equipment or vehicles. Delays to multiple flights and airlines. Shut down of multiple runway/taxiway	Disability or fatal injury	Impact of national reputation and or multiple stakeholders involvement, impact on operating certificate.	Loss between \$1,000,000 - \$10,000,000	2A	2B	2C	2D	2E
1 Catastrophic	Hull loss. Shut down of airport. Impact Operating Certificate	Multiple fatalities	Impact of international reputation and businesses and stakeholders	Loss exceeds \$10,000,000	1A	1B	1C	1D	1E

Risk

Risk Rating	Definition	Examples				
L(Low)	Mitigation may not be necessary	Controls such as elimination, substitution, isolation and barriers are still preferable, but these hazards may rely more on warnings, training and other devices that may require operator intervention.				
M (Medium)	Mitigate on a priority basis	Controls such as elimination substitution and engineering controls are preferable. If reliance on warnings and training, these should be redundant to additional controls, or additional				
H (High)	Senior Management attention is required	Risk is acceptable but requires a hazard mitigation plan. The mitigation plan must be presented to the risk acceptor as soon as possible, but short term mitigation no later than 7 calendar days.				
Extreme Risk	Immediate action required	The operation must be stopped until hazard mitigation is in place that reduces risks to an acceptable category. Use controls or multiples of controls (defense in depth), such as elimination, substitution or engineering controls like interlocking barrier guards, controls with built in redundancies, physical devices that do not require adjustment or operator intervention, or provide positive, ongoing indicators of operation. (monitor controls)				

ATL Risk Acceptance Chart

Project Type	High Initial Risk	Medium Initial Risk	Low Initial Risk
	Accepted by:	Accepted by:	Accepted by:
	<i>Acceptance authorities shown may not be delegated</i>		
Airport Projects	SMS Executive Steering Committee for review and Aviation General Manager for approval	Division Managers who have authority over the change	Division Managers who have authority over the change
Change Management	SMS Executive Steering Committee for review and Aviation General Manager for approval	SAG for review and Division Managers who have authority over the change for approval	SAG for review and Division Managers who have authority over the change for approval
Operational Trend Triggers	SMS Executive Steering Committee for review and Aviation General Manager for approval	SAG for review and Aviation SMS Manager and Directors who have authority over the change for approval	SAG for review and Aviation SMS Manager and Directors who have authority over the change for approval



OneATL Safety Always Program

The monthly OneATL Safety Always Program honors employees who demonstrate exemplary safety practices for ATL staff members and guests.

Airside

General Safety

Fire Life Safety

FOD

Landside

General Safety

Fire Life Safety



SAFETY & RISK MANAGEMENT EXP 2019



THANK YOU!

Questions & Answers

 **Hartsfield-Jackson**
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