

SFO

ACI/AAAE SMS Conference

August 13, 2019

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San Francisco International Airport

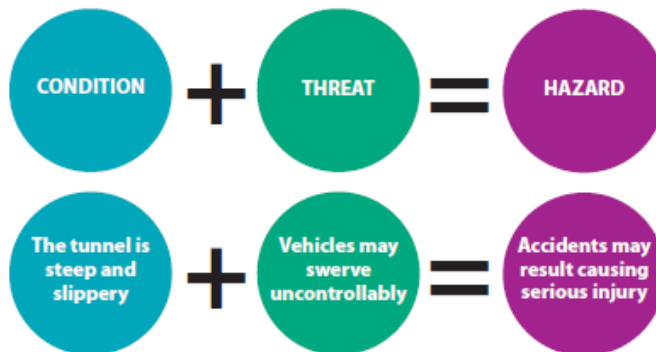


SMS = Improved Communication



To further improve your report, comprehensive Hazard Descriptions should include two components: condition and threat.

Consider this formula:



SMS TRAINING & TIPS

Rulemaking Update

Pending FAA rulemaking, SMS will be considered a formal requirement at airports certificated under 14 CFR Part 139. This rulemaking is scheduled to become finalized in 2019. Advisory Circular 150/5200-37A provides an introduction to SMS for Airport Operators.

FOUR COMPONENTS OF SMS



IN THIS ISSUE

K-Rail at Boarding
Area G

Aircraft Fit Test
at C48

SMS Stats

SMS Training & Tips

IN THIS ISSUE

Reconstruction of 28L

T3W Risk Assessment

139 Inspection Recap

SMS Stats

Safety Guest Blog

Veoci Update

SMS = Improved Teamwork

Hazard Risk Assessment

- Led by committee of SMEs
- Oversight conducted by Assigned Manager & ASC Chair
- Committee work includes:
 - ✓ Investigation
 - ✓ Analysis
 - ✓ Assessment
 - ✓ Mitigation

Technical Risk Assessment

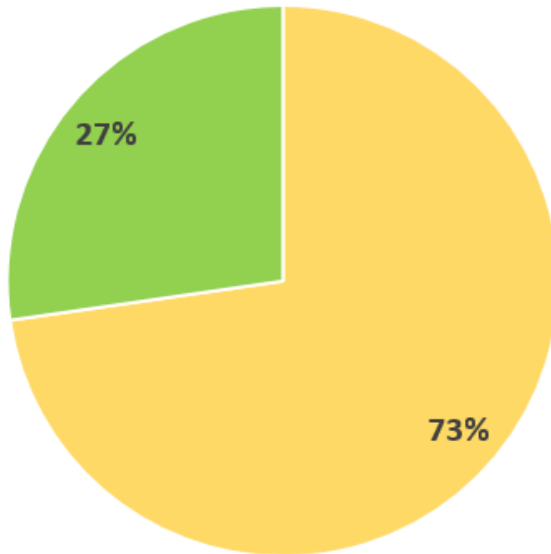
- Led by SMS team
- Interface with cross-functional departments for information and investigation
- Mitigation strategy sessions with Assigned Manager & ASC Chair

Safety Risk Assessment

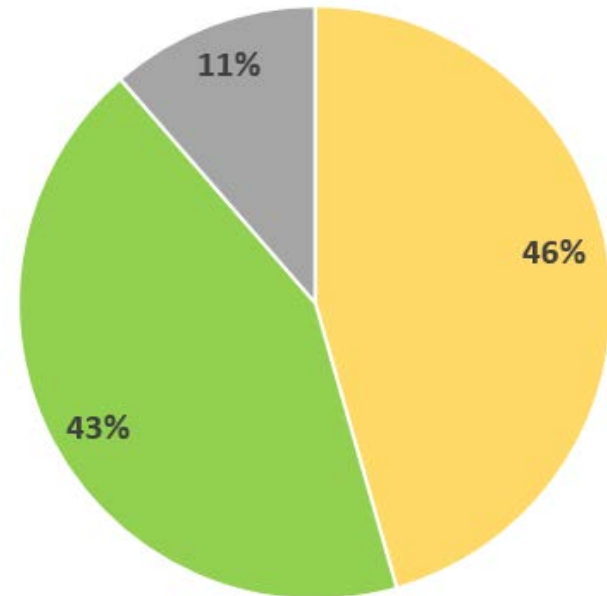
- Facilitated by SMS team
- Interface with cross-functional departments and external stakeholders
- Large-scale system impact is complex and requires diversified SMEs for comprehensive evaluation

SMS = Improved Safety

Reduction of High-Level Risks

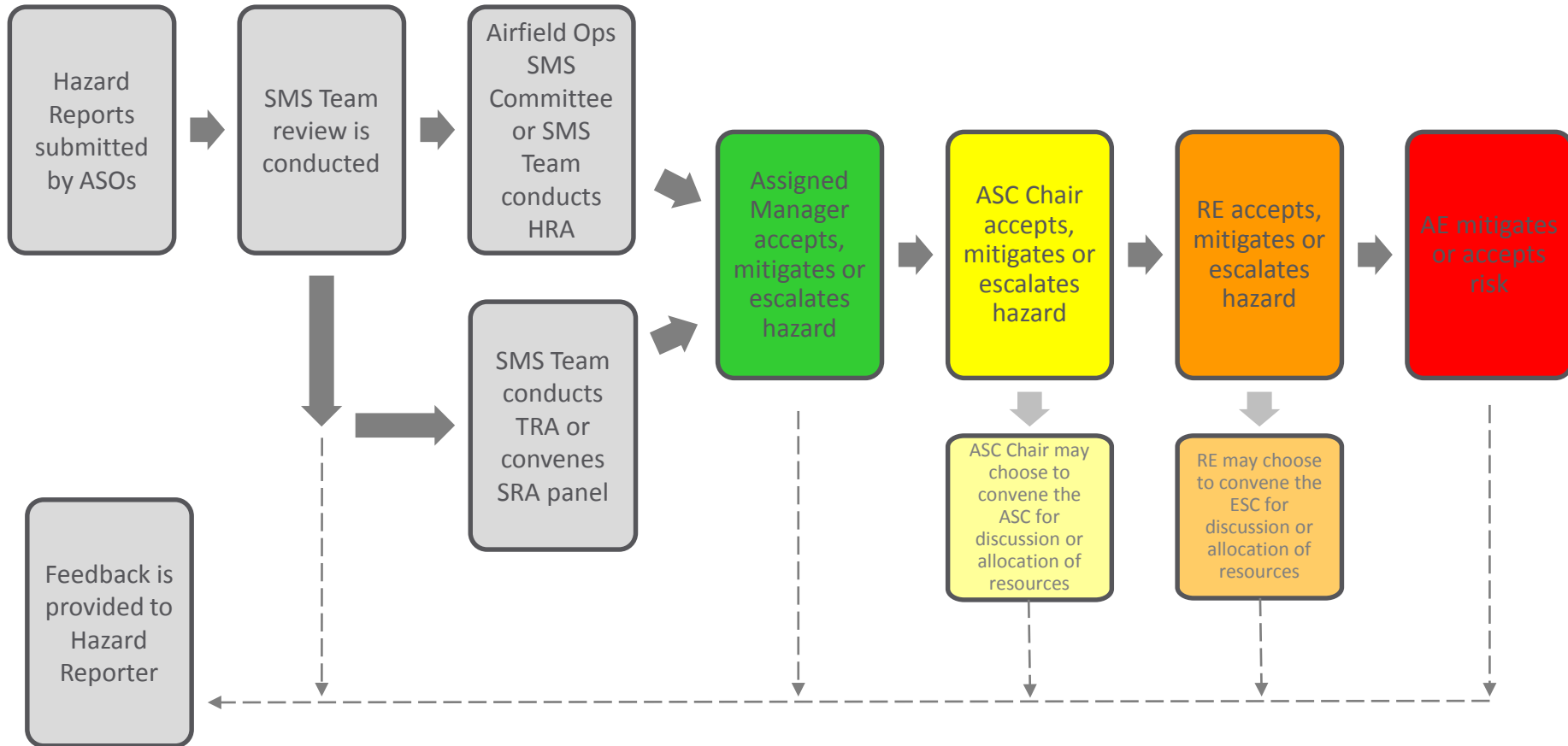


Reduction of Medium-Level Risks



■ Medium ■ Low ■ None

Hazard Report Process



Risk Assessments

SFO Risk Matrix							
CONSEQUENCE			SEVERITY	LIKELIHOOD			
People	Facility	Reputation		Improbable Not expected but conceivable during unusual operations or circumstances	Remote Not expected but conceivable during typical operations or circumstances	Probable Reasonably expected during typical operations or circumstances	Frequent Expected to occur during typical operations or circumstances
Fatalities	Unplanned Facility or Surface Closure	Large-Scale National or International Impact	Catastrophic	M7	H12	C14	C16
Serious Injury or Health Effects	Unplanned Closure of Non-Primary Surface or Facility	Considerable National Impact	Major	M6	M9	H13	C15
Minor Injury or Health Effects	Temporary Airport Operation Disruption	Local Bay-Area Impact	Minor	L2	M8	M10	M11
First Aid and No Lost Time	Minimum Damage; No Operational Impact	Internal SFO Impact	Minimal	L1	L3	L4	L5

Critical Risk (C14 – C16)

Accountable Executive • Airport Director

Unacceptable risk. Mitigation must be implemented. Accountable Executive must approve mitigation strategy. Documentation, tracking, monitoring, and management required.

High Risk (H12 – H13)

Responsible Executive • Chief Operating Officer

Maximum acceptable level of risk. Mitigation must be implemented. Responsible Executive must approve mitigation strategy. Documentation, tracking, monitoring, and management required.

Medium Risk (M6 – M11)

ASC Chair • Director of Safety & Security

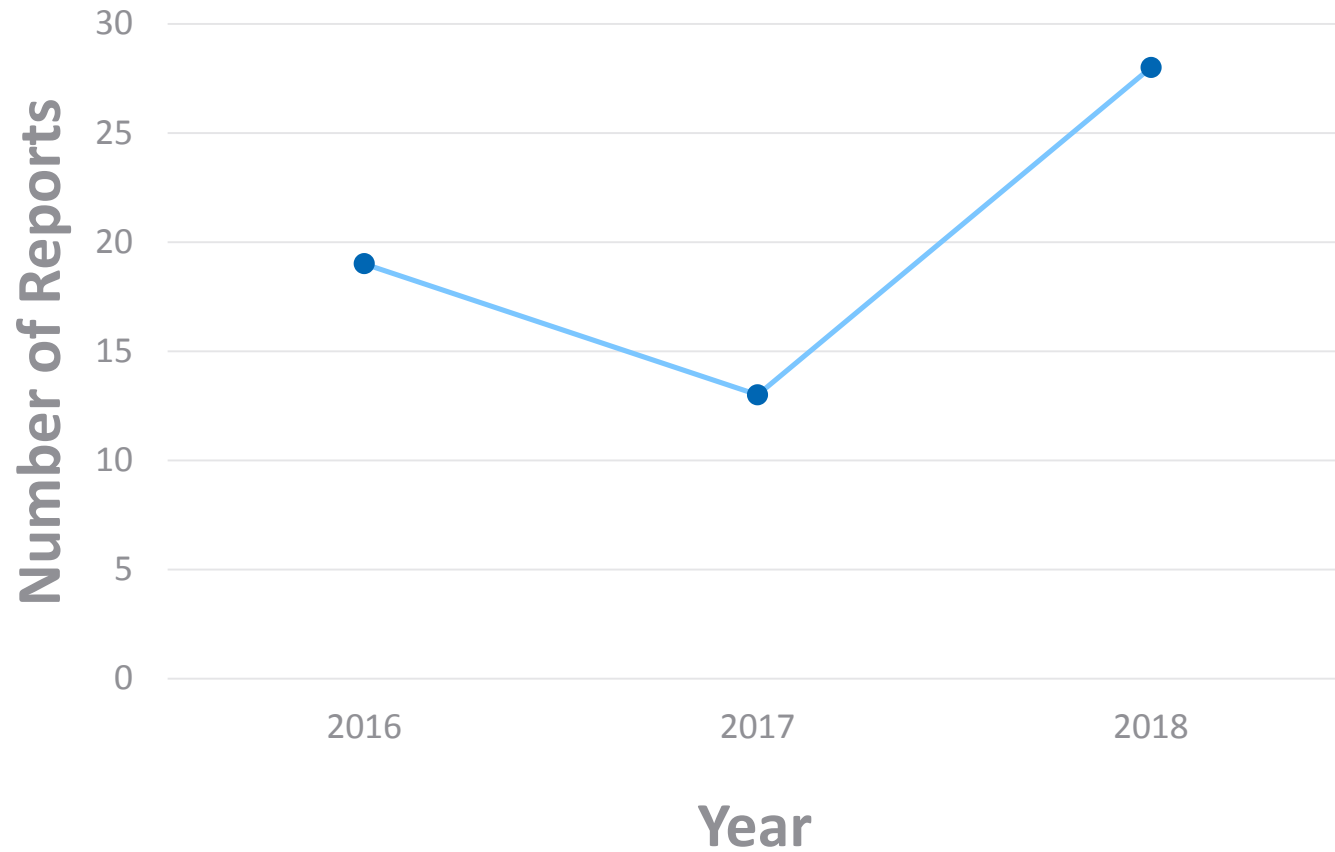
Acceptable level of risk. Mitigation may be implemented. Documentation, tracking, monitoring, and management required.

Low Risk (L1 – L5)

Assigned Manager • Airfield Operations Manager

Acceptable without restriction or limitation. Documentation of risk required.

Hazard Reports Received by ASOs



Thank You!



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