AIRPORT SAFETY MANAGEMENT SYSTEMS

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ROADMAP

– SMS Conceptually
– Regulatory Issues and Requirements
– Preparing for Implementation
– Airport Experiences
SMS Conceptually

- In practice
  - Proactive steps
  - Information driven
  - A culture of safety
  - Continuous improvement
  - Formalizes processes and accountability
- Recognize this concept has been applied in many different contexts (Part 121, FAA)
Fundamentally...
The Four SMS Components

**Safety Policy**
Establishes senior management’s commitment to continually improve safety; defines the methods, processes, and organizational structure needed to meet safety goals

**Safety Risk Management**
Determines the need for, and adequacy of, new or revised risk controls based on the assessment of acceptable risk

**Safety Assurance**
Evaluates the continued effectiveness of implemented risk control strategies; supports the identification of new hazards

**Safety Promotion**
Includes training, communication, and other actions to create a positive safety culture within all levels of the workforce
Regulatory Process

- First Draft – October 2010
- Supplemental Draft – July 2016
- Final Rule
  - Q1 of 2017
  - Q4 of 2017
  - April 2018
  - Summer 2018
  - ?????????
Regulatory Requirements

- Currently, only proposed to apply to *some* Part 139 airports
  - Likely to expand
- Implementation Plan
  - Submitted for approval within one year
- SMS Manual
  - Submitted within two years
  - SMS should be implemented
Implementation Plan

- Detailed plan and schedule
- Timeline for:
  - Developing the safety policy statement
  - Creating organizational structure
  - Identifying and reporting hazards
  - Developing materials
  - Training
  - Filling gaps
- Approved by FAA
SMS Manual

- Outlines entire program
- Describes how program:
  - Encompasses 4 SMS components
  - Follows Implementation Plan
  - Maintains compliance with rule
- Referenced in ACM
- Submitted to FAA
Key Elements of SMS For Airports

- The Accountable Executive
- Responsibility on Non-Movement Area
- Data Collection
- Sponsor-Produced Documents
Thematic Compliance Issues

- 2-year implementation
- Staffing
- Budgeting
- Procurement process
- Start early
Implementing SMS – One Size Fits One
Hazard Identification

- All systems have gaps
- Identify hazards
- Create controls
- Monitor effectiveness
Hazard Reporting

- Confidentiality
- Web portal
- Telephone
- Comment card
- Follow-up
Measure Results
Trust, But Verify

- Self assessments
- Audits
Trust, But Verify

- Self-assessments
  - Measure safety margins
  - Identify weak spots
  - Assess “safety health”
Trust, But Verify

- Audits
  - Verify plan is being followed
  - Assess deficiencies
  - Highlight good practice
  - Determine corrective actions
Safety Promotion
- Communications plans
- Training
- Safety culture
Airport Experience - PHL

- Initial preparations started in 2007
  - Formalizing safety documentation
  - Required safety reviews for all activities
  - Required safety briefings
  - Integration into Snow Removal plans
  - Integration into construction plans
  - Becoming a daily part of Ops life
PHL’s Current State

- Soliciting Consulting Support
- RFP drafted and expected to be advertised in October 2018
- RFP requirements include:
  - Safety inventory
  - Analysis of existing practices
  - Research Airport best practices
  - Gap analysis
  - SMS requirements & standards review
  - Draft SMS documents
PHL’s Current State

- Key components of the RFP
  - Safety Policy and Objectives
  - 5 Phases of Safety Risk Management
    - Describe the system
    - Identify Hazards
    - Determine risk
    - Assess and analyze risk
    - Treat the risk
Anticipated Challenges

- Identify and procure appropriate safety tracking system
- Appropriate starting point
- Training for all staff
- Developing branding that instills trust and integrity
- Identifying a superior candidate as program manager
- Develop and approval for O&M budget
Questions/Discussion

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