Objectives
Airport Safety: It’s Everyone’s Responsibility

- Identify methods to improve airport safety
- Initiate a safety culture
- Recognize the core elements of a Safety Management System (SMS)
- Communicate the benefits of improved safety and the relationship between a safety culture and worker compensation claims
- Identify who is responsible for airport safety
Think About It
Airport Safety: It’s Everyone’s Responsibility

“Every accident, no matter how minor, is a failure of the organization.”

Jerome Lederer,
Aviation Safety Pioneer

Do You Want to Play a Game?
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What Is This Equation?
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\[ M = (A \times C) + (E \times L \times C) + E \times (1.000 - C) \]

What Are the Four Core Elements of SMS?
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- Safety Policy
- Safety Risk Management (SRM)
- Safety Assurance
- Safety Promotion
What Type of Cheese Is Typically Mentioned When Talking About Accident Prevention?

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- Swiss!

Why Are Decreased Workers’ Compensation Premiums Important?

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- Cost reduction
- Proof of fewer serious injuries or worse
- Indication of safer workplace
- Indication of improved productivity
What Can Organizations Do to Improve Safety?

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- Properly train staff
- Adequately equip staff
- Effectively develop plans, policies, and procedures
- Properly hire staff and vendors
- Listen and ask questions
- Hold one another accountable

Who Is Responsible for Workplace Safety?

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- Coworkers
- Individuals
- Companies
- Vendors and suppliers
- Everyone
The Answer Is…
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EVERYONE!

Pending FAA SMS Issues
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- SMS is not a four-letter word
- It is a refinement of existing programs
- AAAE and ACI-NA efforts
The Four Core Elements of SMS?

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1. Safety Policy
   - Foundation or framework for the SMS, detailing management’s responsibilities and accountability for safety. Adopted by the Board.

2. Safety Risk Management (SRM)
   - A core activity of SMS. Through a standard documented process, SRM identifies, assesses, and mitigates potential hazards and risks.

3. Safety Assurance
   - Processes that monitor the organization’s safety standard performance and contribute to continuous safety improvements.

4. Safety Promotion
   - Processes, procedures, and training used to create a top-to-bottom environment where safety objectives can be achieved.

SMS Issues

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- Airport functions/facilities
- 139 areas in the Airport Certification Manual (ACM)
- Start by reviewing existing programs and efforts
  - Safety committee, posters, ACM, incident reports, trends, talk to frontline staff
- Lessons learned
  - Actual incidents
  - Near misses
SMS Issues (continued)
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- New or additional staffing responsibilities
  - Accountable executive
  - Safety point of contact
  - Training: 139 and SMS requirements and coordination
  - Software or paper
- Planning and software grant funding possibilities
- FAA SMS review may include panel process (ADO, ATO, AVS)
  - Impact on project schedule

SMS Issues (continued)
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- ACRP Legal Research Digest 19 document
- Legal support review/awareness
- Data access, PA RTK laws, and organizational/individual liability
- SNPRM release date delay
  - Industry feedback and concerns
- Various FAA publications and guidance materials
  - Order 5200.11 CHG 3, PGL, draft Advisory Circular
SMS Side Effects
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- Development of safety culture and reduction of workers’ compensation experience modification factor
  - Who makes it happen
  - Labor/management relations are critical
  - “We have never gotten hurt before” is the wrong answer
  - Zero accidents is a real goal

SMS Side Effects (continued)
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- Airfield safety review and all construction project safety/phasing plan reviews
  - A little review goes a long way
  - Avoid scope creep
  - Who are the right parties to include
Workers’ Compensation

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- Fiscal benefits
- Certified safety committee
- Morale impacts
- Increased productivity
- Customer expectations

Organizational Safety Culture

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- “We have never gotten hurt doing it that way” is the wrong answer
- It’s OK to ask questions
- Listen to the people actually doing the job
  - Management, consultant, and sales reps do not know it all
- Encourage clear communications
- Stress the importance of reporting near-miss events
- Be accountable
The Entire Organization
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![Diagram of hazard and barriers]

When all of the holes in each of the slices momentarily align, permitting a trajectory of incident opportunity.

Hazard passes through the holes in the barriers (taped or missing), leading to a failure — James Reason.

Workplace Safety
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- Staffing and equipment relationship to workers’ comp
- Training and ownership
- Tool box talks (they are not marathons)
- PPE
- Partnership opportunities
- Lessons from non-airports a possibility
  - Flight crew CRM and healthcare surgical “time out”
- Working conditions and simple housekeeping
Proper Training

- Safe and secure
- Staff development and training, including FAR 139 and SMS requirements
- Multigenerational issues
- Adult learners
- Make regulations interesting
- Maximize staff knowledge

Public’s Expectation

- Airports and flying are expected to be safe and secure (this is a staff expectation too)
  - 1959 fatal crash odds: 1 in 25,000 departures
  - 2015 fatal crash odds: 1 in 29,000,000 departures
- Global environment and threats
  - Trans oceanic/polar tracking
- Good public trust and reputation is good for business
  - Recent industry events
Think About It
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“Corporate culture has a very real influence on the attitudes and performance of the people within an organization. There is no question in my mind that management decisions and actions, or more frequently, indecisions and inactions, cause accidents.”

John Lauber, NTBS

Questions
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Bradley D. Penrod, A.A.E.
Director, Airports

412.427.0500 | b.penrod@gaiconsultants.com