

ACI PS&S Discussion Points Prepared for Denson Stasher

Purpose: A panel discussion will be held at the next ACI Public Safety and Security conference March 3 to 5, 2008. JAN has been asked to participate in an open forum panel. The following topics for discussion have been prepared.

1. What are the areas concerning funding needs?
 - a. Unfunded mandates
 - b. Staff
 - c. Upgrades to ramps, equipment, lighting, etc
 - d. Technology for managing reports and audits
2. What sort of funding sources may be available? AIP? How might those funds be prioritized? Will "SMS-related" projects become AIP eligible?
3. How will the SMS Guidebook, expected to be complete the end of November 2008, help organizations meet the December SMS deadline?
4. Is there a chance the SMS deadline for airports will be pushed out?
5. Will an SMS inspection be part of the annual (minimum) 139 ADO inspection or will it have a different ADO and a different inspection?
6. Will there be SMS programmatic reporting requirements? Airports have no discretion to require reporting and it is not being done in any consistent manner. If airlines, ground handlers and other tenants do not become part of the regular reporting system what accountability will the airport have or will there be a requirement that reaches into these stakeholder areas by the FAA?
7. Will the FAA support integration between airport SMS programs and its own SMS program elements?
8. There is some concern within the airport community that the FAA regional offices and ATC have not yet finished training on SMS while the airports continue to develop their pilot programs with limited oversight and direction

available. What is the expected role of the ADO in the pilot program accountability?

9. What is the expectation for airports and ATC to integrate areas of their SMS programs jointly? Specifically in the areas where movement meets non movement, i.e., taxiway to ramp and vice versa and during times of construction when the project will be within the movement area. This happens during construction safety planning but how should it fit within each SMS program?
10. Airports across the nation are organized in a multitude of ways. Some see SMS as an operational requirement/extension of the 139 safety self-inspection and others have placed it under their Legal/HR/Risk management umbrellas. The perception of an SMS could vary widely in approach based on this. How do the FAA Regional Offices plan to approach airports consistently based on this varied management approach?
11. What is the FAA's perception/opinion of organizational management of SMS as this program matures?
12. It appears airports are expected to apply an even higher scientific measurement of safety to non movement areas than in the movement area (FAR 139 Inspections) concerning hazard analysis, risk matrix, risk mitigation, reporting and auditing. Can airports expect the format that 139 inspections are performed and documented for compliance today to change and adopt processes of an SMS for the movement area?
13. If the above were to be true in moving that direction would SMS programs and inspections whether non movement or movement fall under the same management umbrella? Or will airports construct two SMS plans? And have two inspections by different FAA ADOs?
14. How are airports expected to address language barrier issues?

15. A large number of safety issues for airports occur within the terminal and curb/road areas. Will there be an expectation that SMS would be expanded to include those areas as well?
16. How do airports expect to change employee culture surrounding safety when the largest population of workers for most airports has the highest employment turnover and the least personal investment in safety changes?
17. If airline SMS programs are a requirement by the FAA are they considered public information? To date it has been very difficult to get information from the airlines.
18. Will ATC SMS programs be public documents that airports will have access to?