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Implementing Safety Management System

ACI-NA

March 4, 2008





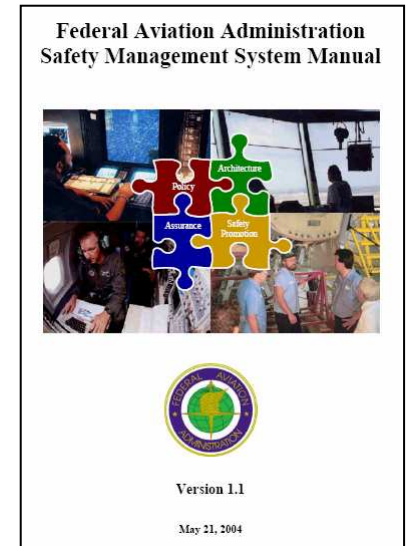
Topics

- Approach
- Current Progress
- Challenges
- Issues



Approach

- Jackson executive leadership is committed to developing a safety program
- Coordinated internal stakeholder team
- Appealed to FAA to be part of the Pilot Program
- Contracted a professional consultant to assist





JMAA Approach to FAA Deliverables

- Task 1
 - Gap analysis
 - Draft policy statement
- Task 2
 - Hazard identification
 - Mitigation matrix (ALARP)
- Task 3
 - System assurance plan draft
 - SMPP final draft
 - Training plan draft
 - Communications plan draft
 - Next steps for implementation



JMAA Current Progress

- Stakeholders identified
- Gap Analysis complete
- Hazard identification in progress (This is an ongoing process)
- Hazard Mitigation Matrix in progress
- Policy Statement in development
- Safety goals in development
- Communication and training plans in development

Hazard Matrix



1. Natural Gas Pipe Tug Road
2. Tie Downs on Ramp
3. Twy B4 Xing
4. Twy F2 N Edge Route
5. Aircraft/Equipment Impact
6. Material Storage (HAZ)
7. Aircraft Pkng Proximity
8. Aircraft Hi-Sp Short-cuts
9. Pax Gnd Load Slip/Fall
10. Escalators slip fall
11. Sliding Glass Doors/slip fall
12. Ice Parking Lot
13. Ramp Slip/Fall (Employee)
14. Fouled Bag Belt Devices
15. Injury on unfamiliar A/C
16. Human/Equipment Impacts
17. Veh – Veh Impact (speed)
18. Pax Loading Injuries (Disabled)
19. A/C stairs Slips
20. Bag Loader/Aircraft Impact
21. Equip/Equip & Equip/Bldg Impact
22. Uncontrolled Equip (Tow Break)
23. Distracted Driving (Ramp/Cell)
24. Twy D A/C Crossing Impact
25. Ramp Distraction (toys)
26. Equip/Aircraft Impct (Right of way)
27. A/C to A/C Impact or Contact (Pkng)
28. FOD (Gnd Sppt Equipment)
29. Pax Entering Ramp
30. Aircraft Veh (Unescorted Vendor)
31. Air Cargo Trash/FOD
32. Vehicle/Aircraft – Pedestrian impact (delineation of safety areas)

5	Significant Incident (casualties & fatalities)		16 17	12	25 26 32	30 27 28	3 4 7 23
4	Very Serious (less fatalities, many injured)				22 26 31		
					5 9 13 15		
3	Serious (few fatalities, some injured)				24	14 18 21	
					29	1 8 18	6 10 11
2	Less Serious (few injuries)			19 20			2
1	Insignificant						
		Extremely Unlikely	Extremely Rare	Rarely	Probable	Often	
		Should never occur	Unlikely to occur, do not dismiss	Should be expected once	May occur	May occur often	
		I	II	III	IV	V	

- Unacceptable risk by threat
- Reduced risk of casualties by threats
- Acceptable mitigation of risk by threat

Challenges

- Timeframe for pilot program
 - Service contracts usually take 2 to 4 months for bid process
- Support from regional FAA office
- Lack of training
- Obtaining Air Carrier SMS information
- Support technology not developed





Issues

- Unfunded mandates
- Staffing
- Timing of SMS Guidebook
 - Nov 2008 guidebook expected
 - Dec 2008 airports compliance
- SMS versus 139 inspections
 - Same ADO Inspector?
 - All one inspection?
- Employee investment
 - Highest turnover at lowest level jobs
- Language barriers
 - English not mandated for all badge holders



Issues

- Is non movement getting a more scientific approach to safety than movement?
- Integration/collaboration of airport, airline and ATC SMS programs
 - Transition movement to non movement
 - Construction areas within movement areas
- Airport perceptions of an SMS
 - Operational issue/owner
 - Risk/HR issue/owner
- What about terminal and curbside hazards?
- SMS program development is a lengthy process
 - Implement plan, 1 year
 - Audit report, baseline, 2 years
 - Audit Comparison/measurement, 3 years
 - Culture change tied to measurements, 4+ years



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Questions



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