Airport Perspectives on SMS

Ashburn, VA
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Hartsfield-Jackson Atlanta International Airport
San Antonio International Airport
Seattle-Tacoma International Airport
South Bend Regional Airport

Issues Part 1

- How will Part 121 and Part 139 SMS programs impact each others' operations? (a question for the FAA too)

- If airports require ramp audits, how does this integrate with airline audits such as LOSA or IOSA?

- What are airlines perceptions of ISAGO?

- What is the process for reporting hazards, incidents, etc. if both airlines and airports have a requirement?

- How does an airport ensure a tenant staff is protected when reporting an accident?

- How will airline staff training (safety related) be reported and coordinated with the airports if a safety training requirement is expected?

Issues Part 2

- How do we ensure that the same vocabulary is used in all aviation related (FAA regulated) SMS programs? So that an SRM is the same for everyone including the FAA and its lines of business.

- For SMS to be successful, it is a must for airline participation in an airport SMS process such as the Airport Safety Committee and willingness to share safety data with the airport operator.

- What are the airlines utilizing to collect hazard and incident/accident information; how can this information be shared?