

FAA SMS Focus Group Meeting  
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Seattle, Washington



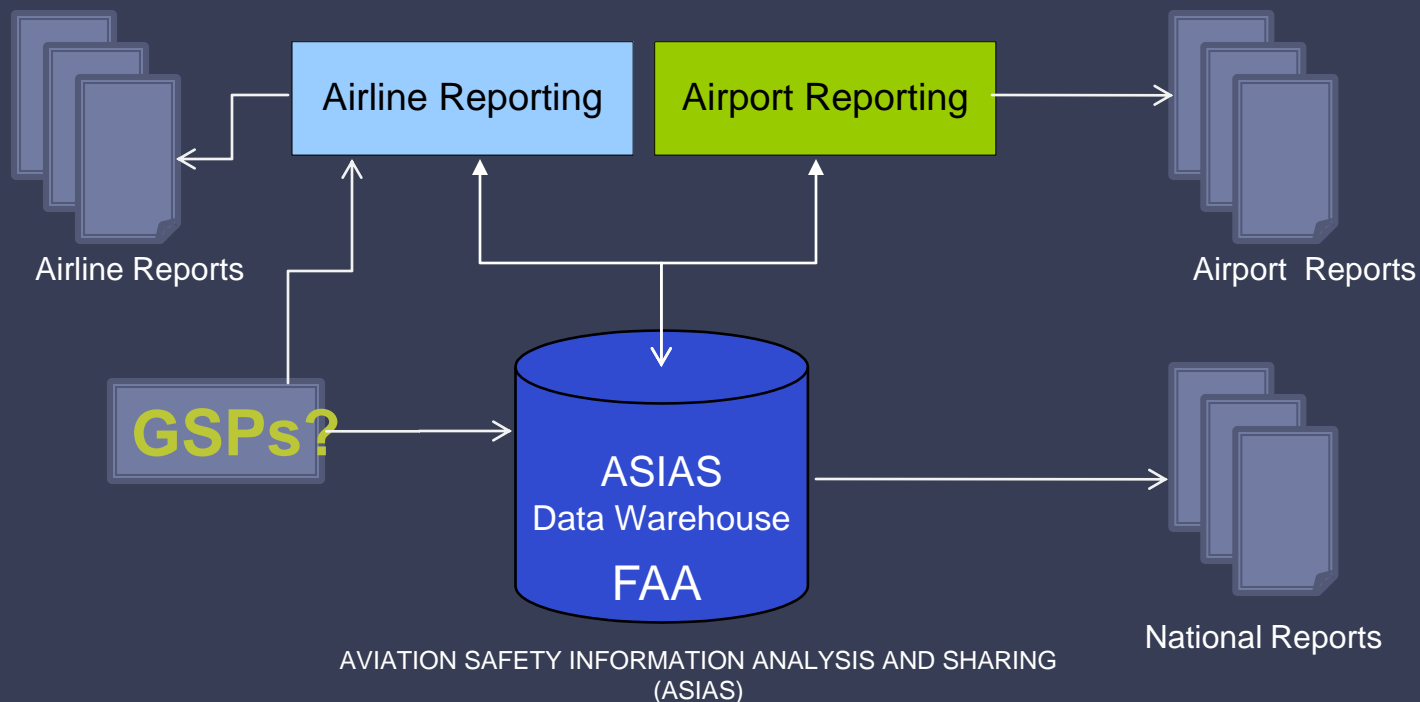
# SMS Integration: Airports, Airlines, and GSPs

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# Data and Reporting



- Airports already collect info. on accidents and incidents ... (that they know about)
- Hazard reporting is critical to Safety
- What if reporting looked like this?



# Relationships



- How will airlines and airports work together to manage SMS programs (committees?)
- How should airlines and airports work together on risk assessments? Who owns it?
- Who manages the GSP SMS programs? The airports or the airlines?

# Ramp Safety



- What do audits look like under SMS programs?
- What about inspections? Who is responsible for leased or common use gates? When should inspections take place?
- How are Rules and Regulations (citations) integrated into an SMS program?
- How does non punitive work?
- What's the FAA's role in ramp safety?

# Airports/Airlines



- Airports differ in number of operations, aircraft mix, and passengers.
- Airports have local relationships (both business and cultural).
- Airports differ in use agreements, leases, and contracts.
- Gate, ramp, and bagwell use are different from airport to airport.
- An incident or accident completely contained within one airline may be avoided by another airline if it's reported and analyzed.
- Airlines are transient and may change on short notice.
- Ultimately, the airport owner and operator is left holding the bag.
- If you can't measure it, you can't manage it.
- Airport owners and operators need to have the ability to manage safety at their facility.