

15S.12I Hazard Risk Mitigations

Description

Implement 80% of approved interventions to mitigate the top five (5) hazards associated with airborne losses of separation.

Special Designations: OSI, Agency Priority Goals, DOT Goals, STI

Commentary (January 2015)

January: On January 1, ATO approved the Corrective Action Plans (CAPs) with 26 mitigations, which requires the implementation of 21 to meet the 80% target. As of January, 4 of 26 CAP mitigations activities are implemented (15%). The breakdown of activities that were completed as of January:

Inadequate Vectors associated with Opposite Direction Operations (ODO): 1 of 5 activities complete. On October 24, 2014, published ATO-SG-14-09 addressing development of local ODO procedures to comply with FAA Order JO 7210.3, paragraph 2-1- 30.

Misjudgment Associated with ODO: 1 of 5 activities complete. On October 24, 2014, published ATO-SG-14-09 addressing development of local ODO procedures to comply with FAA Order JO 7210.3, paragraph 2-1- 30.

Misapplied Visual Separation: 1 of 2 activities complete. Submitted the draft Document Change Proposal (DCP) for FAA Order JO 7110.65, paragraph 7-2-1, to improve logical flow and structure to increase clarity of the application of visual separation procedures (including phraseology examples), in turn improving controller understanding to AJV-8.

Surface Memory Aids: 1 of 6 activities complete: On January 20, 2015, completed the package for work group use that includes the task to review and quantify results of the 2013 Memory Aids in Air Traffic Control survey and review Category A/B RIs from the past two years.

Commentary (December 2014)

All TOP 5 Corrective Action Plans (CAPs) are developed.

- o Pending final approval via stakeholder signatures

- o 26 potential mitigations, which requires implementation of 21 to meet 80% target

Top 5 hazards were announced on November 14, 2014

1. Weather Dissemination

Need to solicit and disseminate significant Pilot Weather Report information and/or to issue pertinent weather information.

2. Surface Memory Aids

Use of Surface Memory Aids.

3. Misapplied Visual Separation

(tower visual and pilot-to-pilot)

Proper utilization of visual separation.

4. Inadequate Vectors

Use of adequate vectors to maintain separation associated with Opposite Direction Operations.

5. Misjudgment

Use of proper judgment of aircraft rate of climb, descent, or closure associated with Opposite Direction Operations

Status Table (Calculated Rollup Metric)

Period	Target	Actual	Status
10/2014	1	1	Green
11/2014	1	1	Green
12/2014	1	1	Green
01/2015	1	1	Green

✓ Indicates that the item is complete.