

Indianapolis International Airport (IND)

- **Medium Hub Airport**
- **FedEx second largest facility**
- **2010 Enplanements: 3.75 Million**
- **2010 Commercial Aircraft Operations: 103,000**
- **Voluntarily Participated in the first FAA SMS Pilot Study**

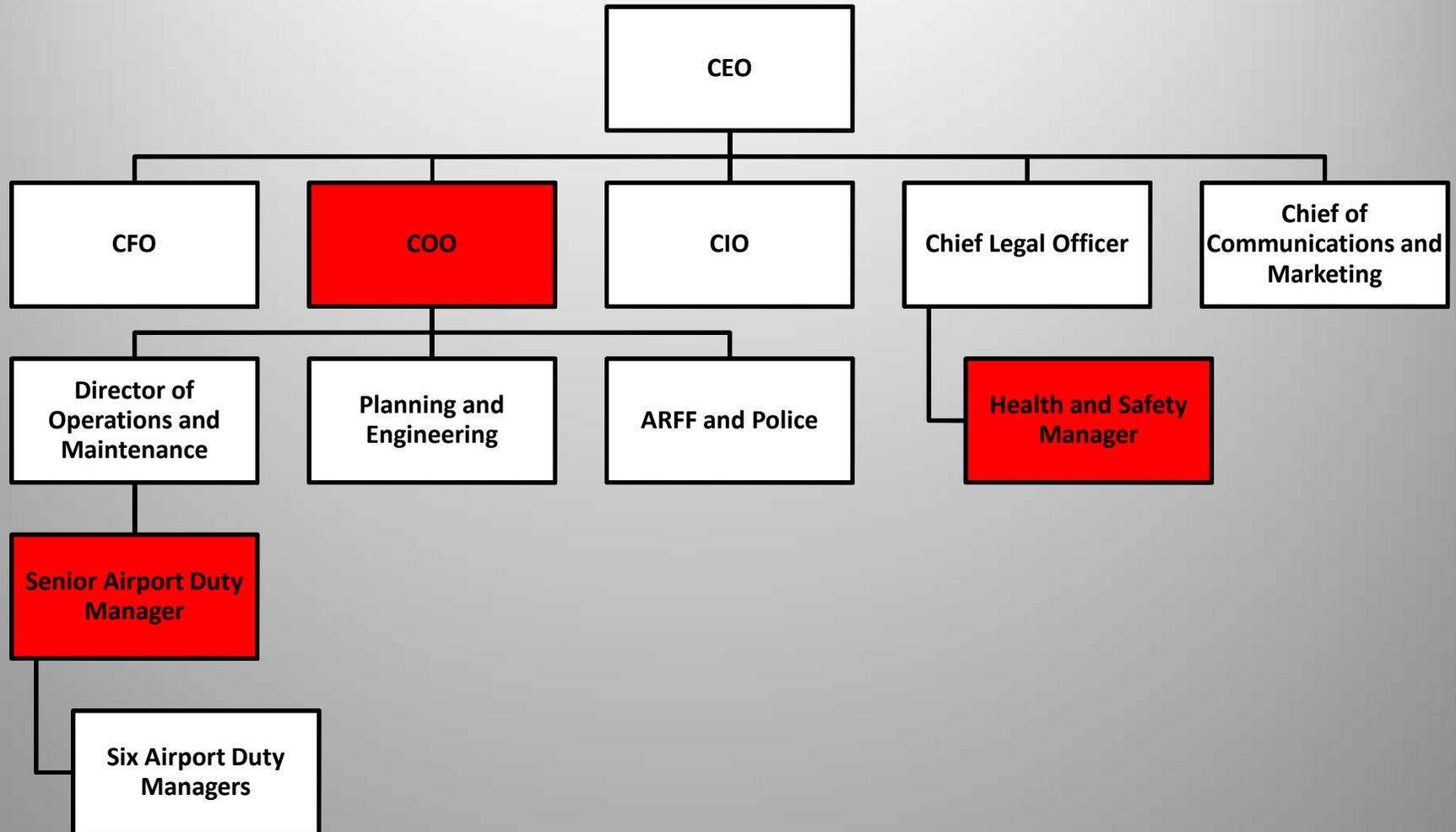


IND Structure

- **Senior Airport Duty Manager (Safety Manager)**
- **Health, Safety, & Claims Manager (Safety Manger, OSHA, and Data)**
- **Chief Operating Officer is the Accountable Executive**



SMS Organization



Positive Experience

- **Gaining “buy in” of tenants**
 - Participation in SRA Panels
 - FAA actively participated
- **Training**
 - Risk Management
 - Assurance (human factors)
 - Some tenants and airlines attended



Reporting Software

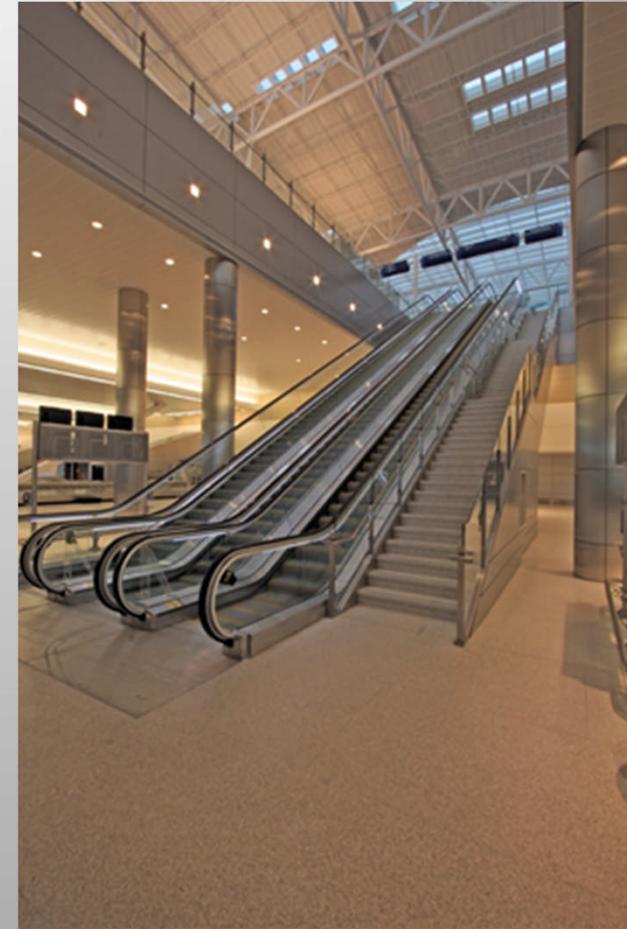
- **TRA's Industry Safe**
- **Complete training and activation by end of 2011**
- **Hosted solution off site**
- **Data security questions answered!**
- **Intranet & link from website planned**



SRA Topics

Implementation Study Topics

1. Escalators and Moving Walks
2. Commercial Ramp Operations
3. Capital Improvement Program Process
4. Planned: Line of Sight from ATCT



Severity and Likelihood

Likelihood:				
Frequently	Occurs once every <u>month</u> or <u>5,600 commercial operations</u> or <u>336,000 enplanements</u>			
Probable	Occurs once every <u>year</u> or <u>68,000 commercial operations</u> or <u>4,000,000 enplanements</u>			
Remote	Occurs once every <u>5 years</u> or <u>340,000 commercial operations</u> or <u>20,000,000 enplanements</u>			
Extremely Remote	Occurs once every <u>10 years</u> or <u>680,000 commercial operations</u> or <u>40,000,000 enplanements</u>			
Extremely Improbable	Occurs once every <u>20 years</u> or <u>over 1,360,000 commercial operations</u> or <u>80,000,000 enplanements</u>			
Severity:				
	People	Assets	Environmental	Reputation
Catastrophic	Fatality+	Loss of an aircraft/or over \$1,000,000 dollars in damage/or loss of critical system(s) for an extended period of time	A spill or release that is not contained and results in long-term damage to the environment and fines to the airport	An event or a series of events resulting in the community NOT using IND for an extended period of time
Hazardous	Severe injury, requiring hospitalization	Damage to an aircraft taking it out of service for an extended period of time/or damage in excess of \$500,000/or disruption of critical services for extended period of time	A reportable spill or release that requires mitigation	An event or a series of events resulting in the community lessening the use of IND causing negative (annual) financial or operational impacts
Major	Minor injury requiring medical treatment	Damage to an aircraft that is repairable/or damage to equipment or facility that is repairable within a short period of time.	A reportable spill or release that is contained	An event or a series of events resulting in the community lessening the use of IND for a short period of time
Minor	Minor injury not requiring medical treatment	Minor damage to an aircraft, equipment, or facility not requiring it to be taken out of service	A spill or release that does not require a report	An event or a series of events resulting in the community questioning the reliability of IND
No Safety Effect	No injury	No Damage	No Impact	No Impact



SRA Risk Matrix

		Severity				
		No Safety Effect	Minor	Major	Hazardous	Catastrophic
Likelihood	Frequently					
	Probable					
	Remote					
	Extremely Remote					
	Extremely Improbable					

Low	Medium	High
No Action Required	Monitor, Determine if Risk can be Mitigated to a Low Risk	Must be Mitigated to a Medium Risk



Data Analysis

- **Over 13,500 data points captured**
 - Part 139 Inspections for January 1, 2006 – December 31, 2009
 - Fuel Storage Area & Mobile Fueler Safety Inspections for October 5, 2009 – December 10, 2010
 - Emergency Responses for January 1, 2006 – December 31, 2010
 - Airport Fire Department Injury Reports for November 20, 2008 – June 11, 2010
 - Indianapolis Airport Authority Accident Database for January 16, 2010 – December 15, 2010
 - Indianapolis Airport Authority Safety Reporting System (SRS), used for OSHA reporting Database for August 21, 2009 – November 3, 2010



Key Performance Indicators (KPI)

SMS Manual underdevelopment most likely KPI:

- Part 139 Inspections
- Airport Authority staff medical runs
- OSHA reportable incidents or accidents for Airport Authority staff
- Passenger and tenants medical runs
- Vehicle accidents and property damage reports
- Equipment damage reports
- Industry Safe reports received



SMS Manual Contents

Will include:

1. Policy, Objectives, and Responsibilities
2. Safety Risk Management
3. Assurance (Annual review of KPI and program)
4. Promotion and Training (Annual review of training)
5. Appendix
 1. FOD program
 2. Baggage area program
 3. Commercial ramp program



Questions



Indianapolis Airport Authority