SMS at PIT

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Goals

- Share PIT's experience in developing and implementing SMS.
- Lessons Learned

Early Tasks

- Review and update of SMS Plan.
- Additional Training – new hires, 139 training.

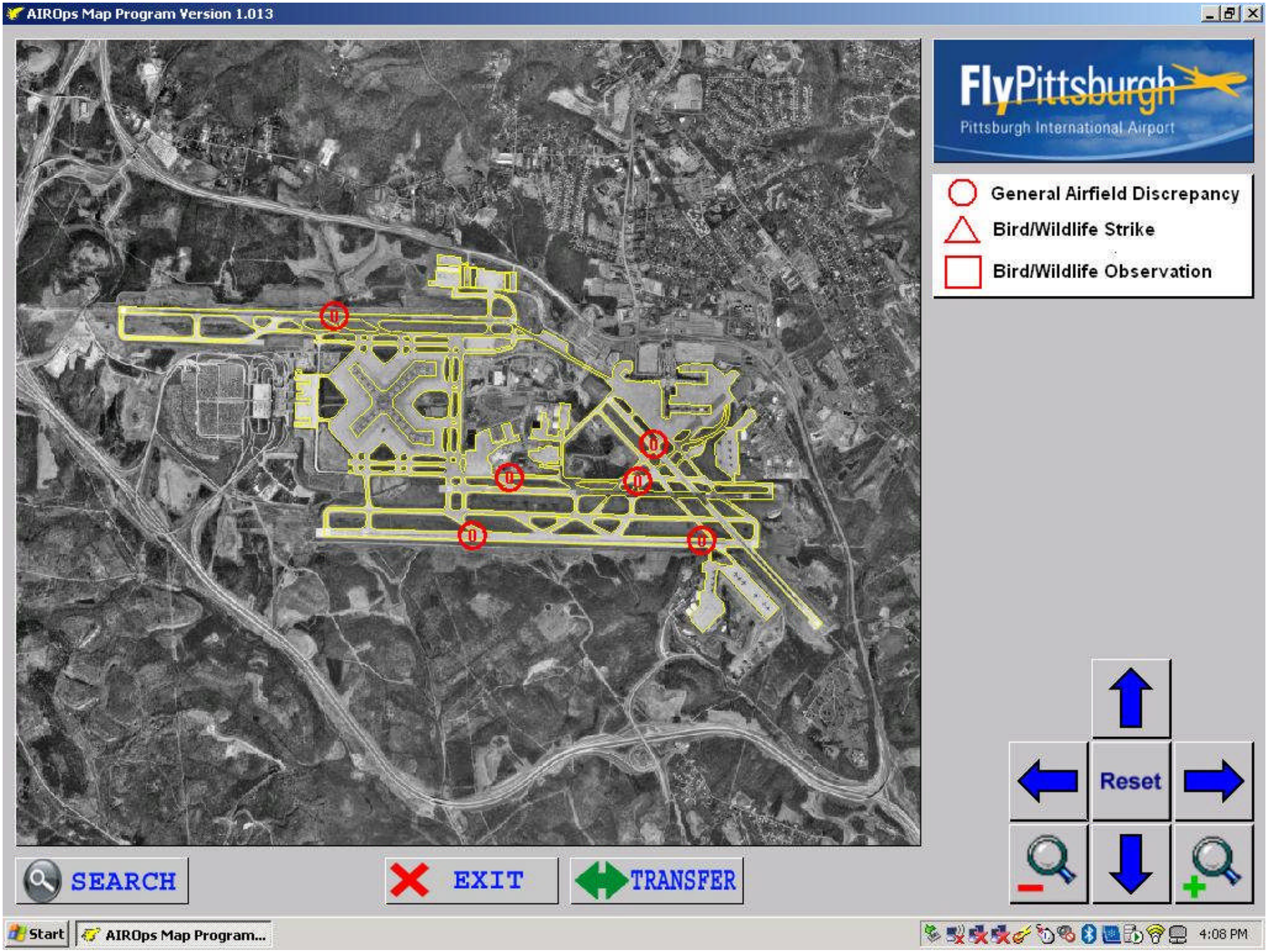
Implementation Pilot Program

- Implementing Incident Reporting Database Software - Eagle Integrated Solutions – trend Analysis
  - Incident Reporting Module
  - Hazard Reporting Module
  - Wildlife Reporting Module

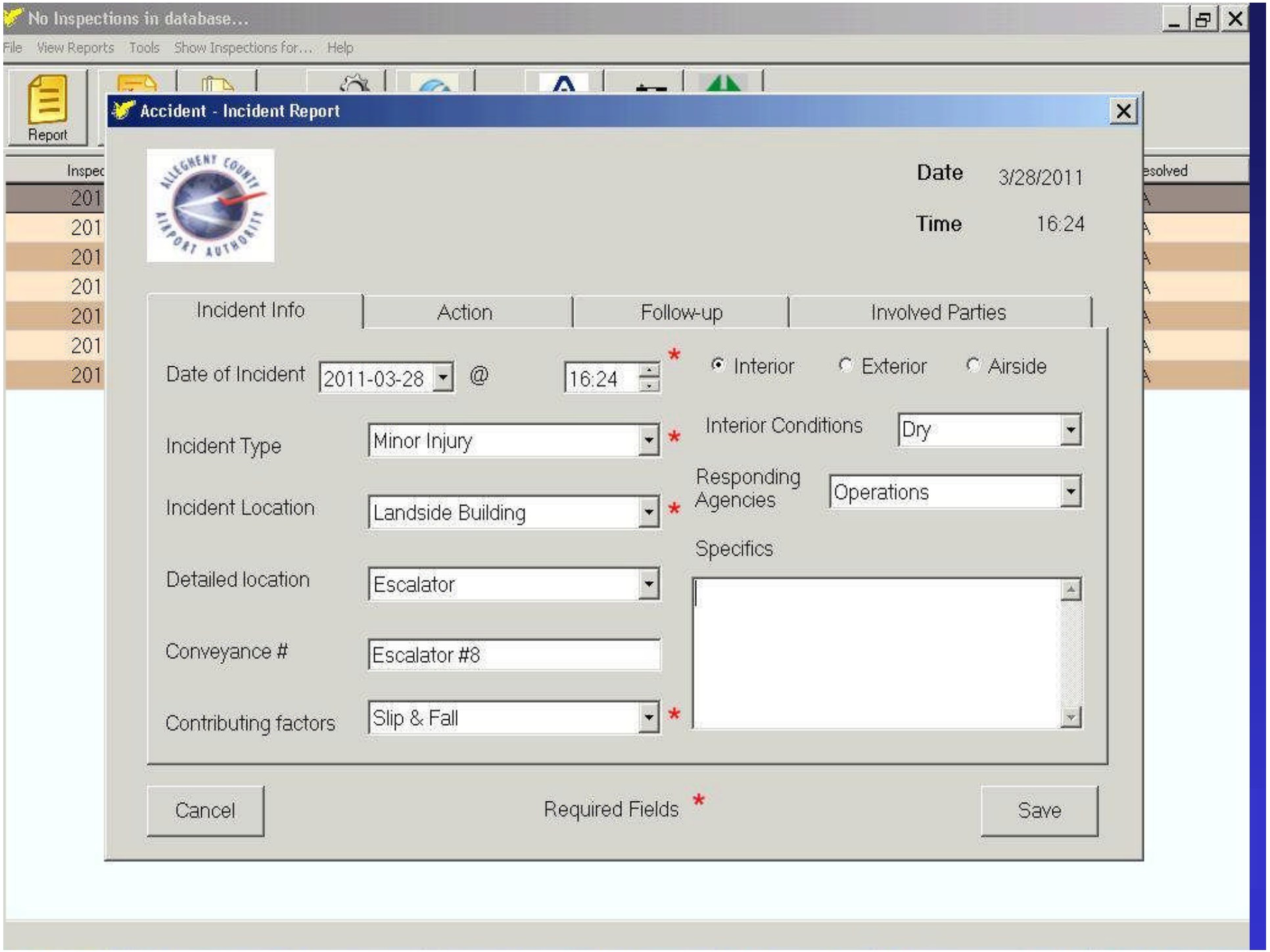
Implementation Pilot Program

- Wireless Mesh of Airfield
- Tough Book Laptops in Ops Vehicles

Panasonic
TOUGHBOOK
03/29/2011 18:13


AIROps Map Program Version 1.013
FlyPittsburgh
Pittsburgh International Airport
General Airfield Discrepancy
Bird/Wildlife Strike
Bird/Wildlife Observation
Reset
SEARCH
EXIT
TRANSFER
Start
AIROps Map Program...
4:08 PM

AIROps Map Program Version 1.013
FlyPittsburgh
Pittsburgh International Airport
General Airfield Discrepancy
Bird/Wildlife Strike
Bird/Wildlife Observation
Mark Discrepancy
Mark Wildlife Strike
Mark Wildlife Observation
Cancel
Reset
SEARCH
EXIT
TRANSFER
Start
AIROps Map Program...
4:11 PM


No Inspections in database...
File View Reports Tools Show Inspections for... Help
Report
Accident - Incident Report
Date 3/28/2011
Time 16:24
Incident Info
Action
Follow-up
Involved Parties
Date of Incident 2011-03-28 @ 16:24 *
Interior Exterior Airside
Incident Type Minor Injury *
Interior Conditions Dry
Incident Location Landside Building *
Responding Agencies Operations
Specifics
Detailed location Escalator
Conveyance # Escalator #8
Contributing factors Slip & Fall *
Cancel
Required Fields *
Save

Accident Report

MainReport

Accident/Incident Report

Reported On: 3/28/201 @ 16:30
Incident Date: 2011-03-2@ 16:30

Incident Type
Minor Injury

Location
Landside Building

Detailed Location
Escalator

Conveyance #
Escalator #10

Contributing Factors
Slip & Fall

Responding Agencies
Operations

Specifics
Mr. John Doe fell down escalator #10 and injured his knee. Mr. Doe was transported to the hospital for further medical treatment.

Interior/Exterior

Action Taken

Reported By
Ben Smith

Position
Operations Supervisor

Work Order Issued
NO

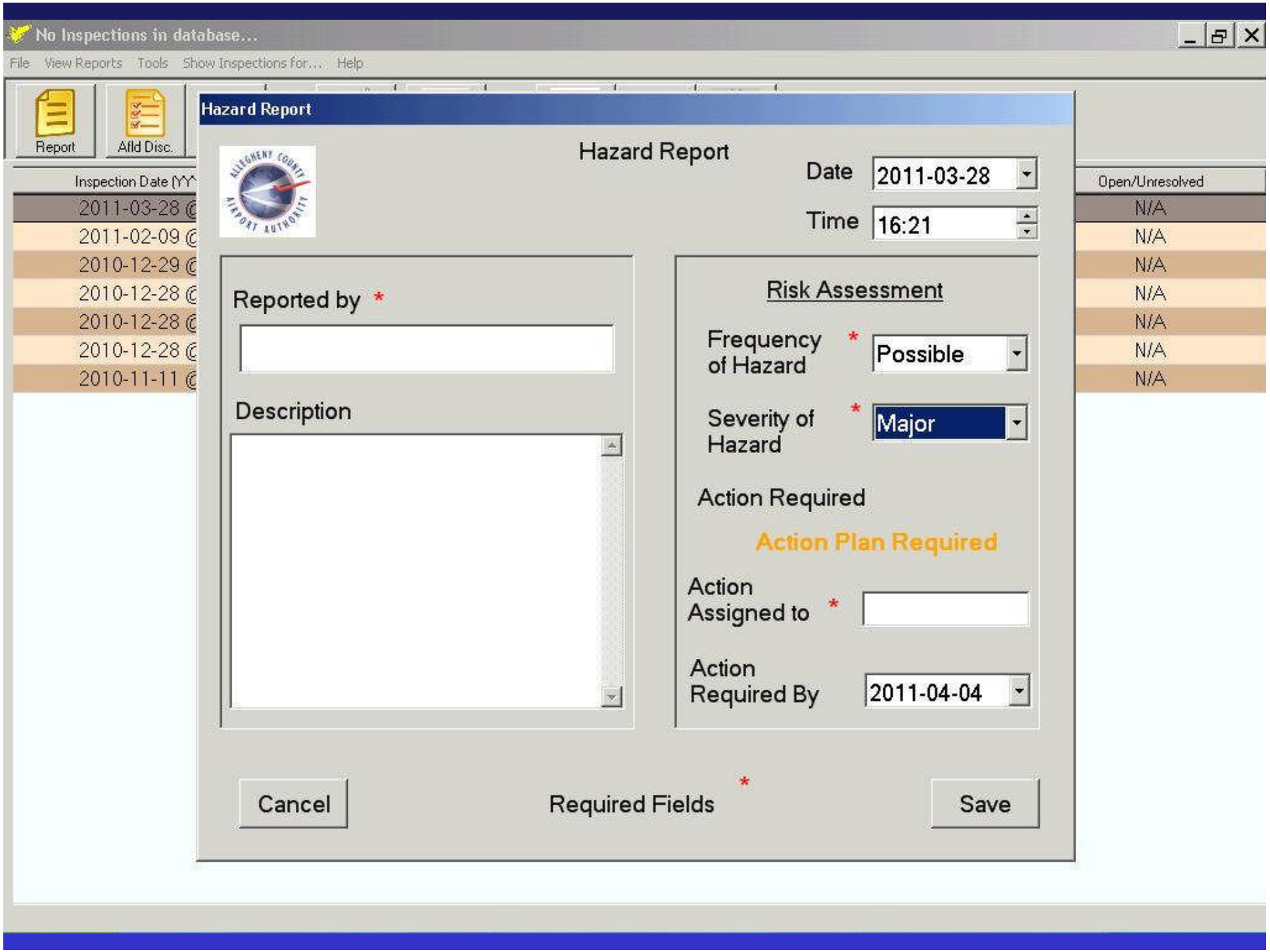
Work Order Number

Report Copied
Director of Safety and Security

Involved Parties

Current Page No: 1 | Total Page No: 1 | Zoom Factor: 100%

Close


No Inspections in database...
File View Reports Tools Show Inspections for... Help
Report
Afld Disc.
Inspection Date (YY
2011-03-28 @
2011-02-09 @
2010-12-29 @
2010-12-28 @
2010-12-28 @
2010-12-28 @
2010-11-11 @
Open/Unresolved
N/A
N/A
N/A
N/A
N/A
N/A
N/A
Hazard Report
Hazard Report
Date 2011-03-28
Time 16:21
Reported by *
Description
Risk Assessment
Frequency of Hazard * Possible
Severity of Hazard * Major
Action Required
Action Plan Required
Action Assigned to *
Action Required By 2011-04-04
Cancel
Required Fields *
Save

Implementation Pilot Program

- Establishing Airfield Wireless Mesh
- Integration with Work Order Software
- Training of Personnel

Allegheny County Airport Authority

Kurt Sopp

RISK MATRIX Table

Severity (Potential Consequences)

Likelihood (Probability)	Minor	Moderate	Major	Catastrophic
Rare	Negligible N	Negligible N	Low L	Medium M
Possible	Negligible N	Low L	Medium M	High H
Likely	Low L	Medium M	High H	High H
Imminent	Medium M	High H	High H	High H

Negligible = N - No action required
Low = L - Continue to monitor
Medium = M - Action plan required
High = H - Immediate action required

Implementation Pilot Program

- First Safety Risk Analysis – Jetway Safety – based on 9 incidents since 9/08. (Conducted 3/2/11)

Implementation Pilot Program

- Jetway vs. Aircraft
- Jetway vs. Vehicle
- Jetway vs. Pedestrian

DELTA

WERNER

STAND CLEAR
MOVE AT ANY TIME

Implementation Pilot Program

- SRA took 9 staff members 2 hours to discuss.
- Final Report – 33 pages.

Implementation Pilot Program

- 4 existing controls and 6 additional measures were identified.

Implementation Pilot Program

- Second Safety Risk Analysis – Operations on Closed Runways. Based on two incidents in less than two months – A trend?(Conducted 4/26/11).

Implementation Pilot Program

- SRA involving FAA Air Traffic
- Initial hesitancy for FAA to participate due to documentation potentially becoming “public”– vote

Implementation Pilot Program

- How to categorize the severity of risk? Catastrophic?
- Unable to reach consensus on categorization of risk.

RISK MATRIX Table

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Consequences (Severity of Risk))

Rating	Examples (one or more resulting conditions)
Minor	No, or very, limited financial loss. Only 1 or 2 individuals involved. Very limited, or no, damage to aircraft, vehicles or equipment. Minor operational delays. First aid treatment may be required.
Moderate	Repairs to damaged aircraft, equipment or vehicles. Operational delays. Medical treatment required in hospital or emergency clinic. Significant cost to individuals involved. Some media attention.
Major	Extensive repairs or replacement of aircraft, equipment or vehicles. Major operational delays. Extensive injuries to a number of people. Possible death of 1 or 2 individuals. Strong media attention, loss of public confidence.
Catastrophic	Aircraft destroyed. Multiple deaths, extensive injuries. High profile media attention. Severe loss of public confidence.

Implementation Pilot Program

- Draft Report submitted to participants. (34 page report).
- FAA took exception to report.
- Possibly refusing to participate in future SRA's .

Implementation Pilot Program

- Minor modifications were made to report and FAA given the option of documenting a dissenting opinion.
- We will participate in the FAA's SRA related to the new SMGCS plan.

Implementation Pilot Program

- 5 Existing Measures and 10 additional measures were identified.

Implementation Pilot Program

- Third Safety Risk Analysis – 11/16/11 – Topic: Wildlife Hazard Management.

Safety Promotion

- 2 Monthly Safety Meetings.
- 2 Newsletters
- Safety Reporting System / Incentives

Safety Assurance

- Continued Monitoring
- Annual Review

Lessons Learned

- Staff buy-in is essential, yet hard to obtain.
- Use of a consultant for implementation is recommended.

Lessons Learned

- Record keeping is significant – training, SRM, Safety Assurance, Safety Meetings, hazard identification and mitigation efforts.

Lessons Learned

- Training need is on-going.
- Wide participation is needed, but not guaranteed.

Lessons Learned

- Staff increase is needed.

Thanks for your attention

Allegheny County Airport Authority

Kurt Sopp

Existing Controls

- Proper use of mirrors and/or cameras
- Operator ensures proper clearance before moving Jetway
- Rotating beacon & audible warning device
- Vehicle Rules and Regulations

Additional Controls

- Continue Existing Controls
- Expand availability of CCTV cameras on Jetways
- Research modification to CCTV wiring
- Enhanced Operator Training
- Safety Promotion
- Safety Assurance

Existing Controls

- Issuance of a NOTAM upon closure of a runway
- A phone call from Ops to the Tower confirming the closure
- Use of a “Closure Strip” by the Tower
- Use of an “X” on the ASDE computer signifying a closure
- Identifying the closure on the ATIS

Additional Measures

- Continue Existing Controls
- Use of lighted “X”’s during closures
- Extinguishing of R/W Edge lights
- Maintenance Avoidance 0400 - 0600
- Radio Call by Electricians

Additional Measures

- Relocation of Closure Announcement Earlier in ATIS
- Controller Runway Closure Checklist
- FAA Manager Checklist
- Employee Orientation
- Safety Assurance