



South Bend Regional Airport SBN

- Small Hub Airport
- Allegiant, Continental, Delta and United
- FedEx and UPS
- Significant GA operation
 - University of Notre Dame
- 2010 Enplanements:
315,081
- 2010 Aircraft Operations: 33,495
- GA Operations are over 52% of operations
- Participant in all three FAA SMS Pilot Studies





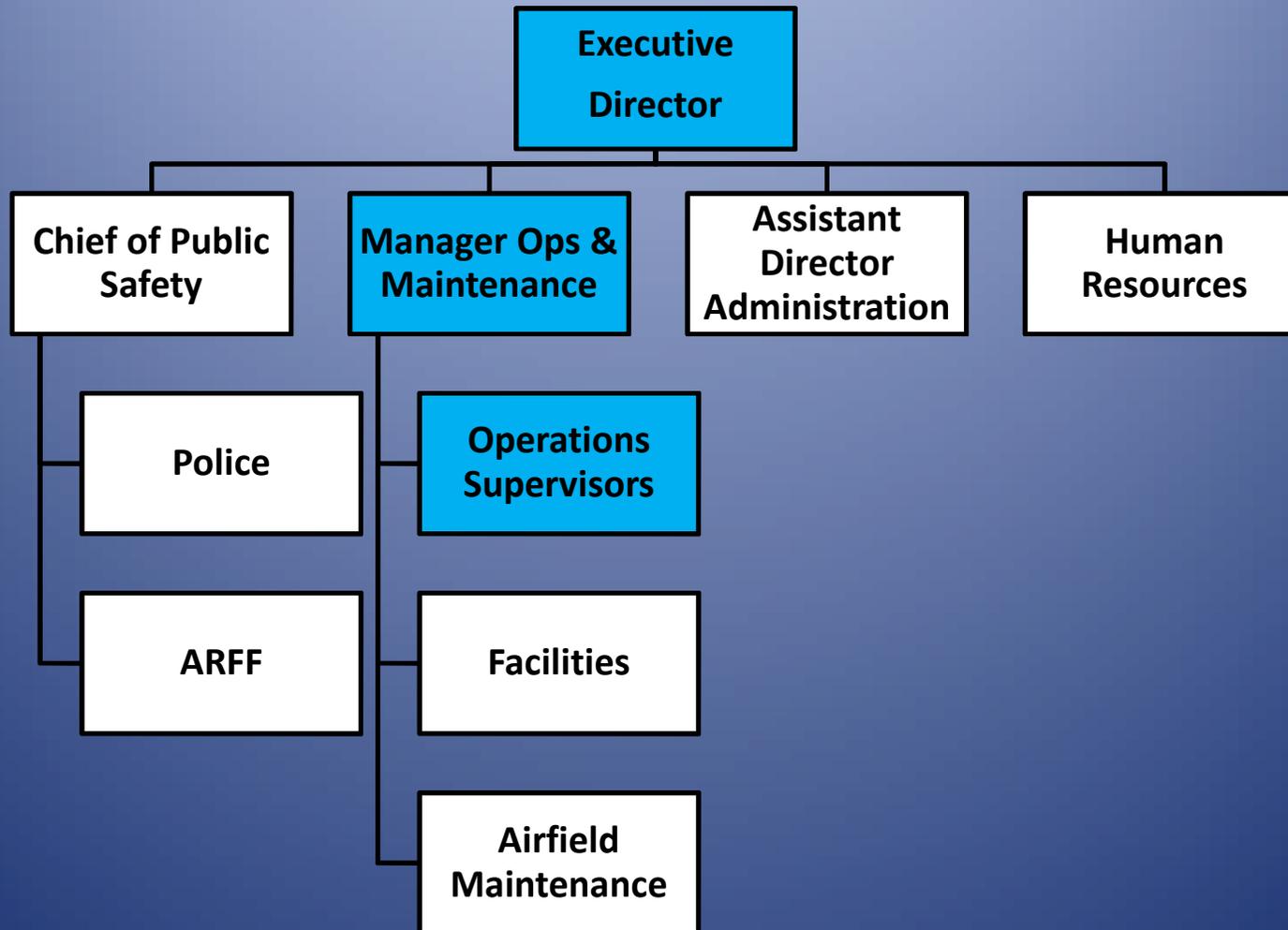
SBN Structure

- Collateral duties for the Safety Manager
- Collateral duties for operations supervisor
- Airport Authority Executive Director is the Accountable Executive





SMS Organization





Lessons Learned

- **Formalized and documented, practices and procedures already in place.**
 - **Airport Information Meetings (AIM)**
 - **Safety Committee**
 - **Authority weekly managers meetings**





Positive Experience

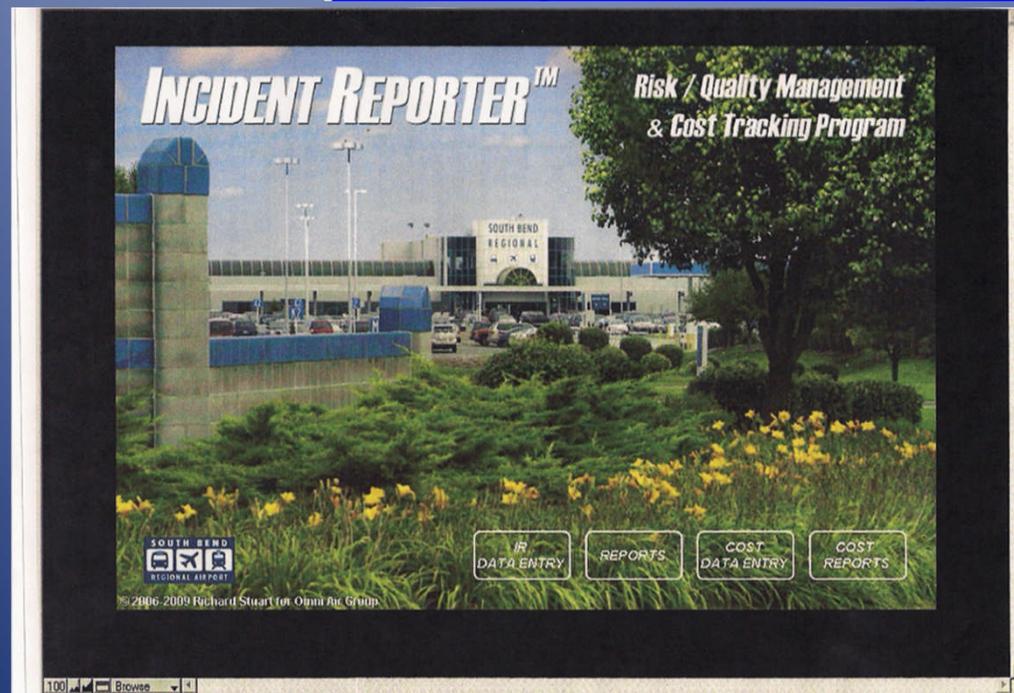
- **Gaining “buy-in” of tenants**
 - **Good participation in SRA Panels**
 - **Anticipate that this could change when the “newness” of this process is gone and training, promotion and routine implementation is underway**





Reporting Software

- Omni Air Group – Incident Report
- Self hosted, two servers
- Intranet access
- Link from Website (www.flysbn.com/report)





Reporting Challenges

- Getting staff, airlines, and tenants to report using software
- Culture is one of direct communications

HELP US IMPROVE SYSTEM SAFETY

If you do not want to continue submitting a report, please click CANCEL and close your Web browser to log out

CANCEL **CONTINUE**

Your Input is Needed

We need everyone to report incidents, near-accidents and other safety concerns. This information will help us improve our systems and processes in order to achieve the highest level of safety. It is therefore essential that all personnel and vendor employees report events in which they are personally involved, or of which they become aware, through any circumstances.

Using these reports, we will be able to learn more about existing risks within our operating environment. Analysis and investigation of these errors will allow identification of root causes and other contributing factors. This information will permit the implementation of risk controls, corrective actions and other strategies to strengthen our systems and prevent future events.

Body



SRA Topics

Implementation Study Topics

1. Major events impact to SBN (Notre Dame Football Games)
2. Commercial Ramp Operations (New concourse impacts)
3. Snow Removal on the Commercial Ramp

Prior to Implementation Study

- UPS ramp operations
- Commercial ramp aircraft parking position changes
- Tow vs. Taxi aircraft from maintenance facility





SRA Lessons Learned

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

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



Severity and Likelihood

Likelihood:				
Frequently	Occurs once every <u>month</u> or 3,000 aircraft operations or 25,000 enplanements			
Probable	Occurs once every <u>year</u> or 34,000 aircraft operations or 300,000 enplanements			
Remote	Occurs once every <u>5 years</u> or 170,000 aircraft operations or 1,500,000 enplanements			
Extremely Remote	Occurs once every <u>10 years</u> or 340,000 aircraft operations or 3,000,000 enplanements			
Extremely Improbable	Occurs once every <u>20 years</u> or over 700,000 aircraft operations or 6,000,000 enplanements			
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 SBN 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 causes short-term damage to the environment and requires mitigation.	An event or a series of events resulting in the community lessening the use of SBN 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 SBN 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 SBN.
No Safety Effect	No injury	No Damage	No Impact	No Impact



Data Analysis

- **Over 2,200 data points captured**
 - Accident to Public Reports
 - Aircraft Incident/Accident Reports
 - Airfield Inspection Logs
 - Terminal Inspection Reports
 - Unusual Incidents
 - Emergency Responses Debrief Reports
 - Fuel/Oil Spill Reports
 - Property Damage Reports
 - Notams
 - Inclement Weather Condition Reports





Key Performance Indicators (KPI)

- Part 139 Inspections
- Airport Authority staff medical runs
- OSHA reportable incidents or accidents for Airport Authority staff
- Passenger medical runs
- Tenant medical runs
- Vehicle accidents (both land and air side of the operation)
- Equipment damage reports



SMS Manual Contents

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. Detailed SRA process
 2. FOD program
 3. Baggage area program
 4. Commercial ramp program

Questions

