

Georgia Airports Association 2011 Conference

FAA SMS & GIS OVRVW – R U RDY?

September 29, 2011



Federal Aviation
Administration





“Safety is like fighting a guerilla war in which you are never able to declare total victory.”

James Reason

September 29, 2011



**Federal Aviation
Administration**

SMS - External vs. Internal

External SMS takes place external to FAA, at the Airport among users

External SMS requires airports be proactive coordinating among various tenants/ users combining resources and efforts to improve local aviation safety

Includes common data collection & reporting system to identify problems and to mitigate them before issues arise and is very operations centric

Notice of Proposed Rulemaking under way with FAA Pilot Program under way

FAA regulates under 14 CFR Part 139, Certification of Airports



Internal SMS – Internal to FAA

Process internal to FAA that requires review and participation of ALL FAA lines of business where an FAA approval is required including all non-federal, non-AIP airport projects that may introduce a hazard into the National Airspace System (NAS).

- Safety Policy

 - **Safety Risk Management** ✓

 - Safety Assurance

 - Safety Promotion



Internal SMS

FAA approval of new or revised Airport Layout Plans (ALP)

FAA approval of Construction Safety and Phasing Plans (CSPP)

FAA approval of Modifications of Design and Safety Standards (MoS)

FAA approval of Part 150 NCP that affects aircraft operations

FAA approval of Form 7480 for certain other non-construction changes that affect safety such as:

- runway/taxiway designations,
- airfield pavement marking/signage,
- runway category changes, and
- planned approach/departure procedure changes.



Internal SMS

Similar to NRA (Airports led) / OE process (ATO led)

All FAA Lines of Businesses are required to participate providing review and expertise as follows:

- Airports – Safety and Construction Standards
- Air Traffic – Air Traffic Safety
- Flight Standards – Operational Safety
- Flight Procedures – Approach/ Departure Safety
- Technical Operations – Navaids Safety

FAA participates at their own costs with no reimbursable cost to Airports.



Internal SMS Implementation Plan

SRM requirements apply to projects & approvals started after June 1, 2011.

- (1) Beginning June 1, 2011 for all Large Hub Airports, Medium, and Small hub airports;
- (2) Beginning June 1, 2012, all Part 139 certificated airports;
- (3) Beginning June 1, 2013, all remaining towered airports; and
- (4) Beginning June 1, 2014, all remaining airports in the National Plan of Integrated Airport Systems (NPIAS).

Order 5200.11, Change 1 **requires only Large Hub Airports to begin implementation of SMS after June 1, 2011.** All remaining airports will begin SMS implementation “in future years, depending on the levels of staffing and resources available.”



The Process – Short and Sweet

Step 1 - Project Discussion with Program Manager (PM) to determine need

Step 2 - Submit timely Project Proposal (i.e. ALP, MoS, CSSP, etc.) to PM for internal coordination and review – if hazards are identified, a panel may be required.

Step 3 - Complete appropriate Safety Assessment Form – if hazards are identified, a panel may be required. If not, the process is complete.

Step 4 – ADO determines final need for SRM Panel and documents determination.

*Step 5 – Hold panel and complete Safety Risk Management Document for routing of approving signatures.

*(*Steps 1-4 are required for trigger projects while the outcome of Step 4 determines need for Step 5.)*



Things to Consider

- Airports with complex development projects may care to consider SMS earlier than required,
- Airports need to consider SMS Facilitators in your RFQ's and project costs,
- Facilitators must be qualified yet unbiased and project neutral,
- Block Grant States cannot act as SME for FAA
- No set aside resources for FAA/ State travel & participation for SMS
- Waiting until the last minute can delay projects and grants



Airports SMS Guidance & Training

Further Guidance:

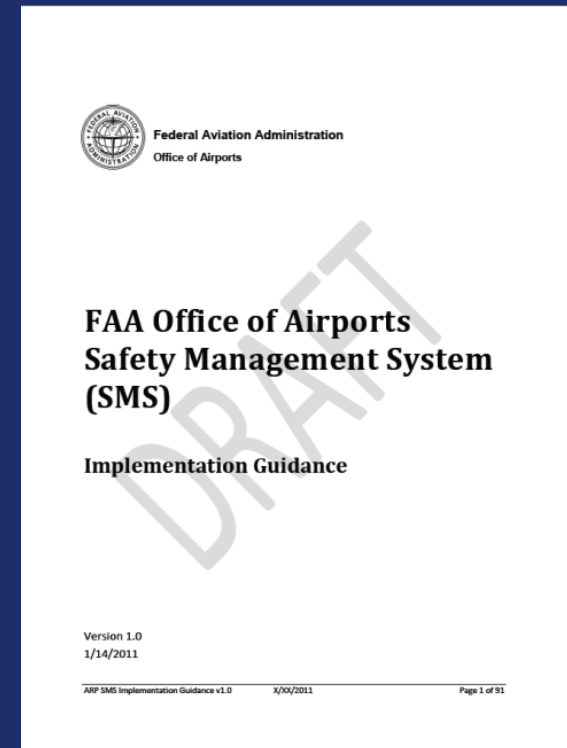
- FAA Order 5200.11, FAA Airports SMS
- SMS Implementation Guidance (draft)
- ACRP Report 1, Volumes 1 and 2

FAA SMS website:

- <http://www.faa.gov/about/initiatives/sms/>

FAA SMS Training:

- http://www.faa.gov/airports/airport_safety/safety_management_systems/



Geographic Information Systems (GIS)

- Surveying is required currently for both airport planning & engineering.
- Planning uses surveying to gathering thousands of on- and off-airport data points.
- Engineering uses surveying limited to a specific project.
- GIS data collection is eligible under AIP eligible grants where applicable/beneficial, however, costs to maintain the data is not AIP eligible.
- If you go GIS – you must make a long-term commitment to GIS for both federal and non- federally funded development.
- Have a plan for realistic phased incorporation into your existing data system with sponsor buy-in and system compatibility.
- Be equipped to maintain the GIS data and ensure others are aware of it.
- Include this FAA requirement in your RFQ's and SOW's.



GIS Implementation Plan

- For now, Airports GIS is limited to Large and Medium hub airports, pilot program participants and airports wishing to fully implement GIS by 2012.
- For airports of any size, however, GIS must be used when there is new construction that impacts the runway ends and/ or approaches (i.e. safety critical data).

FY 2011 – Large and Medium Hub Airports

FY 2012 – Small and Non Hub Airports

FY 2013 – Non Primary Airports under Part 139 or with a Tower

FY 2014 – Non Primary Airports in the NPIAS with > 25 based aircraft

FY 2015 – Non Primary Airports in the NPIAS with < 25 based aircraft



GIS Guidance & Training

FAA Guidance:

AC 150/5300-16A, 17B, 18B (-19 is coming)

FAA GIS website:

<https://airports-gis.faa.gov/public/index.html>

FAA GIS IDLE training website:

https://airports-gis.faa.gov/public/data/notices/IDLE_01.html

GIS Airports Login:

<https://airports-gis.faa.gov/airportsgis/>



Thank You for Attending

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