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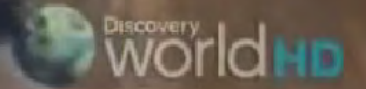
Athens,
Sept 9th-11th, 2015

Airport Safety Management Systems: Challenges in the USA

Peter J. Kirsch



KAPLAN KIRSCH ROCKWELL





**The ICAO SMS framework
consists of four components**

PROACTIVE



REACTIVE

PREDICTIVE

New Regulatory Model for USA Airports



Prescriptive

Safety

Standards-
Based



COMPLEX AIRPORT INTERACTIONS

domestic and international airlines

Unionized underwing services

Air traffic controllers

Runway maintenance construction

Baggage handlers

Airport management



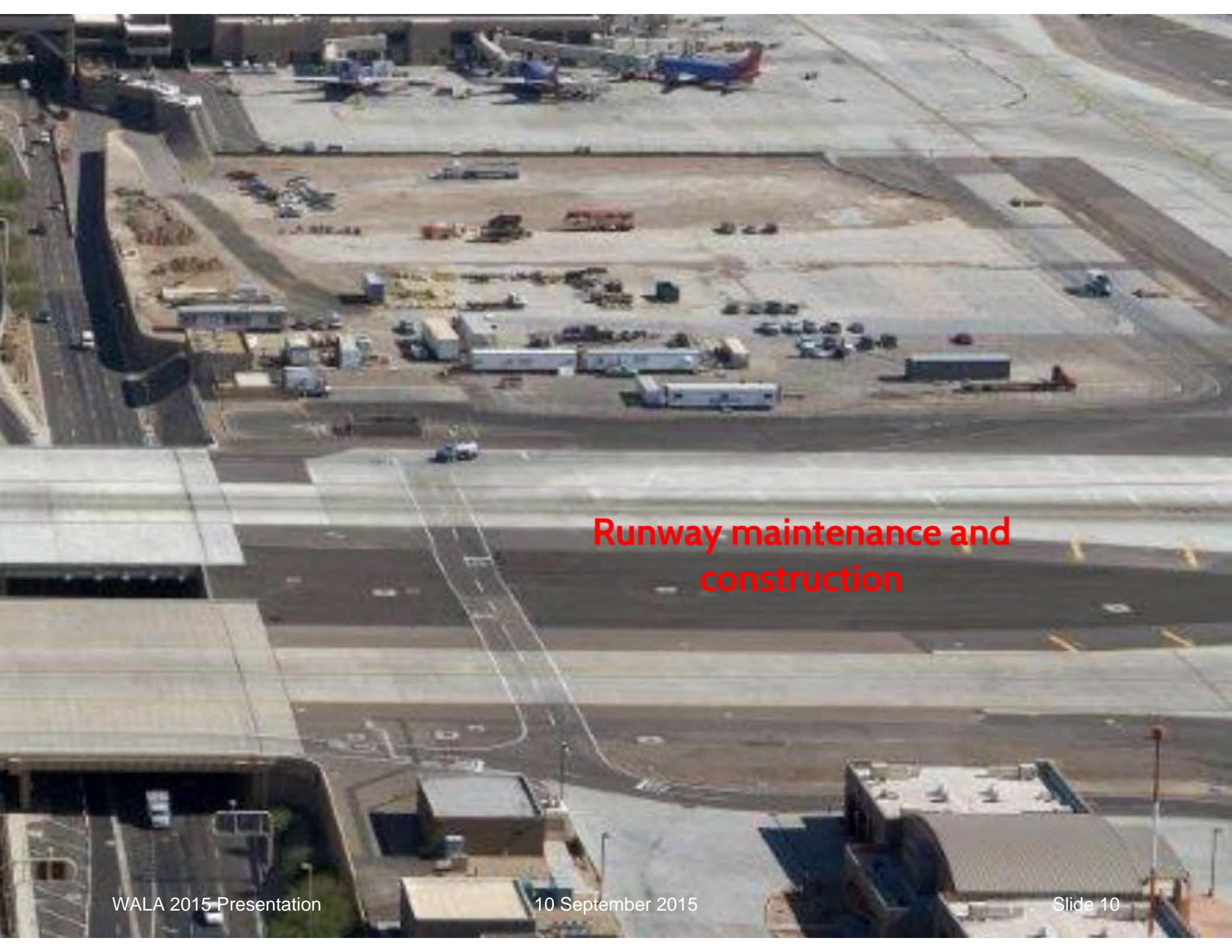
Airport management



AIRPORT INTERACTIONS

Unionized underwing services

air traffic controllers

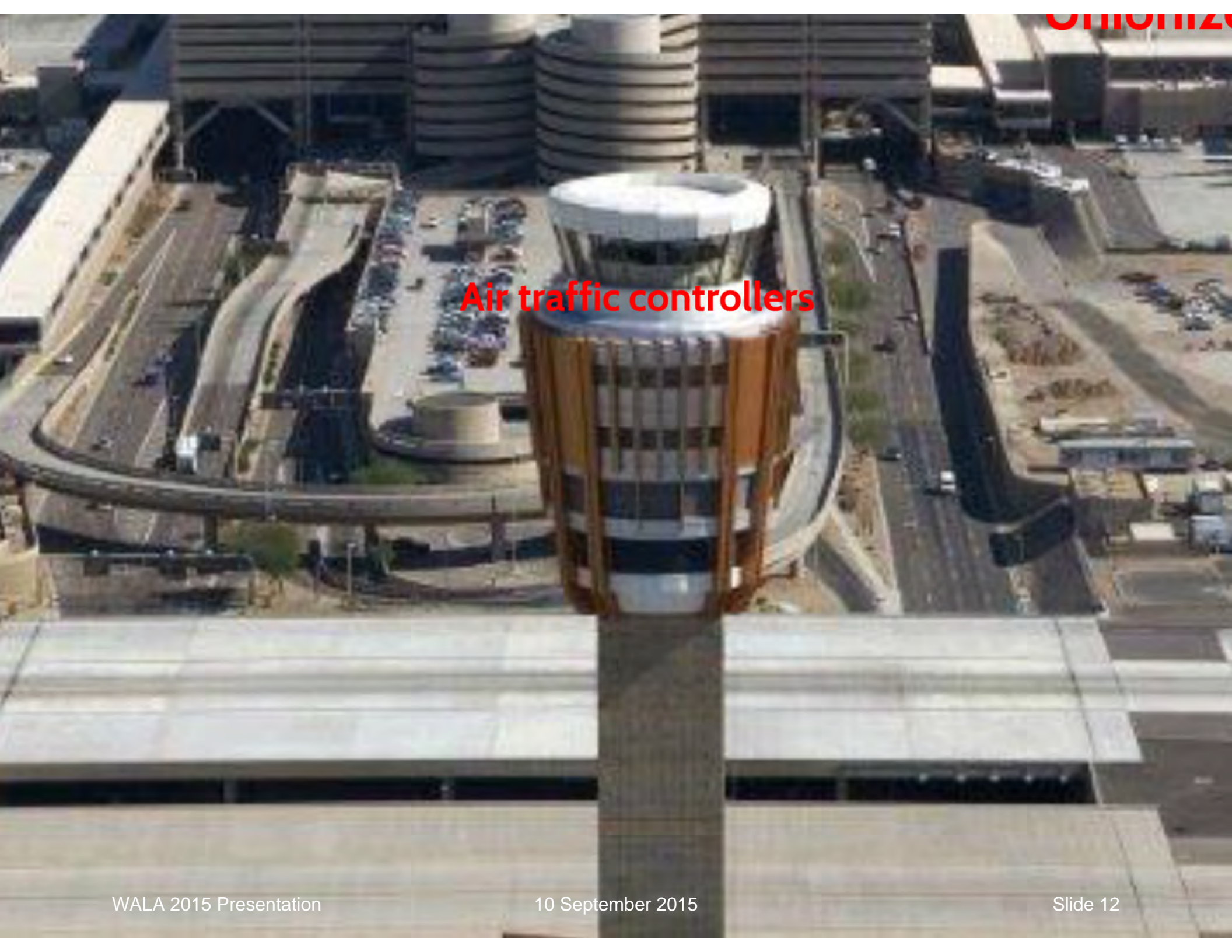


Runway maintenance and construction

An aerial photograph of an airport tarmac. A long line of white baggage carts is parked on a paved taxiway, extending from the bottom left towards the center. The tarmac is marked with various lines and numbers. In the background, there are several aircraft parked at gates, and some ground service equipment. The overall scene is a busy airport environment.

Unionized baggage handlers

Air traffic controllers





Domestic and international airlines

jetBlue
AIRWAYS

AA
American Airlines



DELTA



The Players - Airlines

Continental
Airlines



UNITED

Alaska Airlines



SOUTHWEST

AirTran



The Players - Unions





The Players - Airfield Operators



The Players - Government Agencies



Transportation
Security
Administration



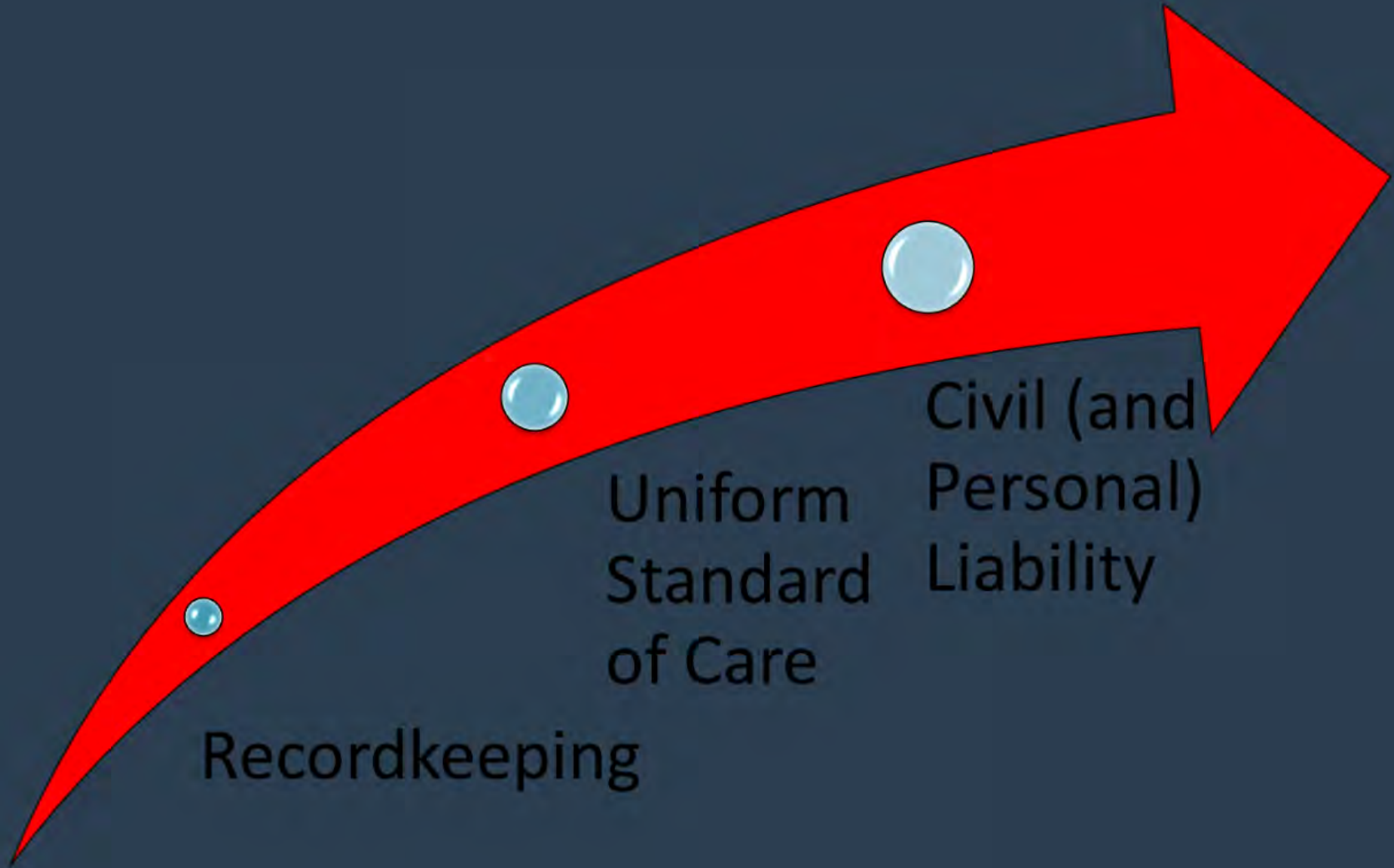




Recordkeeping and Public Disclosure



Implications of Recordkeeping



Top 5 Challenges for USA Airports

5. U.S. airports face SMS complexities not present for other ICAO member nations
4. SMS requires new (and better) communication among entities and actors
3. Recordkeeping and public disclosure
2. Liability could be shifted without immunity protections
1. Designation of an Accountable Executive



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Questions?

Peter J. Kirsch



KAPLAN KIRSCH ROCKWELL

SMS PRESENTATION OUTLINE

Peter J. Kirsch

Lee M. Zarzecki

KAPLAN KIRSCH & ROCKWELL

1. Introduction
2. Brief video illustrating the various operations that take place at a U.S. airport
3. Background discussion of the ICAO SMS framework and its four primary components
 1. Safety Policy
 2. Safety Risk Management
 3. Safety Assurance
 4. Safety Promotion
4. Clarification that the SMS framework is **reactive, proactive, and predictive** in order to enhance overall safety system
5. SMS presents a new paradigm for USA regulation of safety from a prescriptive model to a standards-based model. Will be difficult for USA airports to adapt since other elements of regulatory structure remain unchanged.
6. The US Government has divided SMS implementation into parts, each with its own set of regulations
 - a. FAA
 - i. Aviation Safety
 - ii. Air Traffic Organization
 - iii. FAA Airports (Regulatory and Funding)
 - b. Air Carriers (Part 121)
 - c. Airport Proprietors
 - i. Part 139 commercial service airports
 - ii. All others
7. 13 Emphasis on the various moving parts and operations at an airport. The U.S. system is unique compared to many other nations' airport operations because these various operations are completed by an array of individuals employed by different private companies. This requires a much more complicated communication structure in order to ensure that the SMS requirements are met.
14. 17 Various actors at a typical airport each has distinct safety obligations. Explain how these actors currently interact with one another.
18. Discussion of the concept of an accountable executive and his/her function in the SMS process. Discuss both positives and negatives of this approach.

- a. Government employee – FAA assumes is will usually be airport director
 - b. Liability issues
 - c. Airports are not single organization with single hierarchy; significant organizational changes needed to allow Accountable Executive the authority to direct actions by unrelated organizations
19. Explain requirements for public record keeping and public disclosure. Safety records are public records under local, state and federal law in most instances because the airport proprietor is generally a public agency. There are very few legal exceptions available to prevent disclosure of safety issues.
20. Record retention requirements under SMS make documentation available to the public and to litigants.
21. In the USA, “standard of care” varies by state and is fairly generous when it comes to airport proprietor liability for safety; the establishment of SMS and the recordkeeping requirements have direct implications for airport proprietor liability.
22. Five top challenges to USA airports in the implementation of SMS.
23. Is this light at the end of the tunnel or an oncoming disaster?
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Peter J. Kirsch, Esq.
Lee M. Zarzecki, Esq.
Kaplan Kirsch & Rockwell, LLP
www.kaplankirsch.com

1001 Connecticut Avenue, N.W. Suite 800
Washington, DC 20036 USA

1675 Broadway Suite 2300
Denver, CO 80202 USA

Tel: (202) 596-1112
(303) 898-1665

Email: pkirsch@kaplankirsch.com