What is Safety?

By Adam Varo

When people are asked what the word safety means to them, they often focus on outcomes. This includes things like going home safe from work, not having accidents, or having well trained employees that follow the rules. While these outcomes are worthy goals, definitions that focus on outcomes don't tell you a lot about how we get there. To define safety in a way that helps us understand how it really works, we need to talk about the state in which safety occurs, and how we can intentionally produce these outcomes.

The International Civil Aviation Organization (ICAO) defines safety as "The state in which the possibility of harm to persons or property is reduced to, and maintained at or below, an acceptable level through a continuous process of hazard identification and safety risk management." In other words, we look out for things that might go wrong (hazard identification), and then 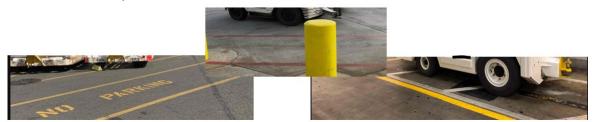determine whether these things need to be addressed and do something about them if it is necessary (risk management). This proactive mindset is always looking for the things that will cause us to make mistakes or cause those around us to make mistakes and ensures that we don't just let those things go unchecked. It also helps us to define a clear and simple methodology that gives us the power to influence our environment and stop small problems before they turn into bigger problems.

This is not entirely different from how we make most decisions, like deciding which route to take or when to leave for work to avoid being late. These risk-based decisions demonstrate not only that we make non-safety related risk decisions but can also help to show that safety does not just happen on its own and requires us to prioritize our choices. A delayed flight is an operational risk, unnecessary overtime is a financial risk for an employer, just as cutting down on training time or allowing employees to work long hours pose an increased risk of errors and accidents. All of our work involves prioritizing and making choices, and it's important for us to be aware of how our situational awareness and choices help shape the outcomes that we experience.

So, if we want to achieve the outcomes that most people will point to when we ask them about safety, we need to create and maintain the state in which safety occurs, by identifying hazards, and managing the associated risks. This doesn't just happen on its own, it requires our commitment and our diligent effort. It is also very helpful to ensure that all employees understand these concepts as well, it will help them provide better hazard reporting and have more confident in the controls that you do have implemented in the day to day operation. Safety is not an accident.

Compliance Trends…. because compliance is an indicator of safety culture maturity By Alicia Waterton

Illegal Parking Trends Continues:

- Vehicles illegally parked in multiple ramp and bagwell areas

- Tugs parked in POS Maintenance parking only location in the bagwell

- Vehicles parked in Fire Lanes

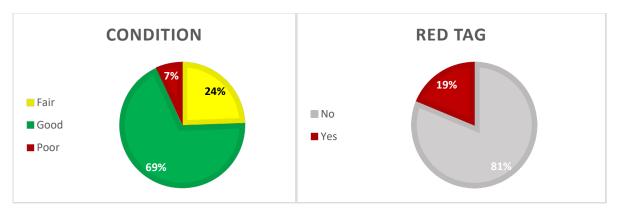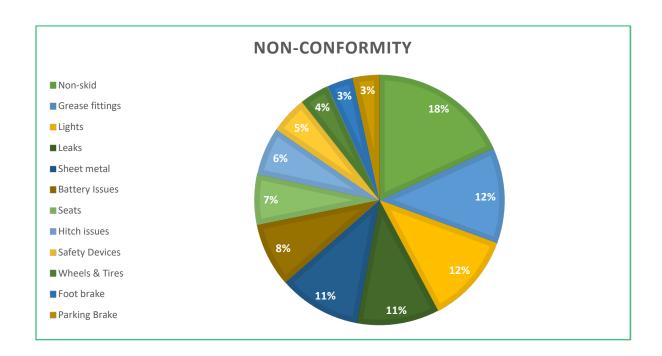- Tug and cart parked in the vehicle service road (VSR) impeding the flow of traffic

Another Quarter, another audit…

By Juan Martell

2021 Q2 audit

For the second quarter audit the SMS team looked at Alaska, Delta, McGee, Swissport and Elite Line Services. As usual we look at the pre-operation inspection, training, hazard reporting, preventive maintenance programs and inspect around 10% of the company's equipment. Please see the graphics below about the overall condition of the equipment inspected.

NON-CONFORMITY

Legend:
- Non-skid
- Grease fittings
- Lights
- Leaks
- Sheet metal
- Battery Issues
- Seats
- Hitch issues
- Safety Devices
- Wheels & Tires
- Foot brake
- Parking Brake

Pie chart values: 18%, 12%, 12%, 11%, 11%, 8%, 7%, 6%, 5%, 4%, 3%, 3%
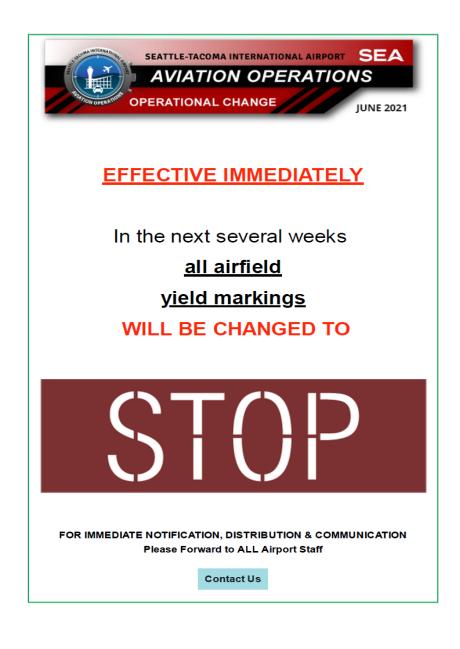
Derelict Equipment

By Juan Martell

You might have noticed that the airport has a lot of equipment on it and it can be a challenge to find a place to park. Our SMS team is concentrating its efforts to help in this problem by ensuring that equipment is not left on the AOA long term that is not being used because of maintenance or any other issues. We are identifying derelict equipment and sending notices to their owners to remove or repair the equipment. Please let us know if you receive a derelict equipment notification on equipment that is serviceable and in use.

Safety Bulletin….

After several major incidents operators have indicated that they believe that STOP markings provide a more definitive guidance then YIELD markings and have conveyed that they don't know if their personnel understand what YIELD means. Although we disagree that this condition is the primary cause or a relevant factor/contributor to these incidents, to facilitate compliance we are changing all yield markings to stop.

SEATTLE-TACOMA INTERNATIONAL AIRPORT **SEA**
AVIATION OPERATIONS
OPERATIONAL CHANGE
JUNE 2021

EFFECTIVE IMMEDIATELY

In the next several weeks
all airfield
yield markings
WILL BE CHANGED TO

STOP

FOR IMMEDIATE NOTIFICATION, DISTRIBUTION & COMMUNICATION
Please Forward to ALL Airport Staff

Contact Us

Wildlife….

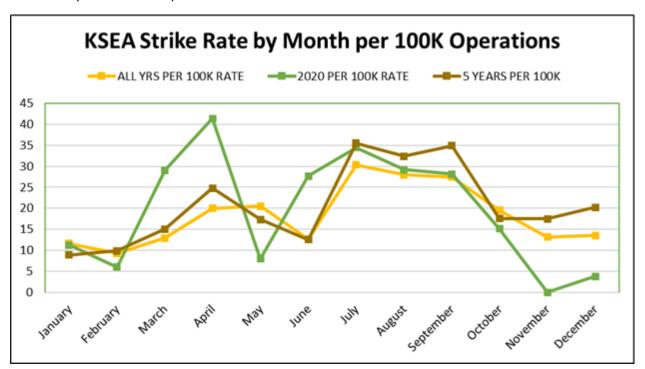By Mikki Viehoever and Steve Osmek

Increased Wildlife Strike Risk and Mandatory Strike Reporting

Only one airline has reported aircraft-wildlife strikes in 2021. This reporting discrepancy between airlines is highly unusual and runs counter to AC 150/5200-32B - Reporting Wildlife Aircraft Strikes. These 50 plus strikes were not insignificant ones. Three of these strikes caused aircraft damage and one strike resulted in an engine replacement.

Report all known and suspected wildlife strikes, which may only include snarge* found on the aircraft during inspection or maintenance, by contacting the Airport Duty Manager at 206-787-4682. This number should also be used to obtain more strike reporting kits. Wildlife strike kits are free.

Expect an increased risk of wildlife strikes July through September as young birds begin leaving the nest and fall migrants begin to pass through. Strike reporting assists our team in assessing and mitigating the risk of wildlife strikes. For more information on Sea-Tac Airport's wildlife program and Wildlife Hazard Management Plan, please visit https://www.portseattle.org/environment/wildlife-management.

*Snarge = Blood or other suspected organic matter. The Port sends all blood, guts and other samples to the Smithsonian Institution's Feather Identification Laboratory for identification when birds cannot be identified by the carcass or parts.

Mandatory Pest Reporting

Report all pest issues to 206-787-SAFE (7233) and select option 4. The Unified Pest Management (UPM) Program manages pest control for most airlines and other tenants at Sea-Tac Airport. For more information about airport pest control, email pest@portseattle.org.

SEATTLE-TACOMA INTERNATIONAL AIRPORT
REPORT HAZARDS AND PESTS
206-787-SAFE
PORT OF SEATTLE **206-787-7233**

Airport Rules and Regulations Related to Wildlife and Pests

By Mikki Viehoever

Sea-Tac Airport Rules and Regulations require that lease areas are free and clear of pest and wildlife attractants and prohibit wildlife feeding. Airport Rules and Regulations also require all who work at the airport to report all aircraft-wildlife strikes and pest issues. Failure to comply with Airport Rules and Regulations may result in citations and fines. For more information on Airport Rules and Regulations visit https://www.portseattle.org/page/airport-tariffs-rules-and-regulations-sea-tac.

FOR IMMEDIATE NOTIFICATION, DISTRIBUTION & COMMUNICATION.
Please forward to ALL Airport Staff.

Any questions contact SMSSpecialist@portseattle.org or call 206.787.SAFE

Contact Us