



Proactive = Prevention *by David Crowner*

Too often, hazard mitigations or controls are not implemented until after an accident has occurred and the underlying systemic gaps dramatically reveal themselves. However, many of these gaps were present well ahead of the incident, but not realized or known because we were not actively looking for and assessing these leading indicators. Clues and indicators of these latent cultural or organizational gaps become obvious when proactive systems and processes are incorporated into your safety management system. Thus strong, mature safety management systems develop and implement proactive awareness, detection and system monitoring process. Because the Port cannot monitor your employees nor control their behavior, all of us must implement similar proactive activities into our respective safety systems.

In this quarter's Newsletter, the SEA SMS team focuses on some of SEA's proactive safety processes, from assessing risks in operational changes to awareness and removal of threats (pests), FOD walks and GSE Audits. These practices and activities assure that we are actively surveilling our systems to detect and mitigate risks before they cause or contribute to an incident.

Our newest team member, Tino Petterson, also introduces himself and his UPM Coordinator role. Please welcome Tino to the team and support his efforts to manage our pest control programs.

Getting Ahead of the Problem *by Adam Varo*

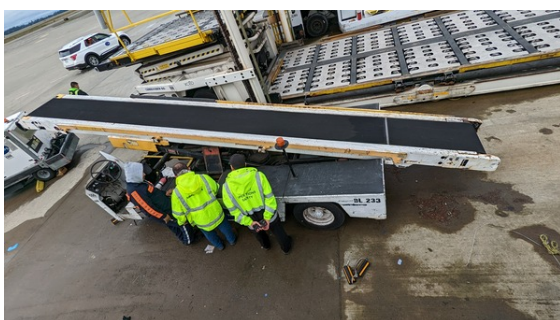
One of the core principles of a Safety Management System is to as much as possible proactively manage known risks in an organization. This allows an organization to identify potential issues and address them before they cause real damage or disruption, and often even if an unfortunate outcome occurs the severity of the outcome or the likelihood of the outcome are significantly reduced.



The more systematic this proactive management of risk is embedded into systems of operation, planning, and allocation of resources, the more effective it becomes. Additionally, the more people in the operation that come to understand the process and the value of proactive risk management, the more effective it becomes in helping to improve safety and even operational conditions throughout the organization.

One area in which this is particularly helpful is in change management and in the early stages of project development. Changes, whether they come in the form of a new policy, a new piece of equipment, or a new facility, almost always bring with them inherent risk. Whether that is the risk that operators may be unfamiliar with a new piece of equipment, leading to an accident in operation, or a new facility or work group which leads to work groups operating in a new configuration that could lead to operational conflict, pressure, or an increase in incidents between groups of people.

Risks introduced into any system will inevitably have to be addressed at some point as they will continually cause issues and incidents until they are addressed, but by proactively identifying these issues prior to implementation of a change or early in the development of a project, you not only likely reduce the risk of incidents and operational impact later on but will also likely significantly reduce the cost and impact of dealing with problems later into the implementation of the changes.



The Airport Audit Process *by Juan Martell*

Most companies have gone through the GSE audit process, but there might be companies that have not done it yet. Hopefully, this little explanation will help those that have not had the opportunity.

First, you will get an email invitation with the date for the pre-audit meeting. In it, there is material explaining the process and what I need from you.

The idea behind the audit is to ensure that companies have in place practices identified to ensure a safe operation of GSE at an airport. As part of the audit, we review the following programs: Pre-operation inspections, training, hazard & incident reporting, and preventive maintenance. We also interview operators to ensure that they understand those programs and their role in them.

Finally, we inspect a sample of the company's GSE. For this, we hired a third-party contractor to inspect the condition of the GSE. I am available, contact me by email: Martell.j@portseattle.org with other questions you might have about the process.

TEAMWORK



LET'S WORK TOGETHER
TO BE FOD FREE



Foreign Object Debris (FOD) by Alicia Waterton

In the past month the Port of Seattle, Alaska, Delta, United and Southwest have participated in a Foreign Object Debris (FOD) clean up - **THANK YOU!**

There has been an increase in FOD observed on the AOA, especially around the aircraft gates. It is important that all of us are aware of the significance of removing garbage from the ramp. We all know that FOD can have serious consequences on aircraft operations.

Her are few critical reminders for all ramp teams:

- 1) **All Gates:** Ground crews will complete a FOD inspection/walk of entire gate area **prior to arrival or departure of aircraft** and dispose of any materials collected, to include emptying of small 5 gallon jet bridge FOD buckets, into the large FOD buckets at each gate.
- 2) **At Preferential Gates:** the large FOD buckets shall be emptied as soon as possible by the stakeholder when observed to be full.
- 3) **At Common Use Gates:** stakeholders shall immediately notify 206-787-SAFE when large FOD buckets are full or if items are too large to place in bins. Port of Seattle will dispose of the debris.



Potential for Axillary Power Unit Damage from European Chafer Beetles by Steve Osmek



An airline contacted the Port of Seattle (POS) saying in the past few years they have replaced over a dozen APUs because of damage caused by the European Chafer Beetle (EUCB). So far only the APU in a single aircraft type, the Embraer 175, has been reported. However, the POS is asking all airlines to add the EUCB to the list of watch items in their regular AC safety checks. If found, please contact the POS at 206.787.SAFE (7233).



Like the name suggests, this exotic insect has become established in a growing number of states and Canada. The Port was developing a plan to this invasive pest species because the grub form of this insect attracts crows and other potentially hazardous wildlife to the airfield. If wildlife is struck by aircraft, the collision can cause serious aircraft damage.

Like the more serious Japanese Beetle (JB, above right side of photo), this smaller iridescent beetle does substantial turf damage. Unlike JB, however, the EUCB has no mouth parts and does not eat the leaves of trees or kill plants like the JB does.

If either of these species are detected please contact the Port at **206.787.SAFE (7233)**.



New Unified Pest Management Coordinator by Tino Petterson

Hello all, my name is Tino Petterson and I'm the new Unified Pest Management Coordinator at SEA. I'm here to protect businesses, vacations, livelihoods etc. by keeping the port's pests at bay. This is my happy return to

Seattle - Tacoma International Airport. During my absence I've expanded my education in Natural Resources/Water Quality, worked with WDFW tracking endangered salmon and spent the last 10 years as a Senior Supervisor Field Technician at Critter Control of Seattle. As for my passions, life has taken quite a turn from summiting Mt. Rainer to enjoying the simple life on my boat to now having a wife and 2 very special kids in my life, which continually surprise me every day. Through these unique life experiences, I hope to bring confidence, solutions, community, and a strong work ethic to this new endeavor.

If anyone has questions, please contact me vial email

Petterson.t@portseattle.com I am here to help!

If you would like to subscribe to this newsletter or have any questions please email:

smsspecialist@portseattle.org or call 206-787-SAFE