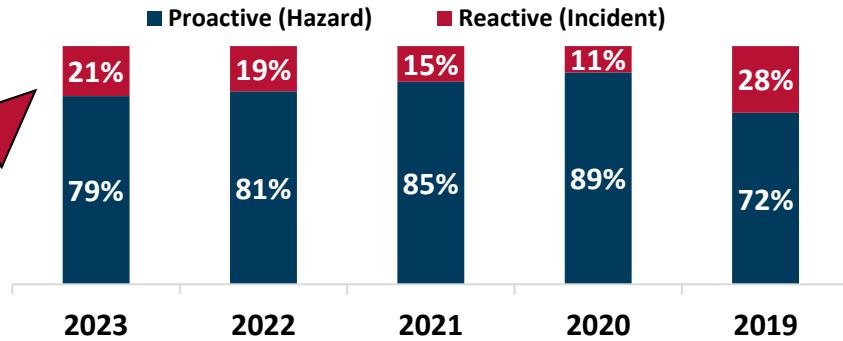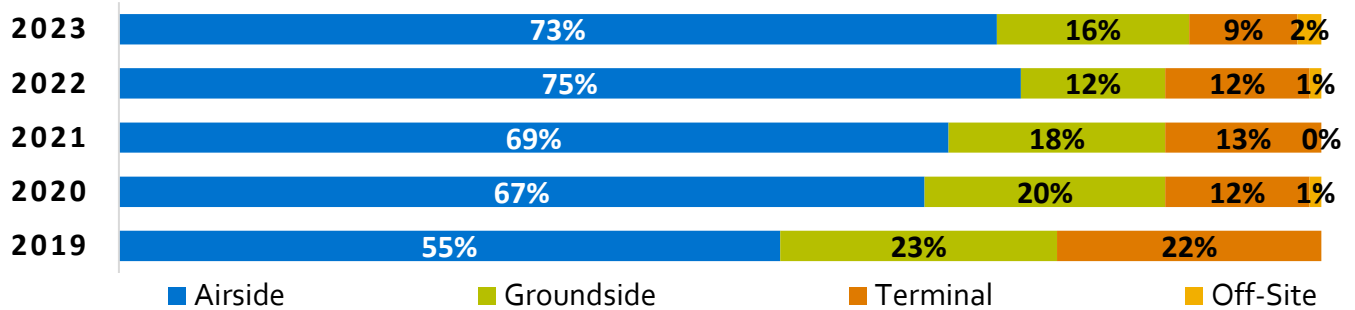# SAFER

The purpose of the Safety Management System (SMS) at YLW is to identify hazards and address them before they cause incidents.
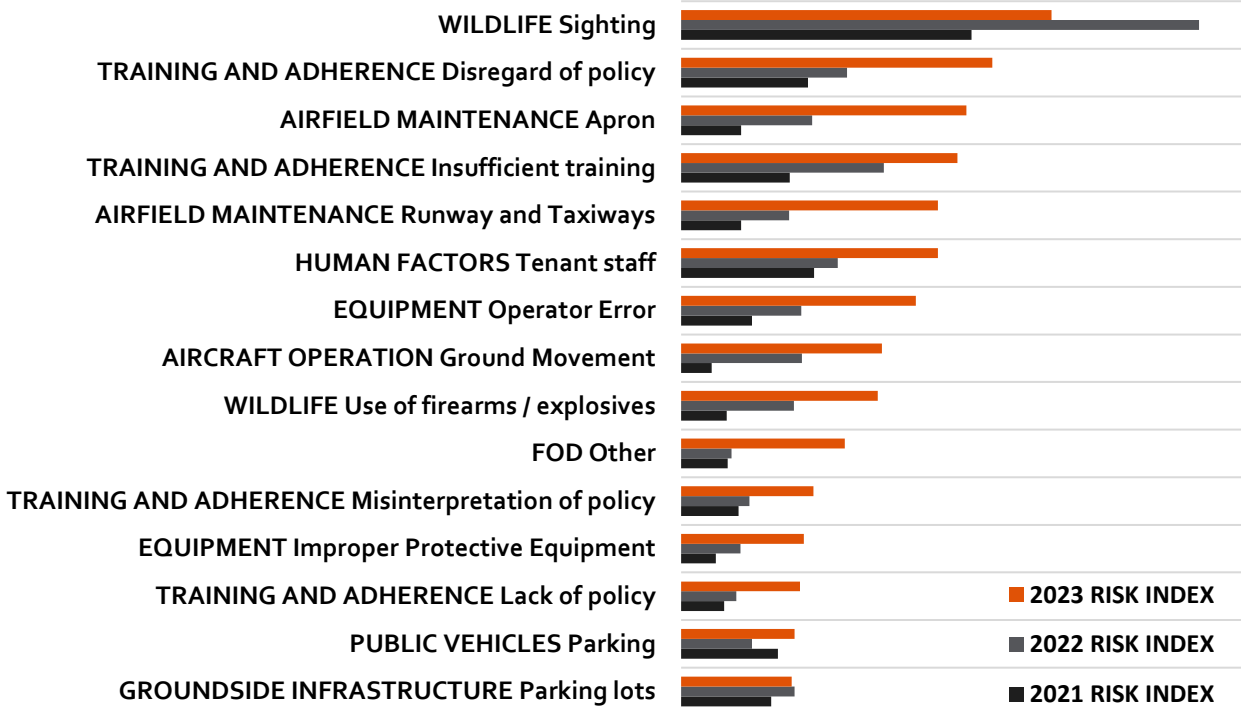
We want this **red block** as small as possible.

Proactive (Hazard) ■   **Reactive (Incident)** ■

Year	Reactive	Proactive
2023	21%	79%
2022	19%	81%
2021	15%	85%
2020	11%	89%
2019	28%	72%

REPORT LOCATIONS

Year	Airside	Groundside	Terminal	Off-Site
2023	73%	16%	9%	2%
2022	75%	12%	12%	1%
2021	69%	18%	13%	0%
2020	67%	20%	12%	1%
2019	55%	23%	22%	

■ Airside   ■ Groundside   ■ Terminal   ■ Off-Site

RISK INDEX

WILDLIFE Sighting
TRAINING AND ADHERENCE Disregard of policy
AIRFIELD MAINTENANCE Apron
TRAINING AND ADHERENCE Insufficient training
AIRFIELD MAINTENANCE Runway and Taxiways
HUMAN FACTORS Tenant staff
EQUIPMENT Operator Error
AIRCRAFT OPERATION Ground Movement
WILDLIFE Use of firearms / explosives
FOD Other
TRAINING AND ADHERENCE Misinterpretation of policy
EQUIPMENT Improper Protective Equipment
TRAINING AND ADHERENCE Lack of policy
PUBLIC VEHICLES Parking
GROUNDSIDE INFRASTRUCTURE Parking lots

■ 2023 RISK INDEX
■ 2022 RISK INDEX
■ 2021 RISK INDEX

An SMS is based on risk. Each hazard category is assessed for consequences and given a risk rating.

The RISK INDEX is then determined by multiplying the number of related reports by the risk rating of the hazard category.

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SAFETY OBJECTIVES are set based on the SAFETY RISK PROFILE (see next page) and strategic priorities.

SAFETY PERFORMANCE INDICATORS (SPIs) are set to ensure that the SAFETY OBJECTIVES are measurable and have a set target for achievement.
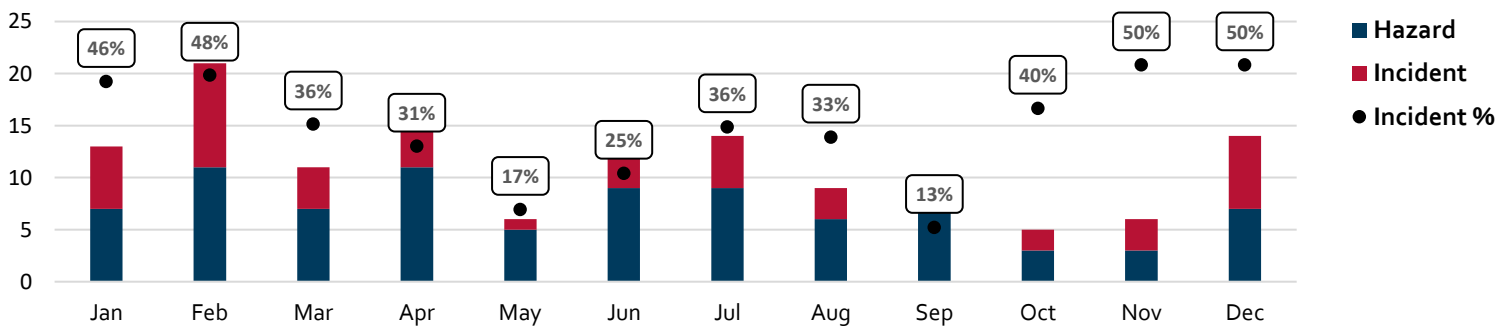
2023 SMS OBJECTIVE:
Improve safety culture, accountability, and communication of important safety issues to reduce airside incidents.
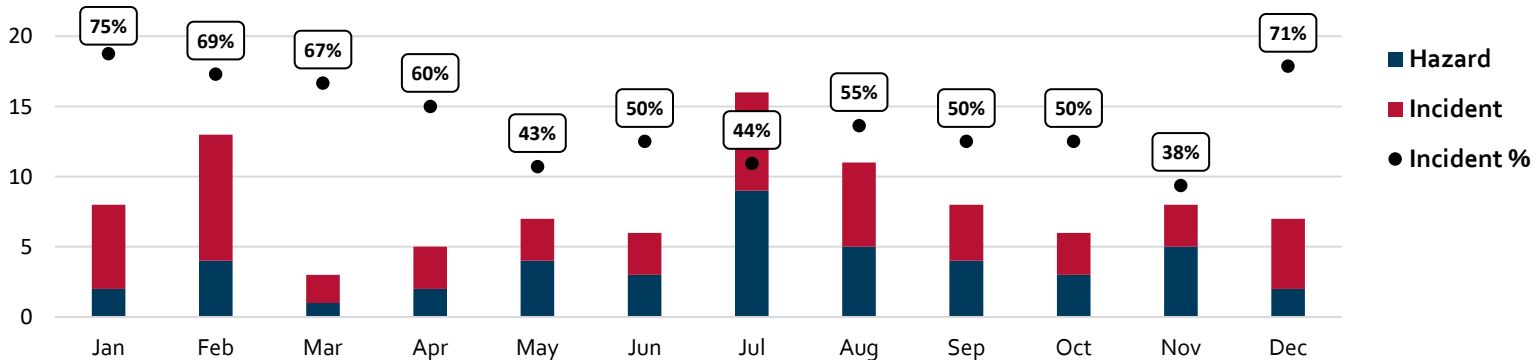
2023 SAFETY PERFORMANCE INDICATORS

	2023		TARGET	2022	2021	2020	2019	2018
Overall AIRSIDE Incident %	**19%**	✅	**<20%**	14%	10%	9%	24%	41%
INSUFFICIENT TRAINING Incident %	**37%**	❌	**<36%**	41%	36%	17%	60%	69%
CONSTRUCTION Incident %	**29%**	✅	**<31%**	36%	36%	17%	50%	50%
AIRCRAFT GROUND MOVEMENT Incident %	**55%**	❌	**<48%**	53%	47%	22%	50%	67%

INSUFFICIENT TRAINING BREAKDOWN

Legend: ■ Hazard ■ Incident ● Incident %

Monthly Incident %: Jan 46%, Feb 48%, Mar 36%, Apr 31%, May 17%, Jun 25%, Jul 36%, Aug 33%, Sep 13%, Oct 40%, Nov 50%, Dec 50%

AIRCRAFT GROUND MOVEMENT BREAKDOWN

Legend: ■ Hazard ■ Incident ● Incident %

Monthly Incident %: Jan 75%, Feb 69%, Mar 67%, Apr 60%, May 43%, Jun 50%, Jul 44%, Aug 55%, Sep 50%, Oct 50%, Nov 38%, Dec 71%

SAFER

SAFETY RISK PROFILE is a prioritized listing of hazards that may be addressed through a safety objective or monitored for increases.

See the 2024 Safety Risk Profile below:

1. TRAINING AND ADHERENCE — Disregard of Policy

2. TRAINING AND ADHERENCE — Insufficient Training

3. AIRCRAFT OPERATION — Ground Movement

4. RUNWAY & TAXIWAY INCURSION

5. EQUIPMENT — Operator Error

6. AIRCRAFT OPERATION — Aircrew Error

7. CONSTRUCTION

8. WILDLIFE — Sighting

9. WEATHER — Snow/Ice

Goals are date-driven action items to meet the SPI target and achieve the objective.

For more information, contact Laura Mortensen
laura@curiosityanalysis.com

2024 SMS OBJECTIVE:

Increase compliance with regulations and airport policies through continued proactive reporting and increased training and awareness with airport staff, contractors, tenant staff, and pilots.

2024 SPIs	2024 TARGET	AVG SINCE 2018	2023
AIRSIDE Incident %	<20%	19.5%	19%
Overall TRAINING AND ADHERENCE Incident %	<30%	35.5%	28%
DISREGARD OF POLICY Incident %	<30%	34.3%	30%
INSUFFICIENT TRAINING Incident %	<35%	43.3%	37%
AIRCRAFT GROUND MOVEMENT Incident %	<50%	49%	55%

2024 GOALS

- Increase monitoring and reporting of related categories RUNWAY AND TAXIWAY INCURSION, EQUIPMENT Operator Error, AIRCRAFT OPERATION Aircrew Error to quarterly and set targets, if needed. Include these in the quarterly reviews.
- Add information to NAV CANADA publications to make pilots aware of hot spots for incursions.
- Discuss runway/taxiway incursions by aircraft at regular Flight Operations committee meetings.
- Continue information sharing of safety reports with tenant and partner organizations. Use corrective action plans to address any trending issues and/or issues with long timelines.
- Formalize improved document management/approval to expedite the document revision process and allow for timely updates.
- Consider the implementation of an equipment operator infraction program for AVOP.
- Implement the communications plan for getting important information to the front line workers.
- Implement the new LMS for SMS training
- Get email messaging set up for reminders on open SMS reports after 30 days.

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