



# Perspective and Benefits to the Airlines

## PHMSA Data Workshop

Captain Paul Morell  
US Airways Vice President Safety, Security & Environmental Programs  
January 8, 2013



# Voluntary Safety Programs

---

- Regulation and enforcement set a minimum standard of safety, but cannot attain the highest levels of safety.
- Voluntary safety programs greatly enhance safety by providing a framework and environment in which the company can work with labor and FAA to:
  - Discover unknown hazards and risks
  - Identify individual and systemic issues
  - Develop risk mitigations
  - Train to operational risks
  - Monitor mitigations and training effectiveness
- Essential elements
  - Data/information protection
  - Enforcement relief & regulatory flexibility



# Evolution

---

- 1990s these programs were being developed and implemented
  - Reactive posture – frequent accidents and serious incidents
- Early 2000s
  - Programs maturing, but operating independent of one another
  - Still predominantly reactive posture
- Late 2000s to today
  - Integrating programs/data into Safety Management System
  - Advanced to a proactive posture – managing risk and monitoring precursors



# Safety Management System (SMS)

---

- Similar to PHMSA Integrity Management
- Integrates data sources to identify hazards, risks, mitigations and measures effectiveness
- Every Operations department has its own SMS (Flight, Inflight, Maintenance, Dispatch, Airport Customer Service, Cargo & Security)
- All integrated through the overarching Corporate SMS



## Bottom Line

---

- Indispensable tools in achieving robust aviation safety
- Enhanced safety culture
- Opportunity for continuous improvement