



2018 Anahim Lake Airport SMS Report

Review of Hazards, Incidents and Accidents

Hazard: Possible remarking of runway to utilize full runway length.

Risk: Aircraft striking equipment or workers.

Actions Taken: equipment was kept below the OLS; communication was maintained between the contractor, pilots and Airport Manager during the work; the Airport Manager released a NOTAM during the work.

Hazard: Possible upgrade to the fuel system.

Risk: Aircraft strikes or crashes; fuel spill

Actions Taken: Installation of the fuel system was delayed and will begin March 2019. Appropriate levels of communication will be maintained between the contractor, pilots and Airport Manager; the contractor has experience and understanding of how to work on an airport; the Airport Manager released a NOTAM advising of fuel availability.

Hazard: Lack of ongoing maintenance of potential obstacle trees.

Risk: Trees becoming obstacles that infringe into the airspace, create a frost shadow on a portion of the runway and/or obstruct the view of the end of Runway 13-31 from the apron.

Actions Taken: An OLS Survey was performed as part of a larger improvements project at the airport. The Airport Manager is trained in the use of the inclinometer to perform regular obstacle height measurement. Performance of the obstacle height maintenance plan will be an ongoing long-term strategy within the Safety Management System's Annual Plan.

Hazard: Animals on the airport property.

Risk: Aircraft strikes or crashes due to the presence of animals on the runway.

Actions Taken: The occurrence of animals on the airport property decreased from 17 in 2017 to 8 in 2018; seven of the animals were dogs and one was a bear. No animal strikes occurred in 2018. Fencing was repaired to help keep animals off the property. When noted, animals were safely removed from the property and their presence was recorded in a report. This report was forwarded to Transport Canada in January 2019.

Hazard: Performance of crack sealing and seal coating on the runway.

Risk: Aircraft striking equipment or workers.

Actions Taken: A NOTAM informing pilots of the work was released. The Airport Manager, who performed the work, and pilots maintained communication via radio.

Measurement of 2018 Safety Goals

Goal: Reduce risk of an incident or accident during possible remarking of the runway, to increase the overall runway length, to as close to zero as possible.

Status: Completed

Goal: Reduce risk of an incident, accident or fuel spill during fuel system upgrades to as close to zero as possible.

Status: The upgrade will begin in March 2019.

Goal: Reduce the number of animals on the airport property to as close to zero as possible.

Status: Completed. There were 8 animals reported on the property in 2018, a decrease from 17 animals reported on the property in 2017. Seven of the animals were dogs and one was a bear. The Airport Manager will continue to implement appropriate animal control measures, but the number of animals on the airport property is likely to fluctuate year-to-year.

Goal: Reduce the risks of trees infringing into the Obstacle Limitation Surface (OLS) to as close to zero as possible.

Status: Completed. An OLS survey was performed in 2018 and confirmed all incursions have been removed.

Results of Quarterly and Annual Internal Audits

The quarterly audits performed in 2018 have ensured that hazards and occurrences have been reported and followed up appropriately and have been used to monitor and analyze safety trends. The completed quarterly audit checklists are available upon request.

An internal on-site Operational Audit was conducted in 2018 to ensure the effectiveness and appropriateness of the SMS and related documentation. The completed annual internal Operational Audit is available upon request.

Management Review

A management review was conducted in 2018. The current policies and procedures of the SMS were found to be effective. The completed management review is available upon request.

Occurrence and Hazard Reports

Six safety reporting forms were filled out in 2018.

Completed safety reporting forms are available upon request

Investigations and Inspections

Six investigations were conducted in 2018 in response to the six safety reporting forms.

Three of the hazards identified in the safety reporting forms were considered medium risk while the other three were considered low risk.

Completed investigation forms are available upon request

Status of Action Plans

Six action plan forms were filled out in 2018 in response to the six safety reporting forms.

All six of the action plans have been implemented.

Follow-up for five of the actions plans has occurred; one action plan will be followed-up on by Oct 19, 2019.

One action plan from 2014 has yet to be implemented. The plan involves updating the exit taxiway signs when the budget allows to meet TP312 standards. The hazard is considered low risk.

Completed action plan forms are available upon request.

Outstanding Safety Issues

Animal presence on airport property.

Facility Improvements

The 706ft stopway on Runway 13-31 was removed and the runway was extended by 706ft and remarked.

The AOM was updated with new declared distances.

Process Improvements

In 2017, a Program Validation Inspection (PVI) of the Safety Management System (SMS) was conducted by Transport Canada to determine the level of compliance and effectiveness of the SMS. Transport Canada produced one finding from the PVI and CRD

staff completed and implemented a corrective action plan, further improving the level of compliance and effectiveness of the SMS. The finding and corrective action plan are available upon request.

An external Systems Audit of the Safety Management System was performed in 2014 and suggested improvements to the system, such as inclusion of an on-site inspection checklist in the internal Operational Audit, were implemented. The external Systems Audit is available upon request.

Historical Data

	Aircraft Movements	Hazards	Incidents	Accidents	Injury or Property Damage	Animal Presence	Animal Strikes
2018	2,078	Remarking of runway Upgrade of fuel system Animal presence Need for ongoing tree maintenance	0	0	0	7 dogs 1 bear	0
2017	2,347	Removal of infringing hillsides, shouldering work and brushing work. Animal presence	0	0	0	7 birds 6 dogs 2 cows 2 horses	0
2016	1,133	Need for ongoing tree maintenance Crack sealing Animal presence Hillsides	0	Aircraft was damaged when experiencing a hard landing	Aircraft was damaged	7 dogs 2 bears 2 horses 1 deer 1 caribou	0
2015	1,124	Lack of ongoing tree maintenance Crack sealing Animal presence Hillsides	0	0	0	19 dogs 7 horses 7 cows	0
2014	1,156	New airport manager Trees Animal presence	0	0	0	10 dogs 1 moose 3 wolves	0

Recommendations for Improvement and Sharing Best Practices Throughout the Organization

Ensure staff and contractors have the required recurrent training, including Emergency Response Plan, Safety Management System, Human and Organizational Factors, Investigation Analysis training and Root Cause Analysis training.

Action plans that produce successful results, as shown in the follow-up section of the action plans, will be used to demonstrate best practices. The Annual SMS Report will communicate which practices are beneficial through its measurement of safety goals and its review of safety reporting forms, investigations, action plans, and internal audits. Best practices will also be shared during the SMS meetings.

Training Effectiveness

Training staff and contractors in the safety reporting form process has been effective as safety reporting forms are being filled out and submitted to the SMS Coordinator.

A checklist to assess effectiveness of training for airport staff is included in the on-site inspection portion of the Operational Audit.

The Accountable Executive, the SMS Coordinator and airport staff have received Emergency Response training, Human and Organizational Factors training, Investigation & Analysis training, Incident Command System training and Root Cause Analysis training.