



Safety Corner Corporate Air Newsletter

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SAFETY MANAGEMENT SYSTEM - STRATEGIES AND SOLUTIONS FOR AVIATION SAFETY

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The Difference Is Accountability

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Accountability

In non-aviation jurisdiction there is a law addressing the issue of honest mistakes being made in working environment. This law states that if the mistake is done by reason of an honest mistake the error cannot be punished with punitive actions. This type of law sets up any organization for failure and with no accountability to job performance. It may be assumed that the non-punitive clause under SMS is the same thing, but that is as far from the fact as it could be. SMS does not function in an environment where failure is accepted, or excused, but has to be embraced in a just culture with job-performance accountability at all levels.

Honest Mistakes

What is an honest mistake in job-performance anyway? Is there such a thing as a non-honest mistake? What makes a mistake or a failure honest or dishonest? Describing an event as an honest mistake is an attempt to justify an outcome without accountability and by placing blame on the outcome itself. Applying the honest mistake concept is a common sense approach to avoid discovery of fact and root cause.

Accountability vs Honest Mistake

A non-punitive policy is the antidote to the honest mistake approach. In a non-punitive environment there is accountability at all levels and the root cause is discovered by at least considering individual human factors, the environment, supervision and organizational elements. When understanding the root-cause an enterprise has been given a documented opportunity to change processes for a different outcome. The mistake is no longer an honest mistake, but accountability and accepting an operational process failure.

SMS Is Businesslike Approach

A businesslike approach to Safety Management System (SMS) is to establish a budget for incidents and accidents with established budget goals. The cost effectiveness of SMS is not how many fewer accidents there are, but how cost of SMS is managed in a businesslike system. A successful business would not consider operating without cash flow directives, goals and a budget. However, in SMS for aviation, the accepted concept is that the more cash an airport or airline spends on safety, the more they will save as a cost saving from accident prevention.



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We don't manage Risks; we lead personnel, manage equipment and validate operational design for improved performance above designed safety risk level.

People with clear written goals accomplish far more in a shorter period of time than people without them could ever imagine.
-Brian Tracy

Things To Remember

On March 27, 1977, two Boeing 747 passenger jets collided on the runway at Los Rodeos Airport (now Tenerife North Airport), on the Spanish island of Tenerife, Canary Islands. Jacob Veldhuyzen van Zanten was in charge of training all of KLM's pilots on this type of aircraft and the head of KLM's flight training department. Captain Jacob Van Zanten was a highly respected KLM pilot



"KLM. From the people who made punctuality possible."

SMS Knowledge Base

Check out these great [SMS Blogs](#). SMS is the management of operations for a safe environment for personnel and for the safe operations of an airplane.

[Airport Hazard Reporting](#)