



SAFETY CORNER

CORPORATE AIR NEWSLETTER

DECEMBER 2017

NEXTGEN AVIATION SAFETY - STRATEGIES AND SOLUTIONS OF A SAFETY MANAGEMENT SYSTEM

SAFETY TO GET THE JOB DONE

“There is never enough time to do the job right but there is always enough time to do the job twice.”

December is a time of the year with more freight to be delivered all over the globe. We are a part of providing services to the most populated areas of the world and into the most remote areas anyone can imagine.

We are not Santa Clause, but we have embraced safety in operations and fostered an organizational prioritized safety structure as a commitment of excellence in customer service and zero tolerance to compromise aviation safety. We pursue excellence in all that we do. Through leadership, collaboration and innovation, we strive to achieve our full potential and inspire others to reach theirs.



SAFETY CORNER

Painting of guidance lines for parking airplanes is safety to get the job done.

- Safety should make a task more efficient.

DATA – INFORMATION – KNOWLEDGE – COMPREHENSION

Safety Promotion is to learn from data collected by hazard reports, incident reports or accident reports and then make changes to processes. Safety Promotion is the comprehension of a safety system. SMS is the system’s ability to succeed under varying conditions, so that the number of intended and acceptable outcomes (in other words, everyday activities) is as high as possible.



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“Aviation in itself is not inherently dangerous. But to an even greater degree than the sea, it is terribly unforgiving of any carelessness, incapacity or neglect.”

— Captain A. G. Lamplugh



“Safety is data, information, knowledge and comprehension”

“When an airline, airport or flight crews are applying the principle of Accountability they are setting the bar at a level to deliver services above and beyond customer's expectation.”

SANTA CLAUS STORIES OF THE SEASON

Over the years of deliveries Santa often crashed on roof-tops and damaged the equipment. These crash-variable were not only expenses which reduced profit, but also causing lack of customer service when presents were not delivered on time, or in good working order. In the old days, before technology and fragile freight handling, a crash or two on a roof top did not totally destroy, or damage the gifts and often the snow would cushion the impact. However, with the change in the gift market to almost all electronic gifts, the impact of service had changed. Santa reviewed the Santa Production's SMS policy annually for applicability to operations, but some changes were not major, or immediate detectable. When reviewing the Safety Policy this year Santa Claus discovered a trend of incident reports and the affect it had on customer service and delivery reliability.

SANTA CLAUSE AND DELIVERIES

This year Santa had made an improvement to the delivery process by using the UAV, (Universal Autonomous Vessel), or drone. This improved process includes no-landing deliveries and is expected to improve customer service and delivery reliability. As a test-run, Santa loaded up the sleigh with samples and UAV. The size of the UAV fits in the Santa Sleigh by replacing the helpers. Santa completed the test-run and found this new process to be effective above and beyond expectations, but with two hazards. One was that the reindeer would not get rested since the UAV are launched on-the-fly. The other residual hazard was that by doing UAV deliveries, Santa's long time personal contact with home-owners, home-decorations and getting stuck by climbing down the chimneys was identified as a hazard to customer service with a high probability that customers would be unsatisfied and search for other delivery options.



Use of UAV does not necessarily make it safer, but UAV reduces the probability, or the risk of harm to human or larger equipment.

Each time a safety action is implemented there could be other and unexpected risks that are equal or more severe.

THIS MONTH IN HISTORY

THE ASKER ACCIDENT

DECEMBER 23

Braathen SAFE Flight 239 was a controlled flight into terrain of a Fokker F28 on an instrument approach to Oslo Airport, Norway.

On approach the flight crew followed a non-published approach procedure for the ILS approach to RWY 06, which in turn took them over higher terrain than on the published approach. The flight crew was in full control of the airplane until it crashed into a hilly area at 4:33PM L.

Seven people initially survived the impact, although they were all injured and in shock. One of the survivors assisted two others away from the wreck, which was burning, and they all rallied a distance away from the wreck.

As the flight was the day before Christmas Eve, it was largely used by people traveling home or to visit family for Christmas and people heading abroad for Christmas holiday. The captain had been employed by the airline for sixteen years and as a captain for the last ten years.

CAUSE OF ACCIDENT

The accident investigation commission concluded that the probable cause of the accident was a navigational error.

There were no technical faults discovered with the aircraft.



"Acceptable risk level is where the line is drawn in the sand."