



# SAFETY CORNER

CORPORATE AIR NEWSLETTER

DECEMBER 2018

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

### SAFETY CONCERN AUTHORITY

Once upon a time during the pre-CRM years of aviation co-pilots job were only to obey Captains order, sit down and do nothing unless asked. Then CRM – Crew Resource Management came along. CRM opened the door for communication and decisions between pilots in the driver seats. The co-pilot became enabled to initiate safety concerns to the Captain. Safety had moved forward, and everyone felt safe, secure and good about themselves.

Then one day a flight attendant spoke up against the Captain about a safety concern. It was snowing heavily and snow was packing on an airplane preparing for takeoff. This interference was a new and unfamiliar for the Captain, since a flight attendant was not expected to interfere with the Captains safety decisions. Not only had Captains over years accepted and adjusted to consider advise from the first officer, but now the flight attendant also wanted to become involved in safety. SMS is the NextGen of Aviation Safety, and safety is evolving from “don’t ask” to consider all aspects of safety, no matter who submits a report and how the report is submitted.



### DIRECTOR OF SAFETY

Phone: (406) 247-3117



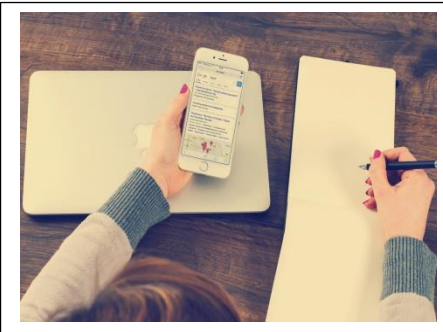
A WestJet Christmas  
<https://youtu.be/zlElvi2MuEK>

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

When I testified before Congress after the Hudson River landing, Congressman James Oberstar of Minnesota said, 'Safety begins in the boardroom.' That's as true in medicine as it is in aviation. It always boils down to leadership.

- Chesley Sullenberger

MERRY CHRISTMAS!



### SMS REPORTS

When SMS hazard reports are submitted, there is an opportunity for Corporate Air to develop project plans to mitigate known hazards. Without knowing the hazards, all hazards are lined up in your flight path. ...just like the holes in the Swiss cheese.

<http://corporateair.net/SMS.htm>

## WINTER OPERATIONS

There are two accidents that stand out in history where airplanes lost control after takeoff due to heavy snow. One is the Potomac River accident on January 13, 1982, and the other is the Dryden accident on March 10, 1989. In both instances concerns were raised by a first officer who did not have the authority to speak on the issue. The authority to speak rested with the Captains. In both instances the Captains decided to continue the takeoff with several clues, however not facts, that the outcome could be a severe accident. The snow was clues and not facts since the snow was an indication only, and not an indisputable factor that it would lead to an accident. It was accepted in the industry that airplanes were designed to operate in heavy snowy conditions and therefore design and technology were trusted and lack of operational knowledge minimized facts to clues.

### DOES IT MAKE SENSE?

Without knowledge of facts, improvement to aviation safety is simply limited to pre-incident clues. Or, in other words... Who knows about the hazards when hazards are not reported?

## THE GOAL SETTING CHALLENGE

SMS is a businesslike approach to safety. When a business sets their goals, they also make plans how to make these goals happen. Imagine if the CEO of a business delivered to the board of director a business plan where the plan for achieving goals was to do nothing. If the CEO of any organization presented a plan that goals were to be randomly achieved, the board members would most likely not accept the plan. A business goal comes with defined actions, timelines and preferred or expected results. If the goal is not reached, a business generally doesn't lower the bar but changes the approach of how to reach the goal. A goal without an expected result is only a random chance result.



### AIRPORT GOALS

Airports have winter operations plans, or snow and ice control plans. Their goals are to maintain operations just as effective as on a dry runway on a good summer day. The winter ops plans are the airport's objectives on how to reach their goal.

### THIS MONTH IN HISTORY

#### ARROW AIRWAYS

#### GANDER, NL, CANADA

The aircraft stalled and crashed during takeoff. Two-hundred-forty-four members of the 101st Airborne Division from Fort Campbell, Kentucky were fatally injured in the accident. The majority opinion of The Board was that the cause of the sequence leading up to the stall and crash could not be determined, with icing a possibility.

### THE EVENT

The DC-8 began its take-off roll on runway 22 from the intersection of runway 13 [9,800FT] and rotated near taxiway A, 51 seconds after brake release, at an airspeed of about 167 KIAS.

Witnesses reported the aircraft showed difficulty gaining altitude after rotation. Airborne, the airspeed reached 172 KIAS and began to decrease again, causing the DC-8 to descend. After crossing the Trans-Canada Highway at a very low altitude, the aircraft's pitch increased and it continued to descend.



*The Goal Setting Challenge.*