



SAFETY CORNER

CORPORATE AIR
NEWSLETTER

FEBRUARY 2019

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

WHEN POINTING FINGERS IS THE SAFETY SOLUTION

A worker is walking across the office parking lot to go in to his office. During this walk, the worker steps on a rock and sprains his ankle. The injury is bad enough that the worker has to go to the clinic and have his leg treated. The worker ends up with a series of x-rays, a cast on his foot, and a day or two off from work.

The next day, the manager of the “twisted ankle worker” who was injured the day before was walking across the same parking lot. The manager had a lot on her mind. She had a reportable injury. She had a worker who had to go to the hospital and get medical attention. She had an employee that had gotten hurt under her watchful eye. While this manager was thinking of all these things she stepped on a rock, the very same rock, in the parking lot, and twisted her ankle. She was in pain and could barely walk...but she didn't report the injury.

Instead, this manager found out whose job it was in her organization to sweep the parking lots and sidewalks. The manager immediately called the roads and grounds crew supervisor, and had his crew sweep the parking lot. Because this manager was so busy thinking about the event that had happened to her worker, she was concentrating on her safety problem and not on where she was walking.



SMS REPORTS

When SMS hazard reports are submitted, there is an opportunity for Corporate Air to develop project plans to mitigate known hazards.

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



SMS OFFICE

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“From a safety standpoint, in our view one of the things that we do in the basic design is the pilot always has the ultimate authority of control. There’s no computer on the airplane that he cannot override or turn off if the ultimate comes. In terms of any of our features, we don’t inhibit that totally. We make it difficult, but if something in the box should behave inappropriately, the pilot can say ‘This is wrong’ and he can override it. That’s a fundamental difference in philosophy that we have versus some of the competition.”

— John Cashman, former Chief Test Pilot, Boeing 777.



TRIVIA

Identify the front page picture of the mountains, lake and island.

- Submit your answer: <https://goo.gl/VGpGYi>

SMS AND THE BUSHPILOT

Bush pilots are regularly operating single and multi-engine airplanes into remote areas and places where the birds don't fly. These airplanes are operated on wheels, skis or floats and on unprepared airstrips, gravel bars, mountain meadows, rivers or lakes, both summer and winter.

When a bush pilot prepare for a flight, a risk assessment is done, but may not documented. A bush pilot knows that even if the flight goes to a place where they have been several times before, this flight may encounter other challenges than previous flights. Each flight is a new flight and risks must be assessed continuously as the flight progresses.

A process is like an old airplane, it must be maintained to be operational safe. Then a bush pilot may fly to places where "the birds don't fly"

An operator may have flown for 30 years of more without any accidents, but possible a few incidents. Processes have been established and applied, and they work well. Over years customers were satisfied with service and come back and even recommend the operator to friends and family.

With the introduction of Safety Management System (SMS) a new intersection was made on the road to safety. Some operators were looking forward and found the road-signs when they arrived at the fork in the road, while others were looking back, admiring the past and missed the signs of directions and continued down this old road.

On this old road there were not places to stop and maintain the system. If a system is not maintained and no matter how well the system had performed in the past there will be a time when it becomes beyond repair.

THIS MONTH IN HISTORY COLGAN AIR FLIGHT 3407

On February 12, 2009, about 2217 Eastern Standard Time, a Colgan Air, Inc., Bombardier DHC-8-400, N200WQ, operating as Continental Connection flight 3407, was on an instrument approach to Buffalo-Niagara International Airport, Buffalo, New York.

The aircraft crashed into a residence in Clarence Center, New York, about 5 nautical miles northeast of the airport.

The 2 pilots, 2 flight attendants, and 45 passengers aboard the airplane were fatally injured, in addition to one person on the ground. The airplane was destroyed by impact forces and a postcrash fire.

The flight was operating under the provisions of 14 Code of Federal Regulations Part 121. Night visual meteorological conditions prevailed at the time of the accident.

<https://youtu.be/33NUAy3eomg>



PERSONAL GOALS

Achieving your personal goals doesn't happen by accident, but by focusing on priorities, project planning, persistence and daily actions. Our Safety Management System is depending on your goal setting strategies for the safety of every flight.



Without a purpose there is no SMS.