



SAFETY CORNER

CORPORATE AIR NEWSLETTER

JANUARY 2018

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

THE SAFETY MANAGEMENT SYSTEM (SMS)

Corporate Air is implementing the Safety Management System under FAA’s SMS Voluntary Program and operating the SMS under the SMSVP Standard. Implementing a Safety Management System voluntarily accepts the FAA standards for safety management system and allows Corporate Air to take advantage of a structured system for continuous safety improvements.

SMS BENEFITS

SMS has generated wide support in the aviation community as an effective approach that can deliver real safety, financial benefits and business benefits. Benefits of an SMS is comparable with how the benefits training of personnel affects the profit margin



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SMS also promotes continuous improvement of safety through specific methods to predict hazards from employee reports and data collection.

Benefits of an SMS are the isolated effect of SMS applied to continuous safety improvements. Safety is contributed to training and continuous improvement. Continuous improvement in safety is not defined in an organization without an SMS. In an organization with an SMS continuous improvement is defined and a confidence level of safety is established.



Didrik Strand

Director of Safety

Phone: (406) 461-7560
strandb@corporateair.net

“Those people who develop the ability to continuously acquire new and better forms of knowledge that they can apply to their work and to their lives will be the movers and shakers in our society for the indefinite future.” – Brian Tracy



Friday, Feb. 16th 2018

“Complete SMS online PowerPoint Training by February 16th”

“Remember that the radio is only an electronic suggestion box for the pilot. Sometimes the only way to clear up a problem is to turn it off.”

FINANCIAL AND BUSINESS BENEFITS OF SMS

SMS is a documented and data-driven confidence level of safety in operations. Without the SMS it is impossible to establish a safety confidence level. Confidence in operations equals purchase / contract incentives for clients and confidence in operations equals customer service. There is marketing advantages in safety and where safety is based on data and facts and supported by operational processes and justification for pricing of services is governed by safety. Safety and SMS is not just for the operations itself, but also an additional value of service received by the customer. Safety equals customer satisfaction. SMS integrate the safety concepts into repeatable, proactive processes in a single system, emphasizing safety management as a fundamental business process to be considered in the same manner as other aspects of business management.

VALUE OF SMS

The value of SMS is the change in exposure to hazards by proactive safety risk management. Return on Investment (ROI) of Safety is the change in return by continuous improvements and generated by return of cash revenue generated by in-control processes. There is no ROI or value of SMS unless there are in-control processes. The change in revenue is the change of processes in control.

<ul style="list-style-type: none"> ● Return on Investment (ROI) Safety <ul style="list-style-type: none"> ○ ROI is continuous improvement <p style="text-align: center;">(Cash previous events - Cash Current events)</p> <p>ROI $\frac{\text{---}}{\text{(Cash current event)}}$</p>	<p>With ROI of Safety identified there is a measurement available to know the true value of SMS and a tool to set policies, objectives and goals.</p>
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HOW SMS WORKS

SMS is a system designed as a parallel system to operations for process management. SMS identifies, document and monitor operational processes. SMS collects data for unbiased decision making. The purpose of the Safety Policy is to be a road-map to safety and to know what direction to take at the fork in the road. The SMS Safety Policy is a written statement that states Corporate Air’s commitment to our safety role in aviation. The SMS Safety Policy has a vision of what Corporate Air can do for continuous safety improvement.

THIS MONTH IN HISTORY

Air Florida Flight 90 was a scheduled U.S. domestic passenger flight operated by Air Florida from Washington National Airport to Fort Lauderdale–Hollywood International Airport with an intermediate stopover at Tampa International Airport. On January 13, 1982, the Boeing 737-222 registered as N62AF, crashed into the 14th Street Bridge over the Potomac River just two miles from the White House.

STRUCK THE BRIDGE

The aircraft struck the 14th Street Bridge Washington, D.C. It struck seven occupied vehicles on the bridge and destroyed 97 feet (30 m) of guard rail before it plunged through the ice into the Potomac River. The aircraft was carrying 74 passengers and five crewmembers. Four passengers and one flight attendant were rescued from the crash and survived. Another passenger, Arland D. Williams, Jr., assisted in the rescue of the survivors but drowned before he himself could be rescued. The survivors were rescued from the icy river by civilians and professionals.

CAUSE

The cause was snow and ice contamination on the wings and aggravated by jet blast while waiting on the taxiway for takeoff clearance.



“Where Safety prevails, a retired airplane can be used as parts.”