



SAFETY CORNER

CORPORATE AIR NEWSLETTER

JANUARY 2019

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

WELCOME OUR NEW ASSISTANT DIRECTOR OF SAFETY

Reese Overstreet is our new Assistant Director of Safety. He served in the US Marine Core prior to joining Corporate Air in November of 2018. Reese is highly qualified and taking on Safety Management System tasks, including processing of incident and hazard reports. Reese can be reached at overstreetr@corporateair.net



NEW-YEAR RESOLUTIONS

January is the month of new-year resolutions, when we make amends to our less desirable habits. As soon as the New Year rolls in, we have a list of commitments ready to go. If we do well, by the third day our resolutions are all gone and forgotten about.

“January, from the Très Riches Heures du Duc de Berry January (in Latin, Ianuarius) is named after the Latin word for door (ianua), since January is the door to the year and an opening to new beginnings.”

[Wikipedia]



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>

DIRECTOR OF SAFETY

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“Spend eighty percent of your time focusing on the opportunities of tomorrow rather than the problems of yesterday.”

-Brian Tracy

If you don't plan your own goals for excellence, chances are you'll fall into someone else's plan. And guess what they have planned for you? Not much.

SMS is personal, and cannot grow and improve unless all personnel are achieving, growing and improving. Human factors and job performance improve where there is a just culture with goal-setting challenges.



WINTER CHALLENGES

Winter is a beautiful time of the year for flying, while it also comes with some interesting challenges. Any pilot in the Northern Hemisphere quickly learn about snow, ice, frost, extreme cold, freezing rain and rapid changing conditions. In addition to the weather, there are challenges such as maintaining a clean runway while airplanes are coming and going, incursion avoidance communication and customer service and passenger comfort. While they are not planned in advance, with winter operations comes change of plans and with expected delays, 40 years ago, at Cranbrook BC Airport, a Boeing 737 missed a snowplow (by a few feet) clearing the runway for snow so that airplane could land safely.

THE SNOW CHALLENGE ACCIDENT

ATC then reported to the Cranbrook Radio that flight 314 was underway with an ETA of 13:05. At Cranbrook it was snowing with visibility reported as 3/4 of a mile. A radio equipped snow removal vehicle was sweeping the runway at the time. The Radio operator at Cranbrook alerted the snowplow driver about the incoming aircraft with an ETA of 13:05. At 12:46, while descending out of FL180, flight 314 contacted Cranbrook Radio. One minute later the crew were advised that snow removal was in progress. The a737 crossed Skookum inbound for a straight-in ILS runway 16 approach. The aircraft touched down at 12:55. Suddenly the crew noticed a snowplow on the runway and initiated a go-around. However one of the thrust-reversers didn't fully re-stow because hydraulic power was automatically cut off at lift-off. The aircraft became airborne prior to the 2000 foot mark, and flew down the runway at a height of 50 to 70 feet, flying over the snowplow. The left engine thrust reverser doors then deployed as the airplane was climbing to 300-400 feet causing a steep left bank, loss of height and impacted the ground to the left of the runway.

During the communication between Cranbrook Radio and the snowplow operator, the phrase "clearing the runway" was used. The Radio operator interpreted that to be the snowplow exiting the runway, while the intent of the snowplow operator was to inform Radio that there was snow removal in progress on the runway.



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.

THIS MONTH IN HISTORY FLIGHT 1549

On January 15, 2009 Flight 1549 was cleared for takeoff from LaGuardia's Runway 4. The flight crew made its initial airborne report at 700 feet and climbing. The Captain made a remark to the First Officer "What a view of the Hudson today." The aircraft headed northbound and cleared for a left to follow the Hudson southbound.

At 3:27:11 the plane struck a flock of Canada geese at an altitude of 2,818 feet and 4.5 miles NW of LaGuardia. The pilots' view was filled with the large birds and passengers and crew heard loud bangs and saw flames from the engines, followed by silence.

THE EVENT

The Captains last communication with ATC was "We can't do it ... We're gonna be in the Hudson". The aircraft crossed the George Washington Bridge with less than 900 feet clearance before ditching in the Hudson.



Winter challenges are expected, prepared for and planned without an active project plan. [Let's wait and see what happens approach]