



Safety Corner Corporate Air Newsletter

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SAFETY MANAGEMENT SYSTEM - STRATEGIES AND SOLUTIONS FOR AVIATION SAFETY

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Winter Flying

Didrik Strand – Director of Safety

Icing and Safety Management System

Safety in aviation must be viewed from a customer's point of view and what safety risk the customer is willing to accept. All travelling customers and customers shipping freight accept only one safety policy; Zero Tolerance to Compromise Aviation Safety. Safety begins with the Safety Policy and continues on with human factors. When safety is paramount, the hazards of icing conditions are managed in the pre-flight planning phase. A continuous operational risk assessment is conducted prior to encountering icing for a decision to be made. After encountering icing, the corrective action normally provides a pilot with four options; continue level flight, continue and climb, continue and descend or turn around.

No Available Options

Continue level might encounter more and severe icing and might not be available. Climbing is depending on aircraft performance and might not be available. Descending is depending on terrain below and might not be available. Turning around might encounter more known icing and might not be available.

Decision Making Process

The decision making process begins with flight planning and must take into consideration of the possibility of a "point of no return" when icing is encountered. Icing condition forecast is a great tool when planning. However, there could be local phenomena generating moderate to severe icing that was not in the forecast. The onset of icing is not always friendly and gradual, but could be sudden, immediate and violent.

When Icing Happens

There are times when icing triggers NTSB reports: *"The pilot responded affirmatively and asked for guidance to the airport. About 1 minute later, the pilot advised the controller that the airplane had "just lost its engine." The controller advised the pilot that the airport was at the pilot's six o'clock position and suggested a heading of 253 degrees, adding that another airport was right below their position. There were no further communications with the accident airplane."* Other times pilots can tell about the story when icing caused an airplane to fall 4,000 ft.

[Submit One Hazard to Director of Safety Today](#)



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Have a safe day flying, an enjoyable day at the maintenance shop or a great day at the office!

*"If you do not know how to ask the right question, you discover nothing."
W. Edwards Deming*

Things to Remember

"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."

"SMS is the fork in the road and some operators are looking forward and find the safe road to travel, while others are looking back, admiring the past and missed the signs of directions. On this old road there were no places to stop and maintain a safety management 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."



SMS Knowledge Base

Check out these great [SMS Blogs](#) SMS is the management of operations for a safe environment for personnel and for the safe operations of an airplane.