



SAFETY CORNER

CORPORATE AIR
NEWSLETTER

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

SMS – THE NEXTGEN OF SAFETY

Safety Management System (SMS) is the new way leading in safety and improve safety in aviation. After major accidents, great safety improvements were implemented. Some of these accidents which created improvement to safety were the Tenerife Airport disaster including two Boeing 747, Linate Airport crash between a MD-87 and Cessna Citation, Los Angeles Airport when a Boeing 737 overran a Metroliner and a mid-air collision with Aeromexico and a PA-28. From these and other disasters came great safety improvements as crew resource management, ground radar, standardized phraseology and introduction of runway status lights.

A SAFE FLIGHT BEGINS AT THE AIRPORT

Accidents happen in the way we do things. Nobody comes to work one morning planning to have an accident. They come to work to do their job the way they are trained and the way they are expected to by their supervisors and the organization they work for. A safe flight begins and ends at an airport. The airport operator has to manage time and place to avoid runway incursions, the airline has to manage crew and equipment to support operations and the pilots have to manage information and technical operations to ensure safe flight. Accountability to safety begins at the airport, and is to operate with zero tolerance to compromise aviation safety.



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WHY I WANT TO BE A PILOT

When I grow up I want to be a pilot because it's a fun job and easy to do. That's why there are so many pilots flying around these days.

Pilots don't need much school. They just have to learn to read numbers so they can read their instruments.

I guess they should be able to read a road map, too.

Pilots should be brave to they won't get scared it it's foggy and they can't see, or if a wing or motor falls off.

Pilots have to have good eyes to see through the clouds, and they can't be afraid of thunder or lightning because they are much closer to them than we are.

The salary pilots make is another thing I like. They make more money than they know what to do with. This is because most people think that flying a plane is dangerous, except pilots don't because they know how easy it is.

I hope I don't get airsick because I get carsick and if I get airsick, I couldn't be a pilot and then I would have to go to work.

SMS SIMPLIFIED

Simplified, SMS is to identify, document, analyze, decide action, implement and review of hazards, incidents and accidents. A hazard is an item or process which could lead to an incident or accident. An incident is the happening of an un-planned event, or developed hazard, which caused interruption of location or time. An accident is an incident which caused loss of property, human life or hospitalization of personnel.

ONE SYSTEM DOES NOT FIT ALL

All processes in SMS are dependent on interpretation and action by people. Without people involved a process becomes void and cannot function on its own. People applies their understanding of the process based on knowledge level, training, emotional factors and environmental factors. Therefore, an organization tailors processes to personnel who are intended to carry out the process. It is not possible for SMS to perform effectively if processes become mass-mail and one-fits-all.

WHEN HAZARD REPORTING BECOMES PERSONAL

In organizations where SMS was implemented 8-10 years ago, there was in the beginning a trend to use hazard reports as job performance evaluation. When using a hazard report to point fingers at someone, it becomes an ineffective hazard report. Hazard reporting is not the tool to evaluate job performance. A hazard report is a report of a condition, which may cause an incident or accident if left unattended. When reporting a hazard a suggestion of how to mitigate the hazard may be included. If a qualified person is performing incorrect tasks, the solution to the hazard could be more intensive training of all personnel. An organizational training system of a process should be to train individuals to understand the process in addition to perform the process. By understanding the process it is possible to recognize, make correction and changes so that errors do not happen.

THIS MONTH IN HISTORY EMPIRE STATE BUILDING

A United States military plane crashes into the Empire State Building on July 28, 1945. The B-25 Mitchell bomber, with two pilots and one passenger aboard, was flying from New Bedford, Massachusetts, to LaGuardia Airport in New York City. As it came into the metropolitan area on that Saturday morning, the fog was particularly thick. Air-traffic controllers instructed the plane to fly to Newark Airport instead.

THE ROUTE

This new flight plan took the plane over Manhattan; the crew was specifically warned that the Empire State Building, the tallest building in the city at the time, was not visible. The aircraft approached the Chrysler Building in midtown and swerved to avoid the building but this change sent it straight into the north side of the Empire State Building, near the 79th floor.

THE IMPACT

Upon impact, the plane's jet fuel exploded, filling the interior of the building with flames all the way down to the 75th floor and sending flames out of the hole the plane had ripped open in the building's side. An 18 by 20 FT hole was left in the side of the building, but the structural integrity was not affected.



Hazards are in the eyes of the beholder.

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