



SAFETY CORNER

CORPORATE AIR
NEWSLETTER

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

SMS IS A TOOL

The Safety Management System (SMS) is a safety tool for an organization to discover hazards and maintain an acceptable level of safety. Most operators are implementing their SMS for regulatory compliance and not for safety improvements. SMS is simply implemented as a requirement to maintain the operations certificate. As a regulatory demand that airlines implement SMS, it could be viewed as another bureaucratic burden to satisfy paperwork trails. However, after a while of working with SMS and comprehend the systems, operators may experience changes of opinion and discovered the benefits, including a higher return on investment. Any operator, who does not require an SMS for regulatory compliance, would benefit strongly by implementing an SMS program voluntarily and be ready when SMS eventually becomes a regulatory requirement. This timeframe period would build SMS comprehension and readiness for SMS compliance. SMS is a safety tool, and a specialty tool required, to coordinate both complex and simple systems and as a tool for cooperation with continuous safety improvements.

SMS IS TRUST

Trust is the first element of a just culture. Without trust there is nothing. A pilot is trusted to become a part of the operations, trusted with a single engine bush-plane or a multi-million dollars airplane and carrying one or several hundred passengers onboard who trust the pilot and the flight crew. Without trust there are no flights.



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AVIATION HUMOR

Pilot: Left inside main tire almost needs replacement.

Engineers: Almost replaced left inside main tire.

Pilot: Test flight OK, except auto-land very rough.

Engineers: Auto-land not installed on this aircraft.

Pilot: Evidence of leak on right main landing gear.

Engineers: Evidence removed.

Pilot: Friction locks cause throttle levers to stick.

Engineers: That's what friction locks are for.

Pilot: Number 3 engine missing.

Engineers: Engine found on right wing after brief search.

Pilot: Noise coming from under instrument panel. Sounds like a midget pounding on something with a hammer.

Engineers: Took hammer away from midget.

SMS IS LEARNING

Learning is the second element of a just culture. Trust has given a person an opportunity to apply their skills and knowledge, but they are continuing to learn and excel in performance. At times this learning curve levels off, while at other times the learning curve is steep. A steep learning curve may come from new challenges, but also by learning from incidents. Incidents are not a requirement for learning and every effort is made to ensure that every flight goes right, in the sense that everyday work achieves its objectives.

SMS IS ACCOUNTABILITY

With trust and learning comes accountability, which is the fourth element in a just culture. Accountability is a process in motion and not a static state of virtual events. Accountability is different than responsibility since it is the behavior to trigger safety events. When a person gets the driver license they have a responsibility to stay on the correct side of the yellow line that is dividing oncoming traffic. This personal responsibility does not leave the person even if the person is not driving a vehicle. It's a responsibility of the license itself. On the highway it doesn't make safety-sense to divide oncoming traffic with a 6-inch yellow line. However, accountability that makes it possible. A driver of a vehicle is not accountable to all and everyone on the road, but only to the first approaching vehicle, then accountable to the next vehicle and then accountable to the next vehicle and so on. Accountability is action in motion. Everyone expects that the other driver comprehends the responsibility and is accountable to safety. When driving down a two-lane highway there must be trust, learning and accountability involved.

SMS IS INFORMATION SHARING

The fourth element is Information Sharing. After trust is established learning is ongoing and accountability has a track record then Information Sharing is implemented. Information sharing is an operational tool for continuous safety improvements. One fabulous way to improve safety is to share ideas across the board and then implement the best ideas into operations.

THIS MONTH IN HISTORY

GRAND CANYON DISASTER

The Grand Canyon mid-air collision happened on June 30, 1956, when a United Airlines Douglas DC-7 and a Trans World Airlines Lockheed L-1049 Super Constellation collided over the Grand Canyon National Park. The collision took place in uncontrolled airspace.

TWA 2

Trans World Airlines Flight 2 was bound for Kansas City Downtown Airport. Flight 2, was operating under IFR rules until Daggett CA. At Daggett, the flight entered into uncontrolled airspace and Captain Gandy turned right to a heading of 059 degrees magnetic, toward the radio range near Trinidad, CO.

UA 718

United Airlines Flight 718, a Douglas DC-7 Mainliner was bound for Chicago's Midway Airport. The flight entered uncontrolled airspace NE of Palm Springs CA and turned left toward a radio beacon near Needles, CA, after which the flight plan was direct to Durango, CO.

GRAND CANYON

Both aircraft crossed Grand Canyon at the same location, time and altitude.

DOCUMENTARY

https://youtu.be/ZlR8_FzAwNg



Information sharing comes in all kinds of shapes and forms.

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