SAFETY CORNER

CORPORATE AIR NEWSLETTER

MARCH 2018

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

SMS TRAINING IS UNDERWAY

The SMS classroom training is underway and completed for Maintenance Control and Flight Following in Billings MT. The GOAL of this training is for Corporate Air to operate in an environment where there are continuous safety improvements.

The OBJECTIVE (steps to reach goal) of this training is for all personnel to be familiar with the concept of a Safety Management System (SMS), know where to find SMS information and have knowledge of when and how to submit a report. Here is a link to the Self-Study training to be completed prior to classroom training: https://goo.gl/eu6YLF

SUBMIT A HAZARD REPORT

As all of you complete this initial SMS training, take an initiative to submit your own weekly hazard report. You may use any of the available options of reporting. Here is a link to the Mobile Form: https://goo.gl/dFocsv and here is a link to the WBAT Form: https://goo.gl/wjS3mp

Hazards reporting are one of the most important roles for all personnel as their contribution to continuous safety improvements.

SMS NOTE:
SMS is an additional system to any current operations systems. SMS does not replace or override any current regulatory, standards or policy requirements. SMS is an additional layer of safety where all personnel is a contributor. SMS is to monitor safety in operations.

SMS IS RISK ASSESSMENT
youtu.be/FN2SKWSOdGM

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AVIATION QUOTES
The pilots said our standards and regulations were very unclear, and didn't contribute to air safety. We followed up with focus groups of commercial pilots, mechanics, and general aviation pilots. They all said the same thing! They can't understand what we write. That's startling information!

–FAA Plain Language Initiative

*Knowledge turns the light bulb on.*

SAFETY CORNER

A Safety Corner is established at each base location. Some locations have two Safety Corners, while others have one.

At BIL the Safety Corner is located on the second floor of the HQ Operational Center. At CPR, FAR and HNL there is one Safety Corner in the maintenance hangar. At GTF and SLC there are one Safety Corner in the maintenance hangar and one in the FedEx building. The layout difference a bit, but the content is the same at all bases.

The following are available at all Safety Corner locations:

- A Whiteboard
- SMS Safety Policy
- SMS Executive Summary
- SMS Newsletter
- SMS Safety Trends
- SMS Safety Goals
- SMS Reference Handbook
- Emergency Response Plan
- Incident / Accident Paper Forms
- Hazard Reporting Paper Form
- Reporting Options
- Reporting Flowchart
- SMS Dropbox
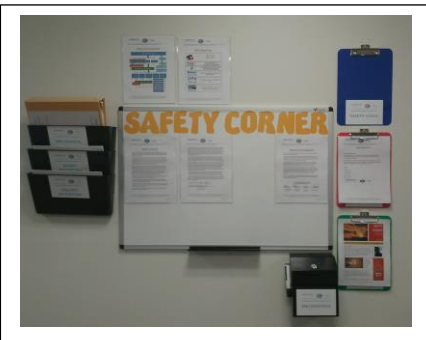
A reactive safety management system waits for an accident or incident to happen before changes are made to safety improvements

A proactive safety management system analyzes hazards and reduces exposure to hazard as a method to eliminate accidents and incidents

THE FOUR COMPONENTS OF SMS AND TWO SUPPORTS

Component 1 - Safety Policy and Emergency Response
Component 2 - Safety Risk Management
Component 3 - Safety Assurance
Component 4 - Safety Promotion

- General - SMS Requirements
- Documents and Records – SMS Specific Records

THIS MONTH IN HISTORY

On March 18, 1981 a Beech 18 crashed on approach into Beatty Nevada. The aircraft was on a VFR flight and in VMC condition when the aircraft suddenly lost control turning base to final. The two occupants onboard who were fatally injured.

HISTORY OF THE FLIGHT

The flight had departed Yuma AZ that same day on a VFR flight to Spokane WA. Beatty NV was a fuel and rest stop for the crew. The flight from Yuma to Beatty was a 2 ½ hours flight following the lower elevations and visual navigation.

BEATTY NV AIRPORT

The Beatty NV Airport is a paved 5,600 FT runway at an elevation of 3,170 FT. The location is 36°51'40"N 116°47'13"W

ON APPROACH

The aircraft arrived at 08:15 L At the time of arrival at Beatty NV Airport the temperature was 64° F with the wind 110° 15 KTS. The aircraft planned a landing on RWY 34, which produced a slight quartering tailwind on approach.

TURNING FINAL

The Captain suddenly lost control as the aircraft turned base to final. A flight control cable had snapped and caused the accident.

A Safety Management System is to assess possibility vs probability