



SAFETY CORNER

CORPORATE AIR
NEWSLETTER

MARCH 2019

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

WHAT THE SAFETY MANAGEMENT SYSTEM PROGRAM IS

Air transportation growth is quickly outdistancing current safety approach. There are not enough FAA safety inspectors to maintain oversight for current ratio. Globally, the aviation safety record has improved drastically over the years to a level of flattening out. Past history is not a guarantee of future safety and one of the objectives of the Safety Management System is to close the gap between current safety level and the anticipated required level with future increase in activities. As a proactive measure SMS is dependent on proactive participation and safety solutions by airline and airport operators. One tool available to Corporate Air as a participant in the Safety Management System is to build safety cases for future operational requirements.

HOW EVERYONE IS PARTICIPATING

SMS is a change in safety culture where everyone is participating in the Safety Management System. This change includes reporting of Hazards, Incidents or Accidents. Data received from reports are then turned into information, with information a person gain knowledge and develops knowledge into system comprehension which is applied to the SMS.



SMS REPORTS

When SMS hazard reports are submitted, there is an opportunity for Corporate Air to develop project plans to mitigate known hazards.

<http://corporateair.net/SMS.htm>



SMS OFFICE

Phone: (406) 247-3117

Phone: (972) 768-9443

"When checking in at an airport, no matter how rude the check-in person is to you, always smile and be nice because you don't know what kind of day they've had. You are going on holiday and they're stuck wherever they are. Be nice to them because they can re-route your baggage to wherever they feel like."

-Ross Kemp

"As a FedEx Feeder we don't haul freight, boxes or shipment. We are entrusted with the safe travel of memories, precious dreams, sentimental values and great-grand mother's wedding ring."



TRIVIA

Take The Trivia Challenge Now

- **Where In The World?**

SMS AND SAFETY CASES

A safety case is a forward-looking document produced by an airline or airport of identified hazards, analyses of the hazards and building a safety case with risks control strategies.

The focus of a safety case is to operate with a plan to reduce the risk for both regulatory non-compliance and operational incidents. An Enterprise develops a safety case pursuant to the Safety Management System and not pursuant to regulatory demands.

There is a close relationship between the SMS and the safety case. The safety case is guidance material for safety activities while SMS provides processes for these activities. In addition to the application of current corrective action plans, a safety case is a reference document for airlines and airports for future system-identical planned changes or when unexpected changes are experienced.

A safety case of is simply to analyze and assign the expected probability risk level at the time of introductions of these new sub-systems. When the time is right, the airline is prepared for these changes.

The same goes for airports. Airport management knows that sooner or later they must repaint the runway identification numbers. Even if there is no traffic on the runway to deteriorate the numbers, the magnetic variation changes over time and requiring repainting.

A safety case as a forward-looking plan is a plan for the movement area marking system. When the time is right, the airport is prepared to make changes to this system.



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 PANAM FLIGHT 1736

On March 27th, 1977 at 12:30 PM a bomb explodes at Las Palmas airport. Because of possible second bomb, the airport was closed. Several flights were diverted to Tenerife airport 60 NM away including KLM Flight 4805 and PanAm Flight 1736.

The PanAm crew were instructed to exit the runway at the third taxiway. At 17:05:44 KLM 4805 reported ready for takeoff and was cleared for the Papa beacon departure. The KLM crew repeated "We are now at takeoff". The brakes were released, and KLM 4805 started the takeoff roll.

The KLM crew tried to climb away and became airborne after a 65 feet tail drag in an excessive rotation, but the fuselage skidded over the PanAm's aft fuselage, destroying it and shearing off the tail. The KLM crashed out of control 150 m further on bursting into flames.

WATCH VIDEO



Preserve Your Personal Goals For All Achievements.

WWW.CORPORATEAIR.NET/SMS.HTM