SAFETY CORNER

CORPORATE AIR NEWSLETTER

MAY 2018

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

TESTING OF THE EMERGENCY RESPONSE PLAN

April was the month for several table top exercises testing the Emergency Response Plan (ERP). FAA was observing our hard work for three days. This testing was also the last phase of training for implementing the Safety Management System. Corporate Air's ERP outlines in writing what should be done after an accident or aviation crisis and who is responsible for each action. Successful response to an emergency begins with effective planning. Our ERP provides the basis for a systematic approach to managing Corporate Air's affairs in the aftermath of a significant unplanned event, or in the worst case, a major accident. The ERP is found in Appendix C of the SMS manual.

ERP TESTING SCENARIOS

The scenarios for ERP testing included BIL- HQ, CPR, FAR, GTF, HNL and SLC. The first day scenario started out at FAR. An aircraft had crash-landed on short final. The pilot made simulated call to Flight Following to initiate this exercise. In the afternoon the same day an aircraft ditched about a mile from HNL. A simulated call was made to Flight Following who activated the ERP. The next day scenario combined both CPR and SLC, where an aircraft made an emergency landing about 30 NM North of Rocks Spring. The last day the scenario was a cargo fire in an airplane departing GTF.

Director of Safety

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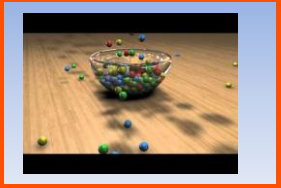
AVIATION QUOTES

To most people, the sky is the limit. To those who love aviation, the sky is home.

-Jerry Crawford

The desire to fly is an idea handed down to us by our ancestors who looked enviously on the birds soaring freely through space on the infinite highway of the air.

-Wilbur Wrigh



SMS is to analyze where the marbles drops.

CREW PARTICIPATION

Thank you all who participated in this entertaining exercise. This time the lead pilots and maintenance supervisors, or manager were asked to attend the training. Just before start-up, plans changed for the ERP testing when two scheduled pilots had to go flying. However, it was appreciated when two other pilots stepped up to the plate and attended with less than an hour notice. During the SMS implementation period all locations were included. Tentative plan for next year is to run one ERP at one location, and subsequently at all locations during a 5-year period. During these 5 years, one full-scale exercise is planned. Anyone interested in participating next year are welcome. This is an annual event. Email Director of Safety for more information: sms@corporateair.net

WHEN TO ACTIVATE THE ERP

- AIRCRAFT ACCIDENT
- AIRCRAFT DITCHING
- INJURY TO A PERSON CAUSED BY AIRCRAFT MOVEMENT
- FLIGHT CONTROL MALFUNCTIONS
    - INFLIGHT
- INCAPACITATED FLIGHT CREW MEMBER
- INTERNAL TURBINE ENGINE FAILURE
- INFLIGHT FIRE
    - ENGINE, COCKPIT OR CABIN FIRE
- INFLIGHT COLLISION
- HAZARDOUS MATERIAL SPILL
    - INFLIGHT
- PROPELLER BLADE FAILURE
    - INFLIGHT
- BOMB THREAT
- HIJACKED AIRCRAFT
- LOSS OF ALL FLIGHT INFORMATION SYSTEMS
    - INFLIGHT
- AN OVERDUE AIRCRAFT
    - Beyond 30 minutes after the pilot should have reported arrival and unable to locate pilot or aircraft

THIS MONTH IN HISTORY

American Airlines Flight 191 was departing Chicago's O'Hare International Airport on May 25, 1979. The aircraft crashed just moments after takeoff.

ENGINE SEPARATED

The National Transportation Safety Board (NTSB) found that the number one engine separated from the left wing, flipping over the top of the wing and landing on the runway. As the engine separated from the aircraft, it severed hydraulic fluid lines that locked the wing's leading edge slats in place and damaged a three-foot section of the left wing's leading edge.

NUMBER TWO MAX POWER

As the jet began to climb, the damaged left wing stalled with the number two engine running at full takeoff speed. The disrupted and unbalanced aerodynamics of the aircraft caused it to roll abruptly to the left until it was partially inverted, reaching a bank angle of 112 degrees.

CONTRIBUTING CAUSE

The engine separation was attributed to damage to the pylon structure holding the engine to the wing.

Aviation safety is growing in knowledge and comprehension of safety systems.