



SAFETY CORNER

CORPORATE AIR
NEWSLETTER

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

WHAT IS SMS

A Safety Management System is an addition layer of safety. When SMS was first mandated by ICAO to aviation industry as a regulatory requirement, one question asked by operators was why the Global Aviation Industry, being Airlines or Airports need a Safety Management System (SMS) today, when they were safe yesterday without an SMS? What is your opinion to this question?

Enter your response here: <https://goo.gl/du9Lkf>

GOOD SAFETY RECORD DOES NOT GUARANTY SAFETY

The Safety Management System is sold by ICAO and the FAA as a businesslike approach to safety. SMS is a tool for the Accountable Executive to take the pressure off a busy schedule.

SMS is a structured process that obligates organizations to manage safety with the same level of priority that other core business processes are managed.

It is how the tools and techniques are used, along with a focus on investigation of events, which makes the quality and safety management systems different.

The quality systems do not investigate incidents or accidents for risk assessment.

Quality systems audit output of a process only for variance, and makes adjustments. SMS investigates events, looking for contributing factors from all influencing sources.

One of the purposes of an SMS is to improve the safety performance, and therefore reduce the exposure to risk of having an accident. It is not focused on the safety record per se.

There are many aviation companies that have extremely good safety records, but are operating with risky behavior or inadequate organizational structures, and have just not had an accident yet. A good safety record, just like a good quality record, does not guarantee safety.



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AVIATION EVENT

On 15 March, 1960, Captain Roger Cooper landed his U2 Spy Plane on the frozen surface of Wapawekka Lake in Saskatchewan after suffering a fatal engine failure.

Cpt. Cooper had been flying over Russia and was returning to his base and was forced to land on a lake near La Ronge, Saskatchewan.

Local contractors with construction equipment were directed to move their equipment to the landing site. They had to move 50 miles or more through some of the most remote and inaccessible areas of the world to get to the lake. The aircraft was repaired and an airstrip was cleared on the lake. Official story is different than the story told by one contractor.



*U2 parked
on a frozen
lake in
1960.*

THE SAFETY POLICY

An effective Safety Policy is a policy tailored to the organization that all personnel can recognize, accept accountability for and take ownership of. Without ownership of the Safety Policy, the policy is not effective and could more of a distraction from safety than an asset to safety. Without accountability to the Safety Policy, it often becomes more important to adhere to the text than to the intent of safe operations.

Our Safety Policy states in part that *“Safety is paramount for the safe operations of aircraft and safe environment for personnel.”*

Corporate Air personnel are accountable to safety by performing responsibilities, duties and activities in the safest practical manner.



WHEN OPERATIONAL CHANGES GO UNDETECTED



A safety policy expectation is to ensure safety for all.

When operational changes go undetected they become “normal” to operations. A policy may at first sight appear to be applicable indefinite, since at the time of implementation its intentions were to promote safety. When the policy is reviewed it could appear to be an attack on safety itself.

Over the history of aviation, it has been unheard of to question safety or a Safety Policy. However, by allowing for a safety review of the policy, or in other words question safety, new doors are opened for continuous safety improvement to aviation safety.

THIS MONTH IN HISTORY

USAIR 427

On September 8, 1994, USAir flight 427, a Boeing 737 crashed while maneuvering to land at Pittsburgh International Airport. Flight 427 was on a scheduled domestic passenger flight from Chicago-O'Hare International Airport, to Pittsburgh. The flight departed 1810, with 2 pilots, 3 flight attendants, and 127 passengers on board. The airplane entered an uncontrolled descent and impacted terrain near Aliquippa, Pennsylvania, about 6 miles northwest of the destination airport. The airplane was destroyed by impact forces and fire. Visual meteorological conditions prevailed for the flight, which operated on an instrument flight rules flight plan.

The safety issues in this report focused on Boeing 737 rudder malfunctions, including rudder reversals; the adequacy of the 737 rudder system design; unusual attitude training for air carrier pilots; and flight data recorder (FDR) parameters.

PROBABLE CAUSE

The National Transportation Safety Board determines that the probable cause of the USAir flight 427 accident was a loss of control of the airplane resulting from the movement of the rudder surface to its blowdown limit. The rudder surface most likely deflected in a direction opposite to that commanded by the pilots as a result of a jam of the main rudder power control unit servo valve secondary slide to the servo valve housing offset from its neutral position and overtravel of the primary slide.



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