



# SAFETY CORNER

CORPORATE AIR NEWSLETTER

APRIL 2019

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

### SMS IS A TOOL IN THE TOOLBOX

It has been said that a Safety Management System, (SMS), is self-regulating of aviation. SMS may be lot of things, but self-regulating is not one of them. SMS is self-management, and a tool for an operator to manage day to day operation, to plan for the future and to analyze processes applied in the past for further improvement of operational safety.

### ACCOUNTABILITY

Accountability is not the same as responsibility. Accountability is an overarching customer expectation of an organization to deliver high quality service. Accountability is individualized, while responsibility is generalized. Accountability requires answers to facts, while responsibility does not necessarily require answers and can be delegated downward in the organizational structure. Accountability is pre-determined, while responsibility can be assigned after the fact. Responsibility becomes the blaming-game and does not function well to ensure delivery of high quality Safety Management System, or best possible quality in customer service.



### SMS OFFICE

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*One purpose of the Safety Management System is to find answers to questions nobody had imagined should be asked.*

*The key to success is to look for what makes the organization successful, then prioritize and work on these successful tasks.*

*Remember; If you don't design your own goal achievement plan, chances are you'll fall into someone else's plan. And guess what they have planned for you? Not much.*



### 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>



### TRIVIA

Take The Trivia Challenge Now

- [Where In The World?](#)



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2.11 SAFETY RISK MATRIX

## SAFETY RISK LEVEL

		SHL 3	MONITOR	SHL 1	PAUSE	SHL 4	SUSPEND	SHL 5	STOP
10	9								
8	7								
6	5								
4	3								
2	1								
		A	B	C	D	E	F	G	H

**LIKELIHOOD LEVEL**

FACTORS TO CONSIDER WHEN ASSESSING SEVERITY LEVEL AND LIKELIHOOD LEVEL  
 HUMAN FACTORS - ORGANIZATIONAL FACTORS - ENVIRONMENTAL FACTORS - SUPERVISION FACTORS  
 THE HIGHEST LEVEL BECOMES THE DETERMINING FACTOR

**ACTION REQUIRED**

SHL 2	YELLOW	COMMUNICATE	MONITOR
SHL 1	BLUE	COMMUNICATE	MONITOR
SHL 4	ORANGE	COMMUNICATE	MONITOR
SHL 5	RED	COMMUNICATE	MONITOR

**DEFINITIONS**

LIKELIHOOD	SEVERITY
<b>A) Inconceivable</b> Times between intervals are imaginary, theoretical, virtual, or fictional.	<b>1) Informational</b> A severity level that is not compatible with another fact or claim of the hazard.
<b>B) Rarely</b> Times between intervals are beyond factors applied for calculation of problem-solving in operation.	<b>2) Negligible</b> A severity level with insignificant consequences.
<b>C) Remotely</b> Times between intervals are separated by breaks, or spaced greater than normal operations could foresee.	<b>3) Minor</b> A severity level inferior in importance, size or degree.
<b>D) Randomly</b> Times between intervals are without definite aim, direction, rule, or method.	<b>4) Low</b> A severity level that would attract attention to operational process, cause operational inconvenience, or unscheduled events.
<b>E) Variable</b> Times between intervals are indefinable.	<b>5) Considerable</b> A severity level large in extent or degree.
<b>F) Occasionally</b> Times between intervals are inconsistent.	<b>6) Major</b> A severity level involving an industry standard defined risk, or a risk significant in its size, amount, or degree.
<b>G) Often</b> Times between intervals are protracted and infrequent.	<b>7) Significant</b> A severity level having influence or effect of a noticeably or measurably large amount caused by something other than mere chance, or ignorance.
<b>H) Frequently</b> Times between intervals are reliable and dependable.	<b>8) Inevitable</b> A severity level having influence or effect of an irrevocable harm, damage, or loss.
<b>I) Regularly</b> Times between intervals are short, constant and dependable.	<b>9) Critical</b> A severity level of a turning point with an abrupt change approaching a state of crisis and sufficient to elicit a chain reaction of undesirable events, occurrences, incidents, accidents or disaster.
<b>J) Systematically</b> Times between intervals are methodical, planned and dependable, without defining the operational system or process involved.	<b>10) Catastrophic</b> A severity level where functions, movements, or operations cease to exist.

SAFETY MANAGEMENT SYSTEM VOLUNTARY PROGRAM  
 APPENDIX B - FORMS DIRECTORY - REVISION ORIGINAL 10/2/2018

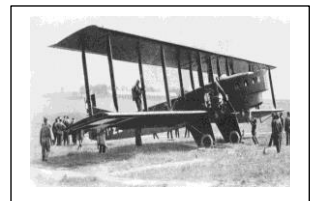
### THIS MONTH IN HISTORY DH18A & GOLIATH - FRANCE

One of the first Airc-designed aircraft for airline work after World War I was the de Havilland DH.18A. One aircraft owned by the Air Ministry was transferred from Instone Air Line to Daimler Hire Limited for operation on the Croydon-Paris route.

On 7 April 1922, four days after Daimler Hire commenced operations with the DH.18A, they were flying mail from Croydon bound for Le Bourget, Paris. The Goliath aircraft had departed Le Bourget with three passengers and a mechanic.

The DH.18A collided with the Goliath 110 km north of Paris. There were no survivors.

[VIDEO GOLIATH AIRCRAFT](#)



### SAFETY RISK LEVEL MATRIX

The Safety Risk Level Matrix is applied to establish a risk level. Risk levels in the green or yellow areas are acceptable risks. Risk in the blue area may or may not be acceptable. Levels into the orange or red are not acceptable. Decisions are in Actions Required.



*Emotional risk assessment is a contributor to disaster.*