



SAFETY CORNER

CORPORATE AIR NEWSLETTER

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

SAFETY MANAGEMENT SYSTEM TRAINING

Implementation of the Safety Management System (SMS) is moving forward and during the next several weeks training sessions are planned for the different locations at Billings, Casper, Fargo, Great Fall, Salt Lake City and Honolulu. The training includes both maintenance and flight crew personnel. The FAA is observing and assessing quality of training.

TRAINING CURRICULUM

The training includes SMS requirements in the SMS Voluntary Program Standard.

Areas of training include:

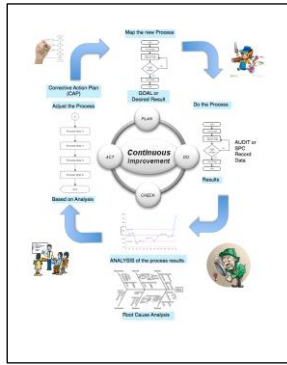
- SMS Applicability;
- Safety Policy;
- Safety Risk Management;
- Safety Assurance;
- Safety Promotion;
- SMS Documentation and Recordkeeping; and
- Emergency Response Plan.

Preparation for the SMS training is available online at: <https://goo.gl/f4nixW>

This presentation is a Google Slide presentation with progress questions within the presentation itself.

YouTube Learning Tools are also included.

Training concludes with a 10 question Quiz



Director of Safety

Phone: (406) 461-7560

strandb@corporateair.net

WHY I WANT TO BE A PILOT

- Written by a 5th grade student

When I grow up I want to be a pilot because it's a fun job and easy to do. That's why there are so many pilots flying around these days. Pilots don't need much school. They just have to learn to read numbers so they can read their instruments. I guess they should be able to read a road map, too. Pilots should be brave to they won't get scared it it's foggy and they can't see, or if a wing or motor falls off. Pilots have to have good eyes to see through the clouds, and they can't be afraid of thunder or lightning because they are much closer to them than we are. The salary pilots make is another thing I like. They make more money than they know what to do with. This is because most people think that flying a plane is dangerous, except pilots don't because they know how easy it is. I hope I don't get airsick because I get carsick and if I get airsick, I couldn't be a pilot and then I would have to go to work.

OBJECTIVE OF TRAINING

The objective of this training is for all personnel to become familiar with the concept of a Safety Management System (SMS) and have knowledge of how to submit hazard or event reports using paper form, WBAT or electronic Event Reporting form. A workshop-task is included at the end of this presentation. There is a video of an airplane event applied as a scenario for reporting. At the conclusion the candidate should be familiar with SMS and how to file reports.

THE BEST COULD FAIL

On March 27, 1977, two Boeing 747 passenger jets collided on the runway at Los Rodeos, on the Spanish island of Tenerife, Canary Islands. It was the worst accident in aviation history. As a result of the complex interaction of human factors, organizational factors, supervision factors, environmental factors in critical areas of operations was leading up to this aircraft incident, the disaster at Tenerife has served as a textbook example for reviewing the processes and frameworks used in aviation mishap investigations and accident prevention. An increased emphasis was placed on using standardized phraseology in ATC communication by controllers and pilots alike, thereby reducing the chance for misunderstandings. Crew resource management grew out of this 1977 Tenerife airport disaster.



The Captain of the KLM flight was the chief flight instructor for the Boeing 747, at the time of the incident was in charge of training all of KLM's pilots on this type of aircraft and the head of KLM's flight training department.

TRACK RECORD IS NO GUARANTEE

"When anyone asks me how I can best describe my experience in nearly forty years at sea, I merely say, uneventful. Of course there have been winter gales, and storms and fog and the like. But in all my experience, I have never been in any accident... or any sort worth speaking about. I have seen but one vessel in distress in all my years at sea. I never saw a wreck and never have been wrecked nor was I ever in any predicament that threatened to end in disaster of any sort." – F. J. Smith. 1907. Captain. RMS Titanic

THIS MONTH IN HISTORY

On February 3, 1959, rock and roll musicians Buddy Holly, Ritchie Valens, and J. P. "The Big Bopper" Richardson were in a plane crash near Clear Lake, Iowa, together with pilot Roger Peterson.

CLEAR LAKE IOWA

The long journeys between venues on board the cold, uncomfortable tour buses adversely affected the performers, with cases of flu and even frostbite. After stopping at Clear Lake to perform, and frustrated by such conditions, Holly chose to charter a plane to reach their next venue in Moorhead, Minnesota.

WINTER WEATHER CONDITION

Soon after takeoff, late at night and in poor, wintry weather conditions, the pilot lost control of the light aircraft, a Beechcraft Bonanza, which subsequently crashed into a cornfield. The event has since been mentioned in various songs and films. A number of monuments have been erected at the crash site and in Clear Lake, where an annual memorial concert is also held at the Surf Ballroom, the venue that hosted the artists' last performance.

INTRODUCTION TO SMS

SMS IS CONTINUOUS SAFETY IMPROVEMENT

"A Safety Management System is continuous processes to improve safety"