



SAFETY CORNER

CORPORATE AIR
NEWSLETTER

JULY 2019

PROJECT MANAGEMENT – QUALITY LEADERSHIP – STRATEGY SOLUTIONS

STRIKES

Getting the job done could be a distraction to priorities and a contributing cause to wingstrike while taxiing or towing an airplane. Over the last year we had a few strikes damaging airplanes while taxiing or to striking parked airplanes. In 20/20 hindsight it didn't make sense to the person involved, or anyone that it could happen. Strikes don't happen deliberately, but often because the priority is on getting the job done. This does not imply that you either get the job done or have a strike, but that there is a higher risk for an event to occur when the mindset is time performance rather than behavior performance.

COST OF STRIKES

The cost of a wingstrike or other damages to an airplane is not just the monetary cost, but a cost to the operational safety culture and customer service. There were no good reasons for any of the strikes to happen, and it's only accountability that prevents future strikes.



SMS OFFICE

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"Move out of your comfort zone. You can only grow if you are willing to feel awkward and uncomfortable when you try something new."
-Brian Tracy

"When SMS is implemented only as a mandatory regulatory requirement it becomes a safety distraction and not safety processes to ensure operational safety. However, when SMS is unconditionally accepted as processes to manage safety it becomes an operational safety tool."
-Aviation Blog



STRIKE GOALS

Setting goals not to have any strikes is not a guarantee that strikes will not happen in the future. It is what we do about achieving the goals that matters. Our goal is that between today and May 31, 2020, we have zero wing, tail or other strikes. In other words, we apply accountability and zero tolerance to compromise aviation safety. Here is a link to the Goal Page:

<http://bit.ly/2MXVBzs>

HOW TO ACHIEVE YOUR NO-STRIKE GOAL

1. Write it down now;
2. Read it daily; and
3. Believe You can do it.

TOWING TRAINING

<http://bit.ly/31NiHMG>

SMS OPS BULLETIN

- TAXIING
- CHOCKS

WING STRIKE COUNTDOWN

TAXIING OR TOWING

ZERO STRIKES GOAL TO
MAY 31, 2020

<http://bit.ly/2MXVBzs>

WHERE IN THE WORLD

<http://bit.ly/2HuhNw6>



SMS REPORTING

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

<http://bit.ly/2VmfFhQ>

THIS MONTH IN HISTORY

FLIGHT 2431

Aeroméxico Connect Flight 2431 bound for Mexico City crashed on takeoff from Durango International Airport on 31 July 2018. Shortly after becoming airborne, the plane encountered sudden wind shear caused by a microburst. The plane rapidly lost speed and altitude and impacted the runway, detaching the engines and skidding to a halt about 1,000 feet beyond the runway. The plane caught fire and was destroyed. All 103 people on board survived.

Investigators found that the primary cause of the accident was adverse weather conditions encountered by the flight. An unauthorized student pilot who was flying the airplane plane during the takeoff caused the crew to be distracted.

The accident and the subsequent investigation led to changes in Mexican aviation regulations to prevent non-assigned crew members from being present in the cockpit of an aircraft at any time during a flight.



There is a hidden history at the end every runway.