



SAFETY CORNER

CORPORATE AIR NEWSLETTER

OCTOBER 2017

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

SAFETY MANAGEMENT SYSTEM

The Safety Management System at Corporate Air was submitted to the FAA in July of this year for their review and acceptance. We have not received any feedback from FAA on the status of the plan. We are moving forward with the SMS by preparing for a fully compliant Safety Management System and installing the "SafetyCorner" at Casper WY, Fargo ND, Great Falls MT, Honolulu HI and Salt Lake City UT. One "SafetyCorner" was installed at Casper WY hangar on September 21st and is readily available for both pilots and mechanics in the hangar lunch room.



SAFETY CORNER

- Safety Policy;
- Executive Summary;
- Reporting Options;
- Reporting Drop Box;
- Reporting Flow Chart;
- SMS Reference Handbook;
- Goals;
- Trends; and
- Newsletter

Traditionally, in rail and in other safety-critical industries, safety had been pursued through compliance with prescriptive rules and regulations. In the 1990s, however, advancements in safety research demonstrated that organizations could be compliant with prescriptive regulations, yet still be unsafe. More specifically, compliance did not necessarily mean effectively managing risks.

SMS information Corporate Air website: <http://corporateair.net/SMS.htm>



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- "Anyone who conducts an argument by appealing to authority is not using his intelligence; he is just using his memory." *Leonardo da Vinci*
- "For once you have tasted flight you will walk the earth with your eyes turned skywards, for there you have been and there you will long to return." *Leonardo da Vinci*



"A process is like an old airplane, it must be maintained to be operational safe."

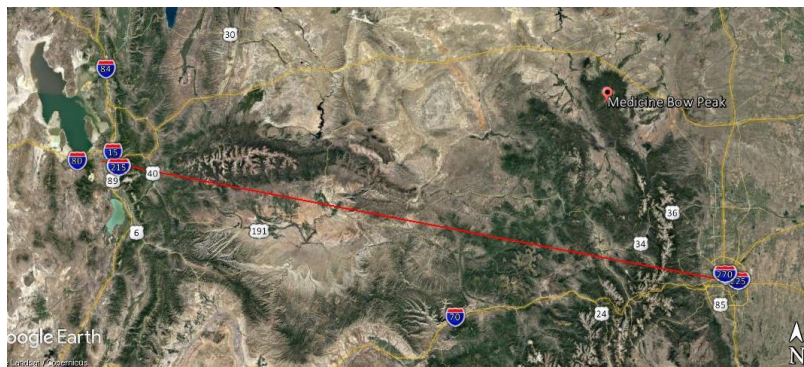
THE BEAUTY OF A SAFETY MANAGEMENT SYSTEM

A Safety Management System does not override this regulatory requirement. The purpose of the Safety Management System is to operate with an additional layer of safety and improve safety by continuous or continual improvements. Continuous improvement is to make changes to the current processes for improvement, while continual improvement is achieved by identifying process capability and making changes to the capability of operations, or processes to produce a more desired outcome. The beauty of an SMS is that the Safety Management System contains a process for ensuring that personnel are trained and competent to perform their duties and that they are accountable to safety. The Captain must always be trained to be competent to make final decisions and perform duties as the final authority. This authority cannot be removed from the Captain. Accountability within an SMS-world is for a person, without supervision, to comply with regulatory requirements, standards, policies, recommendations, job descriptions, expectations or intent of job performance and for personnel to be actively and independently involved. Derived from accountability comes a Just Culture, which is an organizational culture where there is Trust, Learning, Accountability and Information Sharing.

WHAT SMS IS NOT

SMS is not the magic wand of miracles for accidents never to happen again and SMS is not a system where prescriptive expectations are applied as regulations. SMS is not a one-fit-all model and SMS is not a model where everything is acceptable. SMS is not emotions or opinions based and SMS is not where processes must conform to SMS design. SMS is not a system of perfect people or a system within a perfect virtual world. SMS is not the trial and error system and SMS is not a system with an end or beginning. SMS is not to roll the dice for an answer, but it's to drop the marbles to see where they scatter.

UA409, 10/6/1955 - Denver CO – Salt Lake City UT



THIS MONTH IN HISTORY

United Airlines Flight 409 departed DEN for SLC October 6, 1955 at 6:33 AM. The aircraft was a Douglas DC-4 propliner, registration N30062, which crashed into Medicine Bow Peak, near Centennial, Wyoming. There were 66 fatalities, 63 passengers and 3 crew members.

WORSE AIRPLANE CRASH

At the time, this was the worse airline crash in the history of American aviation. The routing was Laramie, Rock River, Fort Bridger to accommodate for a non-pressurized aircraft altitude. This route was designed to allow safe passage at 10,000 feet over the continental divide in the Rocky Mountains.

POSITION REPORT

An expected position report from the United crew, scheduled for 8:11 a.m. while over Rock Springs, was not received, and repeated attempts to make radio contact with flight 409 were met with no response. With the airliner's status unknown, the Civil Aeronautics Authority was alerted to the missing aircraft. No radar was in place for civil aviation in this region in 1955.

MEDICINE BOW PEAK

Wyoming Air National Guard launched two search aircraft and at 11:40 AM a black stain and wreckage just southwest of the highest portion of Medicine Bow Peak was located.



The silver tint in the clouds of doubt; And you never can tell how close you are; It might be near when it seems afar; So stick to the fight when you're hardest hit; it's when things seem worst that you must not quit.