



# SAFETY CORNER

CORPORATE AIR  
NEWSLETTER

OCTOBER 2019

## SAFETY MANAGEMENT SYSTEM - PROJECT SOLUTIONS QUALITY LEADERSHIP

### SNOW ICE SLUSH

Winter is approaching fast and by the end of October several places could have a blanket of snow on the ground. Everyone is preparing for winter operations, being pilots, airports or aircarriers.

Pilots goes through training for flight in icing conditions and more important, avoid icing conditions with and an emergency exit plan. When flying in clouds and climbing or descending through the freezing level to the freezing side, an aircraft will always pick up ice. Icing can vary from light rime ice to severe mixed icing. Whatever type of icing it is, the contamination affects aircraft performance negatively.

Deicing or anti-icing on the ground is to ensure that all contaminants are removed prior to rotation and the initial climb. Even an amount of almost undetectable frost affects lift and aircraft performance. An aircraft contaminated with frost could become airborne and then stall.



#### SMS OFFICE

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*Building a safety policy needs a blueprint just like the construction of a building or building a road. Without a safety policy blueprint, or directions, the policy could become anything but a safety policy. A safety policy blueprint is to establish directions for the policy, directions for the accountable executive and all personnel.*



# AIRPORTS

Airport operators are in the same boat as pilots and air carriers when it comes to ensure aircraft safety during the winter months. The first task for an airport is to clear the runway of snow, slush or ice. The second task is to issue Runway Surface Condition Reports via NOTAM to pilots. It might be necessary to clear the runway several times and issue several RSC reports daily. A runway might be unusable for aircraft operations with strong crosswinds. Should the runway be an immediate threat to aviation safety, it must be closed until cleared.

**Write down your goals daily!**

## GOAL ACHIEVEMENT PLAN

Safety in aviation does not happen by itself. Since the beginning of aviation, safety was common sense while accidents still happened. Safety was learned from incidents and safety was improved by making changes to avoid specific incidents and not so much the cause of the accident. During the history of aviation, a pilot, as the last link of an event, would be the root cause of an accident with the root cause assigned as pilot-error and failure to complete one task. The pilot would be reprimanded as a deterrent for other pilots not to do the same mistake. By having a Goal Achievement Plan in place, pilots are in a better position to avoid being assigned a pilot-error root cause.

## WHERE IN THE WORLD

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



## 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/2muOgdK>

## CRANBROOK, BC AIR DISASTER

On February 11, 1978 Pacific Western flight 314 was on a flight to Cranbrook (YXC) with an ETA of 13:05. It was snowing at Cranbrook with the visibility 3/4 of a mile, and a snow removal vehicle was clearing the runway.

The aircraft crossed Skookum for the ILS RWY 16. Just after touchdown the crew noticed a snow plough on the runway. A go-around was initiated immediately. However, one of the thrust-reversers didn't fully re-stow because hydraulic power was automatically cut off at lift-off.

The aircraft flew down the runway at a height of 50 to 70 feet, flying over the snow plough. The left engine thrust reverser doors deployed. The airplane climbed, banked steeply and side-slipped into the ground to the left of the runway.

