PRISM

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ROTARY WING NEWSLETTER

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SAFETYWIRE

FAA Rotorcraft Accident Summary for all of Fiscal Year 2022

(By: Rhodri Norton-Quick and Susan Cadwallader; Source: Lee Roskop, FAA)

PRISM Introduction

The FAA's Fleet Safety Section (AIR-723) has released its annual report summarizing all rotorcraft accidents and fatalities for US registered helicopters for Fiscal Year 2022 (Oct 1, 2021—Sep 30, 2022). Special acknowledgement and thanks go to Lee Roskop of that FAA Branch who relentlessly compiles this data.

It is hard to tackle a problem if you cannot define the problem— so this Dashboard provides the rotorcraft industry the necessary data. The next section captures Lee's summary notes, followed by several of the graphs and charts in the Dashboard. You can view the entire Accident Dashboard here: Rotorcraft Accident Dashboard

Rotorcraft Accident Dashboard

Last Updated: 10/03/2022

Cumulative FY22 Summary, Oct-Sep

FY22 Totals: 130 accidents, 21 fatal accidents, 35 fatalities

Accidents (total of fatal & non-fatal accidents):

- The FY22 estimated accident rate was 4.81 per 100K hours.
- The FY22 accident count was:
    - 3rd highest for the 10 year period of FY13-FY22
    - First time since FY14 that there were 130 or more accidents in the year
    - 21% higher than FY21's total of 107 accidents
    - 14% higher than the most recent 5 year average
- Five highest industry sectors accounted for 77% of accidents and were:
    - Personal/Private 21% (27 accidents)
    - Instructional/Training 19% (25 accidents)
    - Aerial Application 18% (24 accidents)
    - Helicopter Air Ambulance 12% (16 accidents)
    - Law Enforcement 7% (9 accidents)

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Fatal Accidents:

- The FY22 estimated fatal accident rate was 0.78 per 100K hours.

- The FY22 fatal accident count was:

  - 5th highest for the 10 year period of FY13-FY22
  - First time since FY18 that there was only a single month during the FY without a fatal accident (May)
  - 24% higher than FY21's total of 17 fatal accidents
  - No change compared to the most recent 5 year average

-Distribution of accidents throughout the FY:

  - 13 of the 21 fatal accidents (62%) occurred in the first 6 months of the FY (Oct 2021 – Mar 2022)
  - December led all months with 4 total fatal accidents
  - July through September had the fewest fatal accidents of any 3 month stretch in the FY, with 3 total (1 each month)

-Fatal accidents by industry sector:

  - Personal/Private led all industry sectors with 8 fatal accidents, 38% of the FY22 total
  - The remaining 13 fatal accidents were distributed across 8 different industry sectors. One had 3 fatal accidents, all others had 2 or 1.

-16% of all accidents in FY22 were fatal, unchanged from FY21 and 2% lower than the average for the 10 year period of FY13-FY22 (18%)

Fatalities:

- The FY22 estimated fatality rate was 1.3 per 100K hours, nearly unchanged from FY21 (1.31).

  - The number of fatalities in FY22 (35) was 17% lower than the most recent 5 year average (42).

U.S. Helicopter Safety Team (USHST) Calendar Year Metrics

- Goal: Reduce the 5 year average fatal accident rate to 0.55 per 100K hours by 2025. The USHST uses the 5 year average fatal accident rate from CYs 2014-2018 (0.62 per 100K hours) as their baseline for measurement.

- The CY 2018-2022 5 year average fatal accident rate was 0.8 per 100K hours through Sep 2022.

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Analyst Note: This data is publicly available here: Rotorcraft Accident Dashboard. The data is both promising and troubling at the same time, while great strides have been made within the rotor wing sector of the industry, there is still much room for improvement. The telltale sign for me, is the uptick in fatal accident rate per 100,000 flight hours. Its current trend puts the marker on a trajectory uncomfortably close to one accident per 100,000 flight hours.

FY22: October-September

129	Total Accidents
▲21%	vs. Same Period, Previous FY
▲14%	vs. Same Period, 5 Year Average
21	Fatal Accidents
▲24%	vs. Same Period, Previous FY
- 0%	vs. Same Period, 5 Year Average
35	Fatalities
▲3%	vs. Same Period, Previous FY
▼17%	vs. Same Period, 5 Year Average
4.77	Accident Rate (per 100K hours)
▲16%	vs. Same Period, Previous FY
▲19%	vs. Same Period, 5 Year Average
0.78	Fatal Accident Rate (per 100K hours)
▲19%	vs. Same Period, Previous FY
▲4%	vs. Same Period, 5 Year Average
1.30	Fatality Rate (per 100K hours)
▼1%	vs. Same Period, Previous FY
▼14%	vs. Same Period, 5 Year Average

**5 Year Average Rates are just for reference, 5 year rates are not normally distributed.*

U.S. Registered Rotorcraft Event Counts

	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Grand Total
Accidents	9	8	11	4	9	11	13	7	15	19	14	9	129
Fatal Accidents	2	1	4	1	3	2	2	0	3	1	1	1	21
Fatalities	3	1	7	2	6	4	3	0	4	2	2	1	35

Same time period, previous FY:
Accidents: **107**; Fatal Accidents: **17**; Fatalities: **34**.

Accidents 4 – 19 | Fatal Accidents 0 – 4 | Fatalities 0 – 7

Estimated Rates by Month (per 100,000 flight hours)

	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Grand Total
Accident Rate	3.76	3.91	6.15	2.20	4.34	4.59	5.36	2.93	5.95	7.50	6.04	3.86	4.77
Fatal Accident Rate	0.84	0.49	2.24	0.55	1.45	0.84	0.82	0.00	1.19	0.39	0.43	0.43	0.78
Fatality Rate	1.25	0.49	3.91	1.10	2.89	1.67	1.24	0.00	1.59	0.79	0.86	0.43	1.30

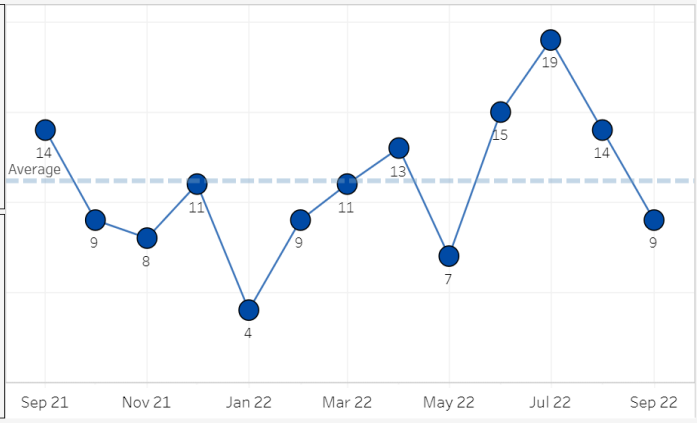
Same time period, previous FY:
Accident Rate: **4.11**; Fatal Accident Rate: **0.65** ; Fatality Rate: **1.31**.

Accident Rate 2.20 – 7.50 | Fatal Accident Rate 0.00 – 2.24 | Fatality Rate 0.00 – 3.91

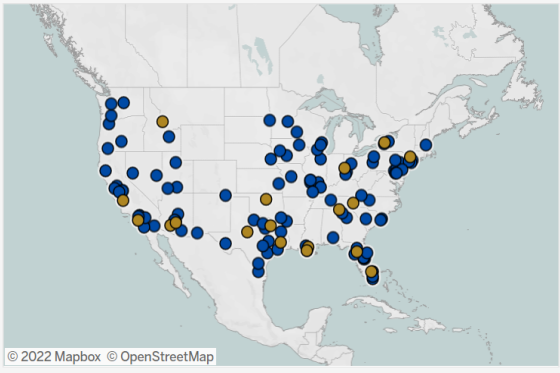
U.S. Registered Rotorcraft 13 Month Accident Count

vs. Same Month Previous Year: ▼36%

vs. 12 Month Average: ▼19%



Accident Details



Map | Summary

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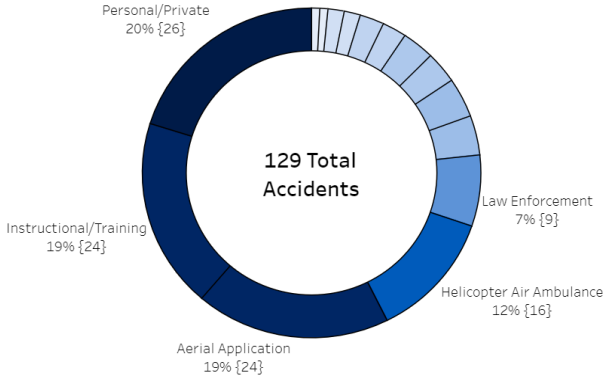
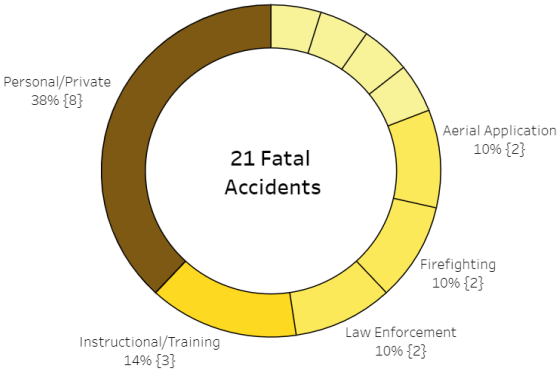
Accidents by Industry Sector

All Accidents



Business	1% {1}
Logging	1% {1}
Aerial Observation	2% {2}
Offshore	2% {2}
External Load	2% {3}
Utilities Patrol / Construction	2% {3}
Commercial	3% {4}
Firefighting	3% {4}
Air Tour / Sightseeing	4% {5}
Unknown	4% {5}
Law Enforcement	7% {9}
Helicopter Air Ambulance	12% {16}
Aerial Application	19% {24}

Fatal Accidents



Air Tour / Sightseeing	5% {1}
External Load	5% {1}
Helicopter Air Ambulance	5% {1}
Offshore	5% {1}
Aerial Application	10% {2}
Firefighting	10% {2}
Law Enforcement	10% {2}
Instructional/Training	14% {3}
Personal/Private	38% {8}

The following notes apply to the charts above:
Data is subject to change
**The accident numbers for each month of the Fiscal Year may vary from what was reported previously based on analysis between FAA and NTSB databases for the specified month.*
**For rate calculations, FY 2021-22 rotorcraft flight hours were based on the FAA's FY2022-2042 forecast (released July 2022). Historic rotorcraft flight hours were extracted from General Aviation and Part 135 Activity Survey. The survey categorizes flight hours by calendar year.*

Fatal Accidents Brief Summary

Pending	9/11/2022	- Airbus Helicopters EC120B, N409HH, Part 91, Subang, MALASYIA, 1 fatal
NTSB: ERA22FA383	8/23/2022	- Bell 206Bs, N770HP, Part PUBU, Whiteside, TN, 2 fatal - Law enforcement; struck high tension power line during accident sequence - Crashed in wooded area, no additional details
NTSB: CEN22FA331	7/21/2022	- Restricted Category CH-47, N388RA, Part PUBU, North Fork, ID, 2 fatal - Firefighting; bucket attached as external load - Positioning to refill bucket; crashed into Salmon River
NTSB: ANC22FA047	6/26/2022	- Restricted Category UH-1, N9970F, Part 133, Clear, AK, 1 fatal - Firefighting support, lifting supplies - Crashed, unknown circumstances; post-crash fire
NTSB: CEN22FA288	6/26/2022	- Robinson R44, N4124D, Part 137, Blackwell, TX, 1 fatal - Aerial application flight; wire strike

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Fatal Accidents Brief Summary

NTSB: ERA22FA262	6/7/2022	- Enstrom F-28, N600TA, Part 91, Greenville, OH, 2 fatal - Personal use flight; planned destination of Lebanon, OH according to another pilot - Crashed in driveway of pilot's residence
NTSB: ERA22FA207	4/26/2022	- Bell 429, N507TJ, Part 91, Elba, NY, 2 fatal - Helicopter Air Ambulance a/c on instructional/training flight - Crashed, unknown circumstances
NTSB: ANC22FA030	4/15/2022	- Robinson R22, N7516G, Part 91, Gila Bend, AZ, 1 fatal - Instructional/training flight; solo-cross country, Chandler (CHD) to Gila Bend (E63) - Rapid, near vertical descent approaching Rwy 22 at E63
NTSB: CEN22FA151	3/25/2022	- Robinson R44, N514CD, Part 91, Rowlett, TX, 2 fatal - Instructional/training flight; a/c was at slow speed and altitude of 2,000 feet - Video of uncontrolled descent w/separated tail boom
NTSB: ERA22FA160	3/18/2022	- MD Helicopters, Inc. 369, N650AG, Part 91, Loxahatchee, FL, 2 fatal - Personal use flight; Flying at 25 to 75 feet AGL and collided with power line - Pilot and pilot rated pax did not have a helicopter rating
NTSB: ANC22FA018	2/22/2022	- Sikorsky S-61, N615CK, Part 133, Kekaha, HI, 4 fatal - External load flight to retrieve inert training torpedoes from the Pacific Ocean; was over land and near ordnance recovery area about 200 ft AGL; pitched nose down - Witnesses reported crashed in near vertical altitude
NTSB: WPR22FA101	2/19/2022	- MD Helicopters, Inc. 500N, N521HB, Part PUBU, Newport Beach, CA, 1 fatal - Night law enforcement flight; orbiting to keep infrared camera on ground altercation - A/c yawed right; continued rotation until water impact
NTSB: WPR22FA098	2/16/2022	- Restricted Category UH-1, N72297, Part 137, Coalinga, CA, 1 fatal - Night aerial application flight; ceased spraying when wind increased, departed area - A/c wreckage found 6 miles SE of last known position
NTSB: CEN22FA100	1/14/2022	- Bell 407, N167RL, Part 135, Houma, LA, 2 fatal - On-demand flight with 1 passenger - Witness observed a/c in nose down descent into trees
NTSB: ERA22FA098	12/30/2021	- Robinson R44, N442VB, Part 91, Bronson, FL, 4 fatal - Personal use flight; night departure from private residence - Crashed 9 minutes after departure
NTSB: CEN22FA086	12/30/2021	- Bell 206Bs, N8AU, Part 91, Livingston, TX, 1 fatal - Sightseeing flight; hovering over trees near home of one of the pax - Began uncontrolled right rotation, struck tree, crashed
NTSB: ERA22FA096	12/29/2021	- Robinson R44, N544SC, Part 91, Cosby, TN, 1 fatal - Personal use flight; departed w/ leased a/c from service center; deteriorating weather - 12 min later, a/c observed flying out of fog/hitting trees
NTSB: CEN22FA073	12/14/2021	- Bell 407, N150AS, Part 91, LaPlace, LA, 1 fatal - Personal use flight; flying from 75 to 175 ft AGL above I-10 enroute to New Orleans - Crashed after striking guy wire bridge
NTSB: CEN22FA053	11/28/2021	- Bell 206Bs, N59600, Part 91, Perry, OK, 1 fatal - Personal use flight; control loss while at 50 ft AGL/25 knots - Unable to recover control, crashed, post-crash fire
NTSB: ERA22FA010	10/10/2021	- Robinson R44, N637HP, Part 91, Cornwall, NY, 1 fatal - Personal use flight; 70 minutes into planned route from Glenn Falls to Ronkonkoma - Over Hudson River, made series of turns before crash
NTSB: WPR22FA001	10/1/2021	- Robinson R22, N412TL, Part 91, Chandler, AZ, 2 fatal - Instructional/training flight; traffic pattern at Chandler Municipal Airport - Midair collision w/Piper PA-28-181 airplane

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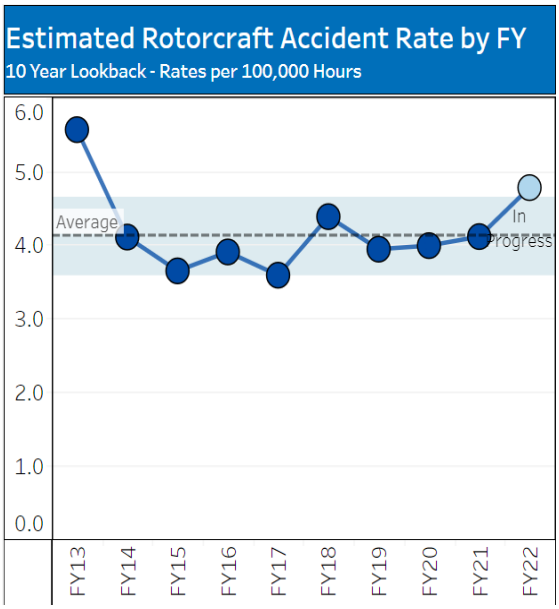

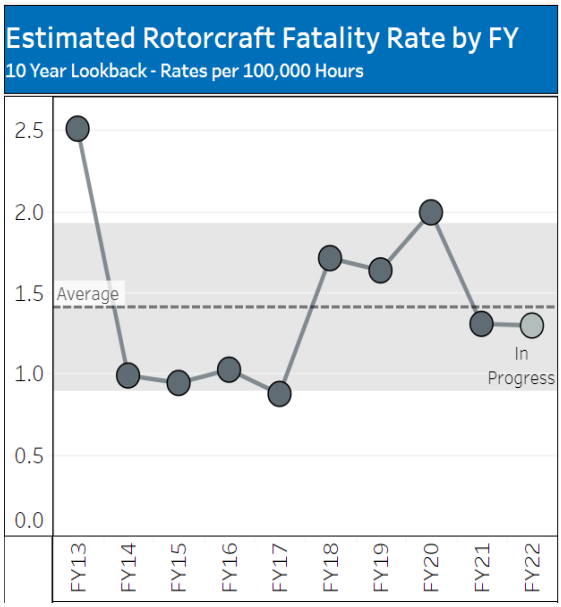

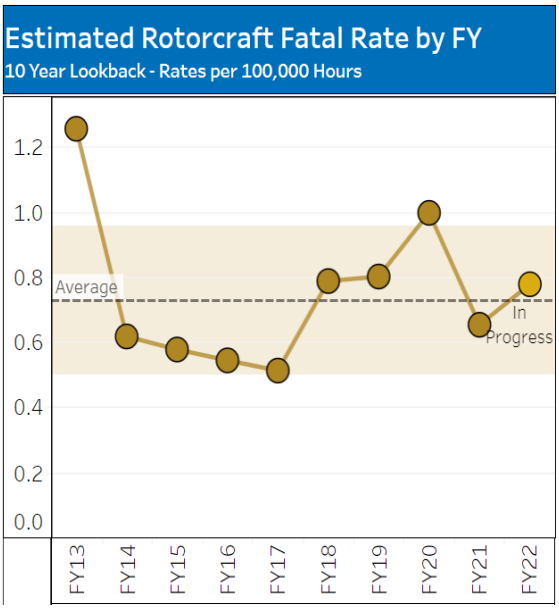

	FY13	FY14	FY15	FY16	FY17	FY18	FY19	FY20	FY21	FY22
Accident Rate	5.56	4.10	3.64	3.90	3.58	4.38	3.94	3.99	4.11	4.77
Fatal Accident Rate	1.25	0.62	0.58	0.54	0.51	0.79	0.80	1.00	0.65	0.78
Fatality Rate	2.51	0.99	0.94	1.02	0.87	1.71	1.64	1.99	1.31	1.30

**Average Rates and Standard Deviation Ranges are just for reference, rates are not normally distributed.*

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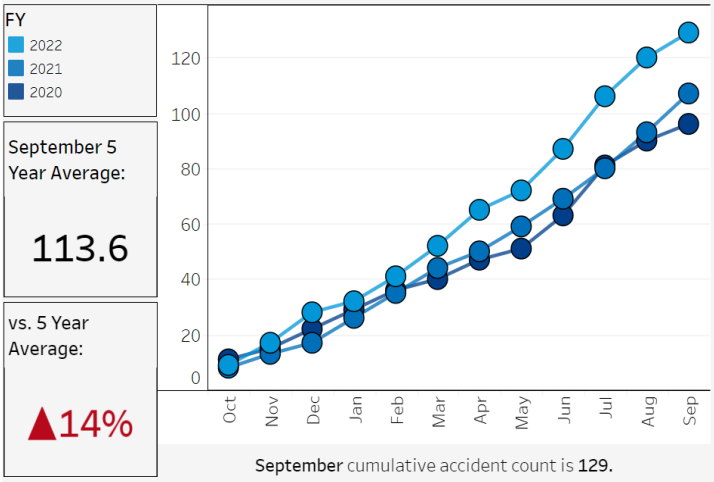
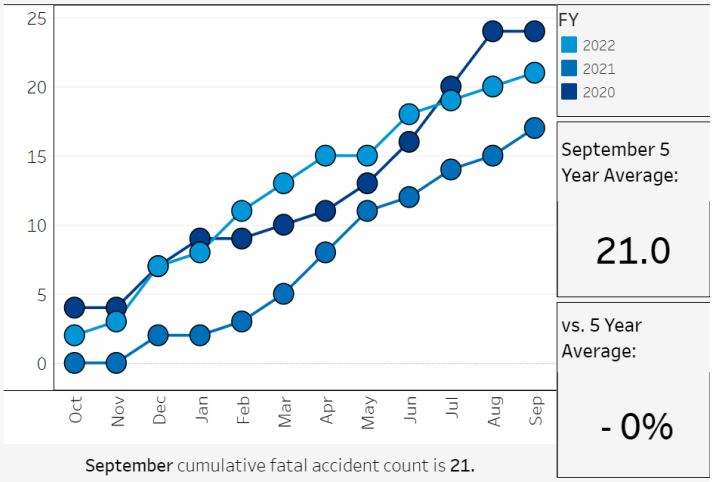
Cumulative Accident Count



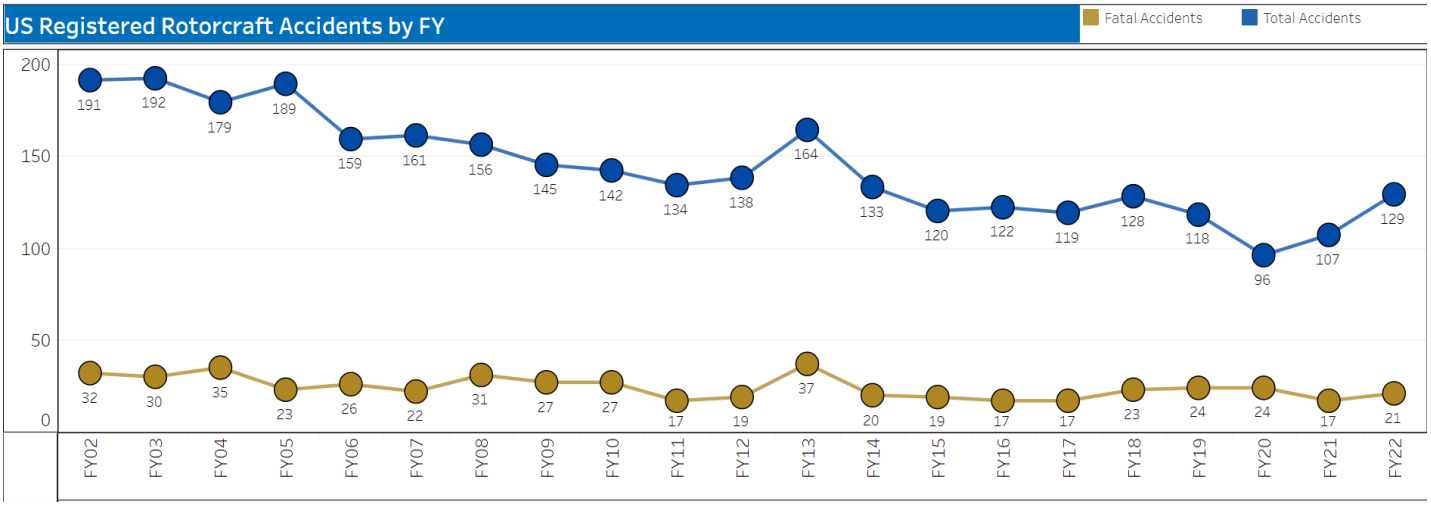
September cumulative accident count is **129.**

Cumulative Fatal Accident Count

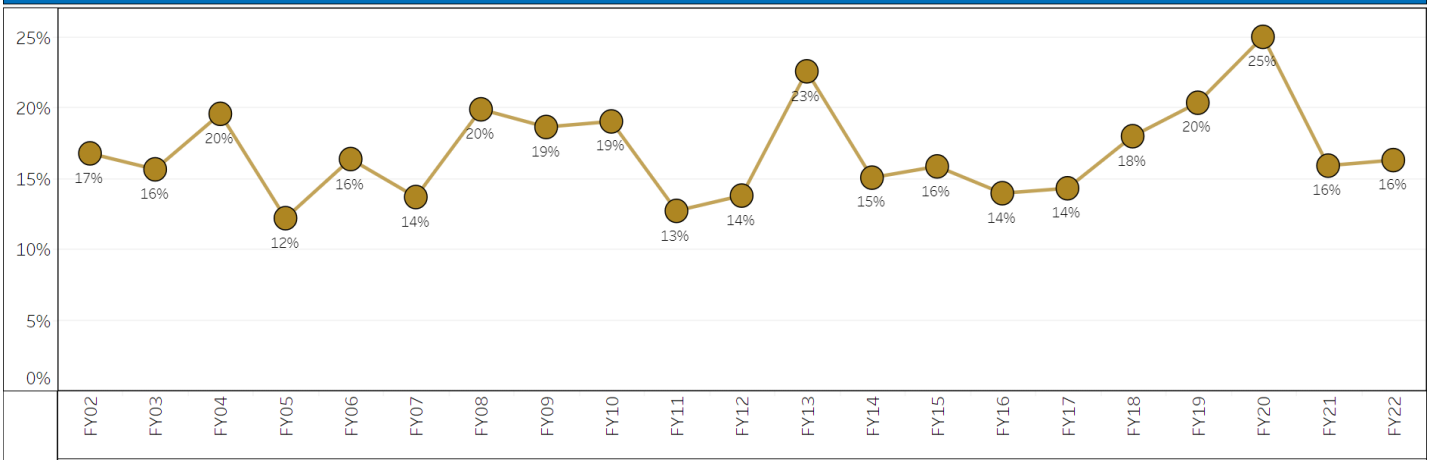


September cumulative fatal accident count is **21.**

US Registered Rotorcraft Accidents by FY



Percent of Rotorcraft Accidents with Fatality by FY



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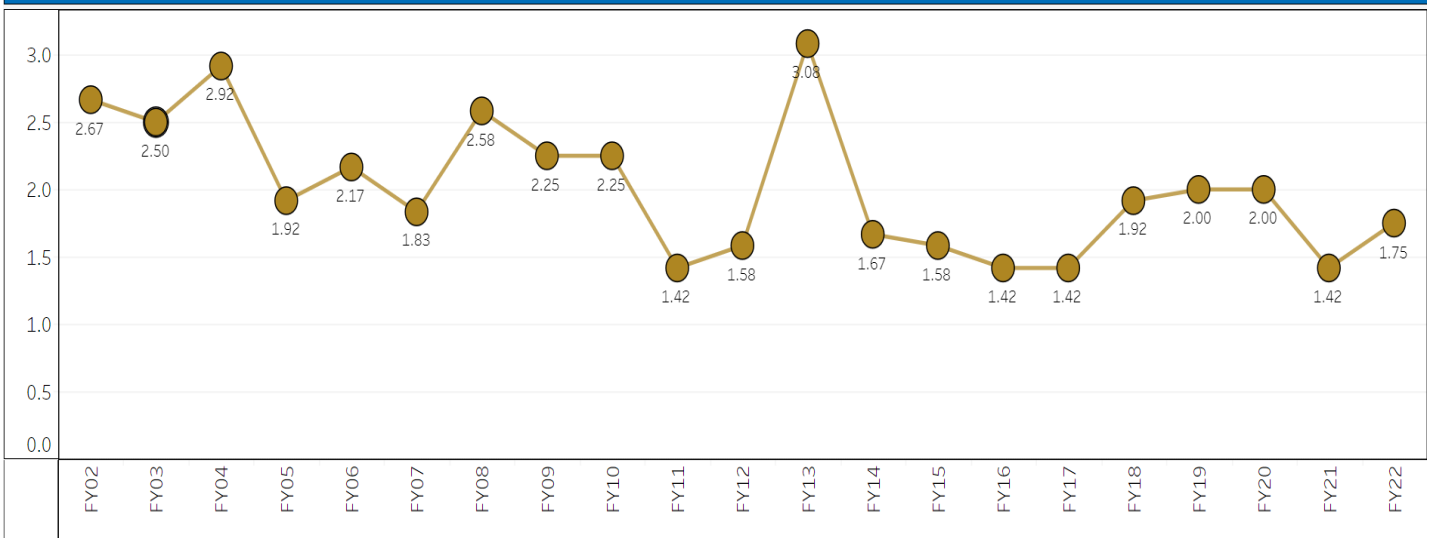
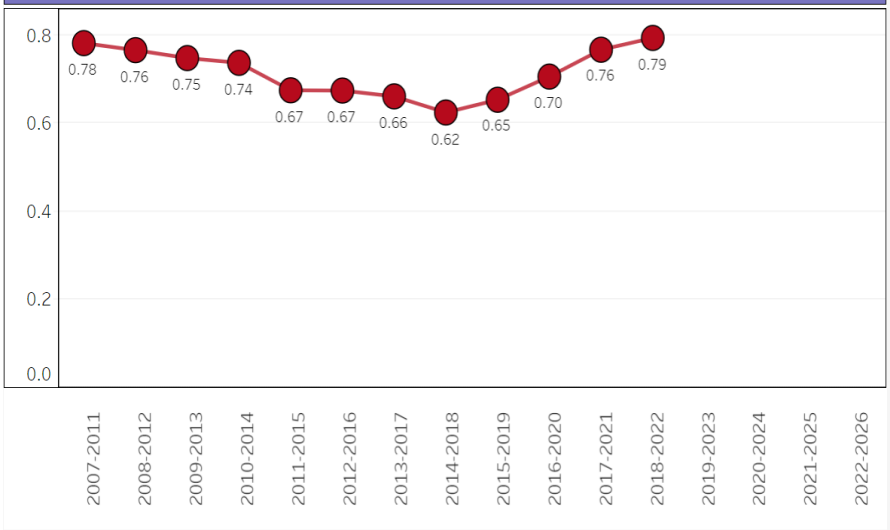
Average Fatal Accidents/Month by FY



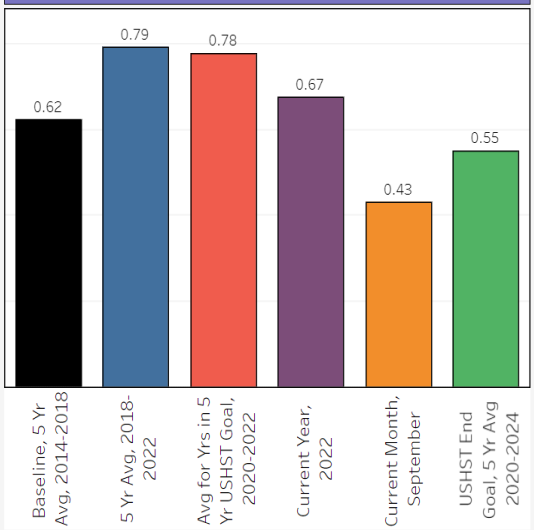
Fatal Rate: 5 Year Average

Rates per 100,000 Flight Hours



Key Fatal Rate Markers

Rates per 100,000 Flight Hours



USHST Current Goal: Reduce 5 Year Average Fatal Accident Rate to .55 per 100K Flight Hours.

The following notes apply to all the charts above:
Data is subject to change
**The accident numbers for each month of the Fiscal/Calendar Year may vary from what was reported previously based on analysis between FAA and NTSB databases for the specified month.*
**For rate calculations, FY 2021-22 rotorcraft flight hours were based on the FAA's FY2022-2042 forecast (released July 2022). Historic rotorcraft flight hours were extracted from General Aviation and Part 135 Activity Survey. The survey categorizes flight hours by calendar year.*

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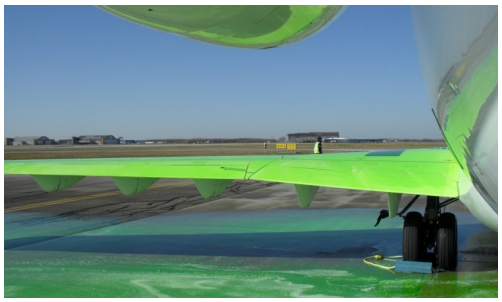
Winter is Coming

(Source: Rhodri Norton-Quick DbA Jon Snow)

Well folks, the warm weather is heading south for the winter and the snow plows are all getting their annual checks. You know what time it is. We do a winter weather article every year; this year we are going to try and take this a different direction. Let's take a look at what we can do for those of us that don't have the benefit of trained professionals and Type IV. (It's starburst green by the way, Looks tasty)



For the purposes of this article there are two ways in which this meteorological phenomenon can have an effect on your operation. The first is on scheduling, in a shocking turn of events scientists have discovered that doing more things, means taking more time. Make no mistake about it, your crews are definitely doing more things. We're going to throw dispatch in here as well. No stone left unturned, no ego left un bruised is my motto. Dispatch needs to understand that the performance of an aircraft is highly affected by the addition of de/anti-ice fluids, and runway contamination. A perfectly planned trip is going to be woefully different with the addition of a little moisture and some below freezing temperatures.

The second instance we're going to talk about is less operational and more, "staffuational?" Basically, your support staff, all the office employees, your janitors, maintenance professionals, everyone who works in your HQ is going to have to physically walk through the doors. Or are they? That's where we're taking this. So some of these will be common sense. I urge you to highlight them in your organization anyway. Never underestimate the human capacity for taking something perfectly rational and ignoring it. With that said, lets jump right in.

Dispatch and Scheduling: The summer travel season is generally long, longer west bound legs, longer take off rolls, and longer periods of daylight. Conversely, the winter is all about short stuff. Shorter days, shorter rolls, shorter flights by distance in the flight levels west bound. While the winter will enhance your take off performance due to temperature, there are other factors that will decrease it. There are also hurdles to certain airports that only operate in daylight, as well as, the afore mentioned time crunch.

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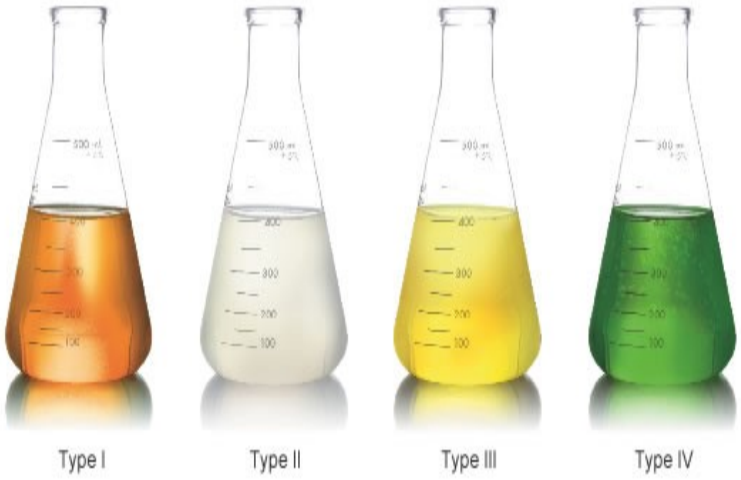
Time: This is going to be a major factor. All too often schedulers and dispatchers assume the same time to turn an airplane regardless of the season. It's not uncommon to see a release where the scheduled turn time is 20-30 min. That may work on a typical sunny day but, if you've blocked a 30 min turn for a jet and they need to de-ice, so does everyone else. The process from an FBO is not uniform across the industry; some locations will have you taxi to a separate location on the field and that could be a 20 min taxi, others will have you pull into a designated spot on their ramp. That sounds better but who knows where the de-ice is stored when they need to replenish, and let's not forget, Type 1 needs to be heated; which all takes time. Lastly, the whole airport needs to de-ice. It's not going to matter when you call in, you're going to have to wait. When dealing with time, there's no magic number, we're not psychic and every crew will preform their tasks at a different pace. Just build in a fudge factor.



Performance: There's a lot to unpack here. I can't go into it all. The long and short of it is, the addition of de/anti-ice fluid means more speed is required before rotation and lift off; you need more space to pick up more speed. The effects of a contaminated runway on the other hand are aircraft specific. In the performance tables, there is normally a note on how to adjust distances, and some of the weight and balance software will automatically adjust for it. (Side note here: make sure to remind your flight crews to adjust their distances for contaminants as well)

WEIGHT = 3400 LB
Speed at Liftoff = 73 KIAS
Speed over 50 Ft. Obstacle = 78 KIAS
Flaps - 50% · Takeoff Pwr · Dry Paved

Headwind: Subtract 10% for each 12 knots headwind.
Tailwind: Add 10% for each 2 knots tailwind up to 10 knots.
Runway Slope: Ref. Factors.
Dry Grass: Add 20% to Ground Roll.
Wet Grass: Add 30% to Ground Roll.

PRESS ALT FT	DISTANCE FT	TEMPERATURE - °C 0	10	20	30	40	ISA
SL	Grnd Roll	917	990	1067	1146	1229	1028
	50 ft	1432	1539	1650	1764	1883	1594

(This says grass but you get the idea)

Circadian Rhythm: The days get shorter. Which means our body's typical day/night cycle goes through an adjustment period. The likelihood of a fatigue call increases exponentially here. This is a great time to go over your fatigue management plan with your schedulers and dispatchers.

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Day/Night operations: There is a major risk increase when you consider flying in winter at night. Primarily, the ability of the crew to spot contamination on the surfaces of the aircraft. Now would be a great time to send an email blast to your pilot group about that, as well as to your scheduling and dispatch department to remind them that the crews are going to need more time to do a thorough ice check. It's also harder to see the ice on a plowed runway.

Back-ups and airport closures: You should always have a plan B, but this time of year it's imperative. Passengers are notorious for assuming that their multi million dollar airplane can fly in anything as long as the crew is "good". We know better, we know that the best crews understand that physical skill is often the last resort. Good pilots usually don't have to use their practical skills because they never put themselves in that position to begin with. Which brings me to airport closures. Around the great lakes, those lake effect snow storms seem to appear and disappear with a moment's notice, the mountains are always a crapshoot, and the major cities always tend to have flow control around the holidays. There's no way to predict mother nature so it's better to plan for her. Yet, every year it's the same battle. Good practice would be for your dispatchers to have an idea of alternate airports even if it's a CAVU day (maybe list them on the release?). Have them plan and budget for an alternate every flight. Just because you plan one doesn't mean you have to use one, and ultimately even if the fuel seems expensive it's generally a wash further down the line. (Carrying alternate fuel also gives you some hold time to see if conditions clear). The point here isn't to get your crews to buy as much gas as possible. The point is to try and prevent that ahead of time. Have a conversation with the customer about alternates and have your dispatchers run numbers before the release. Try to handle as much of this confusion before the pointy end of the spear is traveling towards the closed airport. It'll help your budget too! You can actually see how much this will cost you; at least a ballpark estimate beforehand, since you'll know roughly what they landed with and roughly what they'll need to divert. The pilot group will thank you, albeit probably not out loud.

So we've hammered scheduling and dispatch, that's not a complete list by the way, just something to get you thinking. Let's move on to the rest of the organization.

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When your staff shows up bright eyed and bushy tailed first thing in the morning, the last thing they expect is to go home in a cast at the end of the day. Much of that result is admittedly up to the aforementioned employee, but there are some things we can do as an organization to prepare for that eventuality and mitigate its frequency. As far as we are concerned there are two areas where we can have an impact: on the way to or from work and while at work.

- **To the salt mines, or not:** During 2020 work from home became a necessity. Those structures are still in place at many locations. Encourage your eligible employees to do just that. Problem solved. There are some that can't work remotely though, so for them lets look at options.
- **Encourage the use of public transport**. Preferably something on rails. I jest, but the truth is, you don't let some random guy fly the airplane, you hire a professional. That's what using public transport does. It reduces a portion of the risk by allowing a trained and certified professional to assume it.
- **Remove pressures** that cause accidents such as punishments for tardiness. Every manager has probably gotten the "I was late and got pulled over call"….(Sorry again Jenna). What we are trying to avoid is the "I can't make it because my car's totaled in a snowstorm" call, or more glaringly " Do you know Mr. X? You're listed as his employer, there's been an accident". No body gets paid enough to take that call.
- There are many publications and bulletins about winter driving, **consider publishing some to your organization** through the Safety Locker or however information is internally distributed.

We've gotten them to work, now we have to protect them at work. I know, I know, so needy. To make this easier I'm going to break this down into a couple hazards and solutions.

- **Ice:** This one could be simple, but alternatively it compounds around aircraft. First things first, how about some grip for their feet? The first order of business should be ensuring that every-one knows the benefits of good footwear. Now they're in boots, lets give them less ice. Throw down some salt. There is an additional hazard to salt, it tracks everywhere and is corro-sive. It's also not approved for many airport surfaces, Make sure that the airport or facility you are located at allows for salt.

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- **Water:** This one is a revolving door. Throw down salt to melt the ice, turns into water, re-freezes, throw down more salt. That cycle is inevitable, so buckle up. But Mr. Analyst, what do we do about the water? I was getting to that. The risk with water is that someone will slip and fall. Absorbing mats are one option. Another option is to create a covered walkway of some sort or an awning.

- **Cold:** Being an aviation company, there is a high likelihood you have employees that have to work outside. Extreme cold is a misnomer. Extended exposure to temps in the mid 30's to 40's can affect cognitive ability. Basically, you don't think straight when you're borderline hypothermic. How do you mitigate that? Well, gloves for one. That has an added benefit for your line personnel and maintenance professionals as well. Aircraft anti-ice and de-ice are some of the most caustic fluids we work with. It's right up there with Skydrol. Gloves add an extra layer of protection against that. Not to mention how easily extremities become frostbitten. A cheap and easy solution is also to stock hand warmer packets near your hangar and line office. As a skier I should mention, they work without gloves. I might wrap it in a cloth or a paper towel first. Ok, so here's the big one. There's always a couple people in the office who run hot or cold, and generally a normal temperature setting will be sufficient. But just in case, think about creating a "warm" room. It can be a supply closet, it doesn't have to take up real estate. This is a great way to utilize some space you aren't using, but it also provides a place where those same line guys can pop in and warm up quickly. This means they can get back out there quickly, which means you don't lose ramp space and you keep turning airplanes.

- **Fluids:** We touched on this earlier, but once the weather turns, all the fun chemicals come out to play. You need to emphasize to your employees that Hazardous materials are labeled as such for a reason. When in doubt, wear your PPE. An airplane that aborts a takeoff and taxi's into a hangar is going to literally be dripping fluid off of every external surface. (Don't skimp: tell them wings, tail, and top of the fuselage.) This creates a new hazard, which is viscous fluid on the floor of your pristine hangar. Re-purpose some of those mats.

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So that's it, that's the winter ops article. We'll have more as the season unfolds but this is your big one. I know it's different than you're used to. It's by no means a complete list either. I mentioned earlier, but this is really designed to start a thought process. Don't wait and get caught. Thanksgiving is right around the corner, which means the winter travel season is about to be here. I'm going to do something now, because I want to make you all happy. If thanksgiving is right around the corner, and the Easter decorations are already out at the department stores, that means the holidays, the BIG holidays, are almost here. Consider this an early present from us to you.

Pretty soon, it's going to look like this out there, and that's not all bad. Fly safe everyone.

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SAFETY MANAGER'S CORNER

Promote Safety

How can safety be effectively promoted in a flight operation? Common sense and decades of practice in aviation tells us the importance of safety awareness among employees. The popularity of safety posters and read boards provide insight into a few of the techniques utilized. While these types of awareness raising communicators prove popular, safety management demands another, different form of promotion.

A safety management system (SMS) only functions with the active and willing participation of employees and management. Hazard identification, risk management, and safety assurance only occur if employees involve them into their work practices and make the effort to communicate and contribute. Safety culture acts as the fertilizer to make employee participation in safety management grow. Safety promotion, in turn is an important element of culture. When employees participate and contribute in their SMS, they deserve accurate and timely feedback describing the value and benefit derived from their participation. Providing this feedback is one of a safety manager's crucial duties.

Choose a reasonable time period (monthly, quarterly, semi-annually, etc.) and create a short summary report that depicts your operation's SMS activities and highlights. Describe the improvements directly related to SMS input provided by employees. Perhaps a safety report described a concern about operations at a particular airport, and a new operational restriction put in place reduced the risk associated with the discovered hazard. Perhaps completing three internal evaluation checklists resulted in seven different latent problems, and fixing each of them significantly improved the operation. Perhaps two FRAT reports that identified an elevated risk level on their respective flights resulted in mitigations that reduced the risk to acceptable levels before the flight commenced. Gather these highlights and create a short report showing exactly how employee participation makes a difference, how the SMS only works when they actively participate. Present the benefits the SMS provides to the entire operation. When the employees put forth effort to make the SMS effective, they deserve the type of safety promotion that describes the benefits gained.

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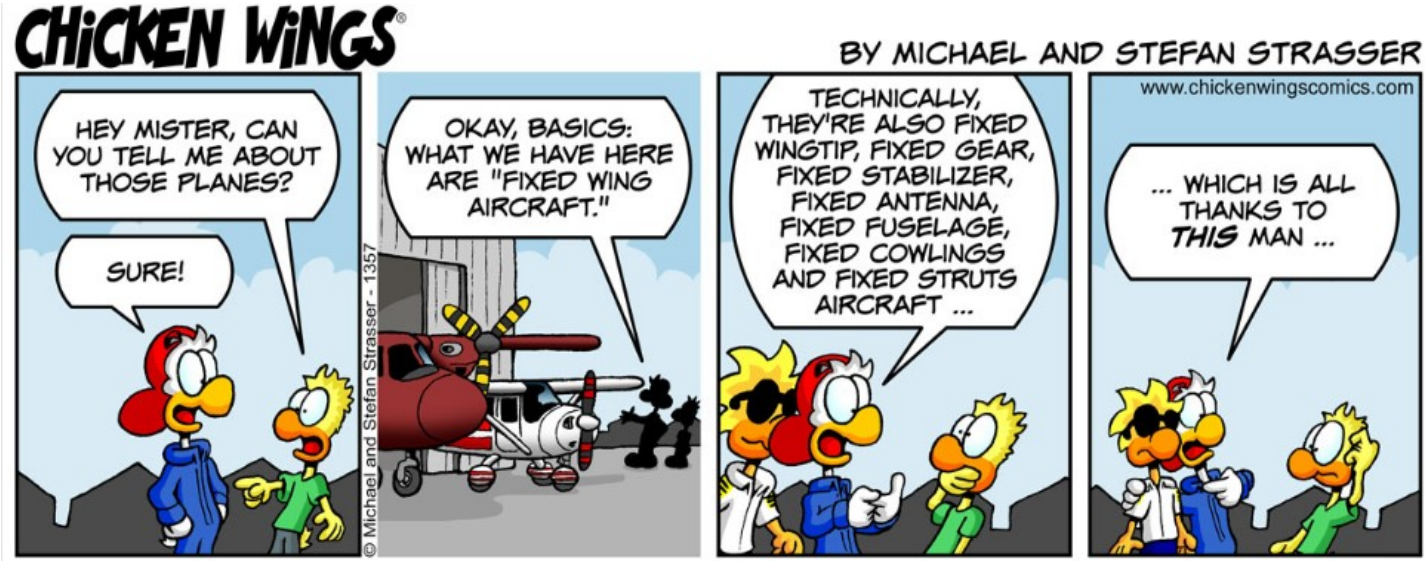
Quote of the Month

“Safety is not an intellectual exercise to keep us in work. It is a matter of life and death. It is the sum of our contributions to safety management that determines whether people we work with live or die”

– Sir Brian Appleton

There’s not much to add here. We play a dangerous game, in a dangerous environment. Every contribution that we make to safety improves the life expectancy of our teammates. Emphasize the contributions your staff makes, from the line pilot or mechanic filing a report, to the person at the top of the Org chart. A safety management system is ineffective without those contributions.



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