



The

Safety

Wire

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YOU WANT TO DO WHAT?

At some point in most of our careers in public safety aviation, someone will come to us with an idea for a new mission. Most of these operations fall under the broad category of, 'specialized missions', and include: hoist rescue, hoist insertion, fast rope, tactical bench use, rescue diver deployment, etc.

Unfortunately, the idea is often sparked by something that person saw on TV or in a movie. Recently, a case where airborne use of force (AUF) was utilized to stop a suspect made the news, and interest in starting AUF programs has subsequently risen. When the idea of a new mission comes up, usually, everyone involved immediately aligns with one side of the, "should we do it?" discussion. Too often, these decisions are made without the benefit of an analytical analysis and good ideas are killed offunnecessarily, while others are allowed to run unbridled through the operation, dismantling safety along the way.



The solution is to use an analytical process. How many times have you been frustrated by your agency or government when they dealt with a complex problem through the application of a poorly designed, 'knee-jerk' reaction? That is what we want to avoid here. The Management of Change (MOC) process is usually associated with changes in staffing, equipment or operating conditions. That same process can guide us through the analysis of a proposed new mission capability.

As a group (the Safety Committee is a good place to start), start with several basic questions:

1. What is the reason for the change? i.e. What is the scenario?
2. What is the desired result?

If your group's answers to these two questions show a likely scenario, with a goal that can be reasonably met by the proposed mission capability, move on to developing a list of hazards associated with this 'change'. The group should think about any possible issues that could lead to equipment damage, injury, liability, or negative impact on the unit's reputation. Don't worry if some hazards seem small, the next step is to do a risk assessment on each item to determine which ones actually require serious consideration.

3. What is the risk to the customer (community) if this change is put in place?
4. What is the risk to the customer (community) if this change is NOT put in place?

These simple questions are often eye-opening and very useful in guiding the process. To add to the validity of the answers, use a risk assessment chart to quantify the risk estimations for questions 3 and 4. You will not only consider the severity of any unfavorable outcomes, but also the probability (likelihood) of the hazard leading to a bad outcome. This includes not only the probability of things that can go wrong with the mission, but the likelihood that the event will happen in the first place.



Only after these questions have been answered can your agency make an informed decision on a change to your unit's mission capabilities. Otherwise, you are running in the dark...hoping for the best. We owe it to ourselves to do better than that.

*"There's a big difference between a pilot and an aviator.
One is a technician,
The other is an artist in love with flight."*

~ Elrey Borge Jeppesen

Free Online Training

The first two SMS Installation webinars are now available online. They can be viewed here:

The image shows two screenshots of the ALEA website. The top screenshot displays the website's navigation menu with 'RESOURCES' highlighted in blue. A red circle and arrow point to this menu item. Below the menu, a list of resources is visible, including 'Airborne Law Enforcement Studies', 'ALEA / FDA Laser Reporting', 'ALEA Resolutions', 'ALEA Resource Collection', 'ALEA Online Course Presentations', 'Safety Program Manager Presentations', 'Flight Planning & Weather Resources', 'New Unit Start-Up', 'Polls & Surveys', 'Safety First Program', 'Sample Unit Manuals', 'Searchable Databases', and 'UAS Resources'. The bottom screenshot shows the 'Upcoming Web Events' and 'Archived Web Events' sections. The 'Archived Web Events' section lists two events: 'October 27, 2015, Tue 10:00 AM PDT, Part Two - SMS Program' and 'September 10, 2015, Thu 10:00 AM PDT, SMS for Public Safety - Getting Started'.

On December 1st, there will also be additional online courses available on the same page, including, 'Wire Strike Avoidance.'

Practical *SMS*



'Tis the season for giving. As your air unit's safety officer, this is the time to prepare the annual Safety Management System report. This report should be distributed to all unit members so line-level employees can see how everything is working, and so your boss can explain to higher levels of supervision how well the unit is operating. This report will also help justify time and money that was spent on safety related training and equipment.

You should have an Executive Summary on the first page, covering the most important points. To be honest, unfortunately, many people reading your report will not make it past the first page despite the quality of content within the rest of the report. Make sure to include:

- The safety objectives that were set at the beginning of the year. Cover what the original status of that goal was, and where you are at the end of the year. Include how the progress on those objectives affects the overall safety goals of your program.
- Overall reduction in risk. You should have a list of hazards that the safety program has identified and targeted. Each of those hazards should have a score attached to it based on the original risk assessment (using your handy risk assessment matrix). Evaluate the current risk for each of those hazards. You can add those scores together and show the change in overall risk throughout the year.
- The performance of risk controls on the hazards that had the highest risk. Did your plan work? Was the risk lowered? Stay the same? Get worse? This will be valuable information for your Safety Committee to use in planning for 2016.
- A summary of the results of any major accident or incidents.
- Any change in Safety Culture. One good indicator is the number of safety reports being made by employees. More reports usually indicated a better safety culture. Other indicators include employee involvement in the safety program, voluntary compliance with safety recommendations, etc.
- The number of safety meetings and training sessions held during the year.

Remember that illustrations and graphic representation are often more effective in painting the overall safety picture. If you have your risk represented in a quantified format (numbers instead of just colors), you can easily plug them into an Excel spreadsheet and make a graph.



That should fill up your first page. In the rest of your report, you can go into more detail on individual risk controls and the results. You can give more information on safety committee meetings that were held, safety training conducted, etc.

You should conduct an annual audit of the SMS program and inspection of safety equipment and items. Any existing gaps can be used when developing your safety plan for 2016.

The SMS Installation Guide (see below) has a sample Annual Report format in addition to audit and inspection forms to help you get started.

SMS Installation

If you are working on setting up a Safety Management System at your agency, please look through the new SMS Installation Guide, which is available through the link below. It has references to the original SMS Toolkit, PSAAC Accreditation Standards and a series of sample documents and policies to get you started. If you have questions, comments or feedback, please let me know.

<http://alea.org/sms-installation-guide>

(Note: You must be logged in to the website first)

*"I learned that danger is relative,
and that inexperience can be a magnifying glass."*

~ Charles Lindbergh

Reality Check...

Note: The following reports are taken directly from the reporting source and edited for length. The grammatical format and writing style of the reporting source has been retained. My comments are added in red where appropriate. The goal of publishing these reports is to learn from these tragic events and not to pass judgment on the persons involved.

This month, I would like to concentrate on one major accident report that we have all been anxiously waiting to read. There is something for us all to learn from this tragic accident.

Aircraft: EC 135 T2
Injuries: 3 Fatal (aircraft)
7 Fatal (on ground)
11 Serious Injuries (on ground)
AAIB#: 3/2015

<https://www.gov.uk/aaib-reports/aircraft-accident-report-aar-3-2015-g-spao-29-november-2013>

There are no new ways to crash an aircraft...

...but there are new ways to keep them from crashing.

Safe hunting,

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