

safety newsletter

Summer 2019

Chief Executive Safety Message



Colleagues,

When safety and operational requirements are properly balanced and integrated, the aviation department is positioned to provide the best overall service. A Safety Management System (SMS) creates and maintains this integration and balance. Safety communication comes in several forms. Heard on an almost daily basis is the question, "Can we do it safely?" This may be asked verbally by a supervisor or another crew member. If the risk is marginal, what mitigation steps can we take to make the risk as low as reasonably practicable?

The safety reporting promotes communication within the department. It encourages discussion and information exchange .

Every employee should feel completely safe in expressing concern on safety matters without fear of retribution from supervisors. Errors in judgment, errors of commission and errors of omission should be openly admitted with the understanding that everyone can learn from the mistakes of others. The department that adheres to a "just culture" encourages open communication and takes advantage of teaching moment.

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Editorial

Dear Friends,

It is true that comprehensive knowledge, adherence to SOPs and safe working habits will always lead to safe and efficient operations, whereas, lack of knowledge, non-adherence to SOPs and unethical work practices will always lead to unwarranted and undesired occurrences resulting into loss of valuable assets.

Aircrew / ground crews are reminded time and again to adhere to SOPs and adopt safe working habits for obvious reasons. Despite of very comprehensive measures, accidents keep happening and at times these are very tragic. Every accident occurs because of a different cause factor. Sometimes because of malfunction of the system and sometimes, because of mishandling the situation. And sometimes, negligence of individual(s) pays a heavy price.

Alhamdulillah Vision Air has had a safe year 2018 and I pray that the Vision family stays safe in the years to come.

Ali Hassan

The world's best and worst airlines and airports for 2019 have been named in a new study. The study was carried out by AirHelp, a company that assists passengers with compensation claims for delayed, cancelled or over-booked flight. It ranked 72 airlines and 132 airports from 40,000 reviews based on on-time performance and quality of service, as well as food and drink options and how easy it is to claim a refund.

Qatar Airways is ranked as the number one airline for the second year running with American Airlines in second place. Thomas Cook Airlines comes bottom of the list - just below easyJet.

Better weather conditions led to fewer flight disruptions in 2018 overall, Zillmer says, with on-time performance improving across the board. This may have contributed to American Airlines securing the second-place spot—a big jump, considering that the airline ranked 23rd last year.

United Airlines Inc. and Delta Air Lines Inc. were also significantly higher in 2018 than in 2017, respectively ranking 16th and 17th, compared to 37th and 47th. While Aeromexico went from 26th to 3rd place, SAS Scandinavian Airlines jumped to 4th from from 36th, and Air France climbed up 15 spots to 34th.

BEST AIRLINES

1. Qatar Airways
2. American Airlines
3. Aeromexico
4. SAS Scandinavian Airlines
5. Qantas
6. LATAM Airlines
7. WestJet
8. Luxair
9. Austrian Airlines
10. Emirates

WORST AIRLINES

63. Adria Airways
64. Aerolineas Argentinas
65. Transavia
66. Laudamotion
67. Norwegian
68. Ryanair
69. Korean Air
70. Kuwait Airways
71. EasyJet
72. Thomas Cook

The top airport for the second year running, the study claims, is Hamad International Airport in Doha, followed by Tokyo International Airport. Lisbon Portela Airport has been named as the worst.

The New Jersey hub ranked as the worst U.S. airport in the 2019. U.S. airports in general didn't fare particularly well, with the highest-rated Hartsfield-Jackson Atlanta International Airport taking 34th place of 132 around the world. Newark held the lowest U.S. spot, at 116. A major reason is weather-related delays, says Henrik Zillmer, AirHelp's chief executive officer; they are a huge problem for American airports, compared with European ones.

BEST AIRPORTS

1. Hamad International Airport, Qatar
2. Tokyo International Airport, Japan
3. Athens International, Greece
4. Afonso Pena International Airport, Brazil
5. Gdańsk Lech Wałęsa Airport, Poland
6. Moscow Sheremetyevo International, Russia
7. Singapore Changi Airport,
8. Hyderabad Rajiv Gandhi International, India
9. Tenerife North Airport, Spain
10. Campinas International, Brazil

WORST AIRPORTS

123. London Gatwick Airport, UK
124. Billy Bishop Toronto City Airport, Canada
125. Porto Airport, Portugal
126. Paris Orly Airport, France
127. Manchester Airport, UK
128. Malta International Airport, Malta
129. Henri Coandă International Airport, Bucharest, Romania
130. Eindhoven Airport, Netherlands
131. Kuwait International Airport, Kuwait
132. Lisbon Portela Airport, Portugal

References : <https://www.airhelp.com/>

<http://mediabites.com.pk/>

There is cautious optimism at Boeing that the 737 MAX may be back flying early in the fourth quarter of 2019. If so, it will mark a milestone in a saga that has dragged on since March 2019, when the aircraft was grounded. Initially, no one expected the 737 MAX grounding to be so protracted – April, May, June were variously given as benchmark dates for resumption of flying. But nearly 400 MAXs still sit idle at airports around the world.



With fresh rumors being milled every week, Simple Flying reached out to Boeing today to ask what is happening with their 737 MAXs.

WHAT BOEING HAS TO SAY

Paul Bergman, a spokesman for Boeing, told Simple Flying that;

"Boeing has been working closely with the U.S. Federal Aviation Administration and other global regulators on the certification of the software update and training package. Our best current estimate is a return to service of the MAX that begins early in the fourth quarter. Our focus is on safety and ensuring the trust and confidence of customers, regulators and the flying public. Timing on return to service will be driven by the FAA and global regulators."

What to make of this?

Boeing has had a torrid year and knows from bitter experience to be cautious in its statements. Not unduly raising expectations is public relations 101. You might reasonably assume that Boeing wouldn't say they were estimating a return to service in early fourth quarter 2019 unless they were reasonably confident it would happen.

Recently, reports have emerged that Boeing's boss, Dennis Muilenburg, has gone on a couple of 737 MAX test flights recently. Boeing has conducted more than 500 737 MAX text flights since the grounding.

REGULATORS AROUND THE WORLD WILL NEED TO GIVE THE 737 MAX THE OKAY TO FLY

Of course, it isn't just up to Boeing. Aviation safety regulators around the world are each going to need to give the 737 MAX the tick of approval to fly in their airspace. You might also reasonably assume that the regulators will go over the aircraft and its software updates with the finest of fine-toothed combs.

While the effects of the MAX groundings have tended to focus on the United States and the travails of Southwest, American, and United, the 737 MAX was flying for 45 other airlines around the world too. The 737 MAX also flew into airspaces whose home airlines did not necessarily operate the aircraft. For example, two Fiji Air 737 MAXs were stuck at Sydney Airport even though no Australian airline operates the plane.



Every jurisdiction that either houses or hosts the 737 MAX is going to have to clear the aircraft to fly. While many regulators often follow the lead of the FAA, local regulators may be loathe to be perceived locally as toeing the FAA line and not exercising their own independence. While life would be easier for Boeing, airlines, and passengers if there was a degree of co-ordination in giving the 737 MAX to okay to fly, assuming that will occur should not be a given. No-one wants another 737 MAX incident and most definitely no-one wants an incident in their airspace. The consequences for local regulators, governments and airlines would be dire. You can reasonably expect a pretty thorough approvals process for the 737 MAX around the world. That might take longer than some people assume. But Boeing seems cautiously confident. Other aircraft types have survived serious incidents and fatalities. With a bit of time, some good luck, and a thorough vetting process, there is no reason to assume the 737 MAX cannot do the same.

By Andrew Curran:

<https://simpleflying.com/boeing-737-max-update/>

The Pilot Fatigue Problem

For years, pilot fatigue has been a real issue. Airline pilots, as well as cargo, corporate and charter pilots, can all face fatigue while on the job. While pilot fatigue can be common and overlooked, it poses a very troubling threat to aviation safety and should be taken seriously.

There is a long history of debates between regulatory agencies, airline pilots and unions, and aircraft operators over pilot fatigue issues. Today, the issue is still being argued as the industry tries to find a common solution to decrease the risks associated with fatigue.

The Problem With Pilot Fatigue

Pilot fatigue has been a real problem since the beginning of air travel. Charles Lindbergh fought to stay awake on his record-breaking 33.5-hour transatlantic flight from New York to Paris on the Spirit of St. Louis. Long-haul pilots have reported falling asleep at the controls. Cargo pilots that fly at night face fatigue from challenging the body's natural internal clock.

The Lindbergh flight provides a great example for the real issue today -- fatigue is an acceptable risk and one that isn't given enough credit. Lindbergh flew from New York to Paris without falling asleep. Similarly, pilots,



today get away with flying tired all the time. If you ask an average pilot how much sleep he got the night before a flight, it's probably on par with the average American, which is about six and a half hours. It might be an acceptable amount of sleep if you have a desk job. But the additional stressors of a pilot's 10-hour workday, long commutes, lengthy flights, terrible airport diets, long layovers in airport lounges, and potential jet-lag increase operational risks for pilots.

One more thing: pilots, like everyone else, face unique family situations, financial stress and other life stress outside of work. In general, your average pilot might be physically, mentally and emotionally exhausted when he takes the controls. But time after time, the plane takes

off and lands without incident, making fatigue a somewhat socially acceptable risk in the aviation world.

Causes

Obviously, fatigue is caused by lack of sleep. But it's not always that simple. It can manifest acutely, such as after a runner completes a marathon, or over time, which we may know as burnout. Here are some specific causes of fatigue:

- Lack of quality sleep
- Sleep disturbances
- Interruption of circadian rhythm
- Mental or emotional stress
- Physical exertion, such as heavy exercise
- Poor health, including dehydration or poor diet

Specifically, fatigue in pilots can be caused, or amplified by, the following:

Commuting: some pilots start their day 2-3 hours earlier than others to commute to work. Some have to drive a long distance to the airport; more often, though, a pilot's commute is because he doesn't live near his home base at all, and he must fly in from a different airport, adding hours to the beginning of his day.

Layovers at airports: sometimes pilots will have a 12-hour layover at an airport, where they are meant to rest. Instead, some choose not to sleep, or otherwise can't get to sleep.

Jet-lag: More apparent with long-haul pilots, jet-lag can be a big problem when it comes to pilot fatigue.

Night flying: Cargo pilots, especially, deal with fatigue when flying lengthy routes at night due to the imbalance of the body's natural circadian rhythm. This will be especially true for those pilots that have varying schedules or alternate day and night shifts.

Monotonous tasks: Pilots that fly the same aircraft on the same routes into the same airports daily are prone to boredom fatigue.

Symptoms

- Falling asleep
- Yawning
- Poor visual acuity
- Feeling "sluggish" or "drowsy"
- Decreased reaction time
- Decreased concentration

Effects

- Lack of motivation
- Poor performance of tasks
- Forgetfulness
- Poor judgment
- Diminished decision-making skills, including making rash decisions or lack of making a decision at all.

Source :

<https://www.thebalancecareers.com/the-pilot-fatigue-problem-282930>

2018 A SAD YEAR FOR PLANE CRASHES WITH SHARP INCREASE IN FATAL INCIDENTS

During 2018, 534 passengers died in commercial aircraft accidents. The death toll was much worse than the previous year, with 13 fatalities in plane crashes, and represents a sharp increase on the recent average. But aviation remains extremely safe, especially when compared with road transport; the World Health Organization says: "1.25 million people die each year on the world's roads."

In its Civil Aviation Safety Review for 2018, the Dutch safety consultancy To70 records 160 accidents involving larger passenger aircraft commonly used by most travelers; military flights, private flights, cargo operations and helicopters are excluded.

In 147 of the crashes – 92 per cent of the total – nobody died. Of the remaining 13, the biggest aviation tragedy was the loss on 29 October of an almost-new aircraft belonging to Lion Air of Indonesia. The Boeing 737 Max had just taken off from the capital, Jakarta, heading for Pangkai Pinang just north of the island of Sumatra. The pilots struggled to control the jet before it crashed into the Java Sea with the loss of all 189 on board.

The accident investigation concluded the aircraft was not fit to fly because of a faulty airspeed indicator, which had been repeatedly reported but not properly fixed. A small Russian carrier, Saratov Airlines, was involved in the first major accident of the year, on 11 February. The flight from Moscow to Orsk crashed 50 miles south of the Russian capital with the loss of all 71 on board the Antonov An-148 jet.

A week later, an ATR 72 propeller aircraft belonging to Iran Aseman Airlines crashed an hour into the daily flight south from Tehran to the city of Yasuj. Sixty passengers and six crew died when the plane went down in the Zagros Mountains.



The ninth fatal accident in eight years in Nepal took place at Kathmandu Airport on 12 March. A Bombardier Dash 8-Q400 propeller aircraft belonging to US Bangla Airlines went off the runway after landing from Dhaka. It followed confusion between the captain and air-traffic controllers over the direction for landing. Fifty-two of the 71 people on board died.

On 18 May, 112 people died when an elderly Boeing 737 crashed shortly after take off from Havana en route to Holguin in eastern Cuba. One passenger survived, though with severe injuries. The 39-year-old plane was operated by the Mexican carrier Global Air on behalf of the national airline, Cubana. Shortly after the accident, Global Air was grounded.

The only fatal accident in Europe involved an 80-year-old aircraft: a vintage Junkers Ju-52 on a sight-seeing flight in Switzerland on 4 August. The investigation into the loss of 17 passengers and three crew aboard the three-engine aircraft is continuing, but it is believed that the unusually hot weather may have been a factor.

During 2018 there were three single-fatality air tragedies, all involving highly unusual circumstances.

Airline Safety Cont'd...

On 16 April, Southwest Airlines flight 1380 departed routinely from New York La Guardia for its home base at Dallas Love Field. Part of the port engine of the Boeing 737 disintegrated in mid-air, puncturing the skin of the fuselage.

A mother-of-two who was sitting in seat 14A was partially sucked out of her window. Although other passengers held on to her, she died from her injuries when the aircraft made an emergency landing at Philadelphia.

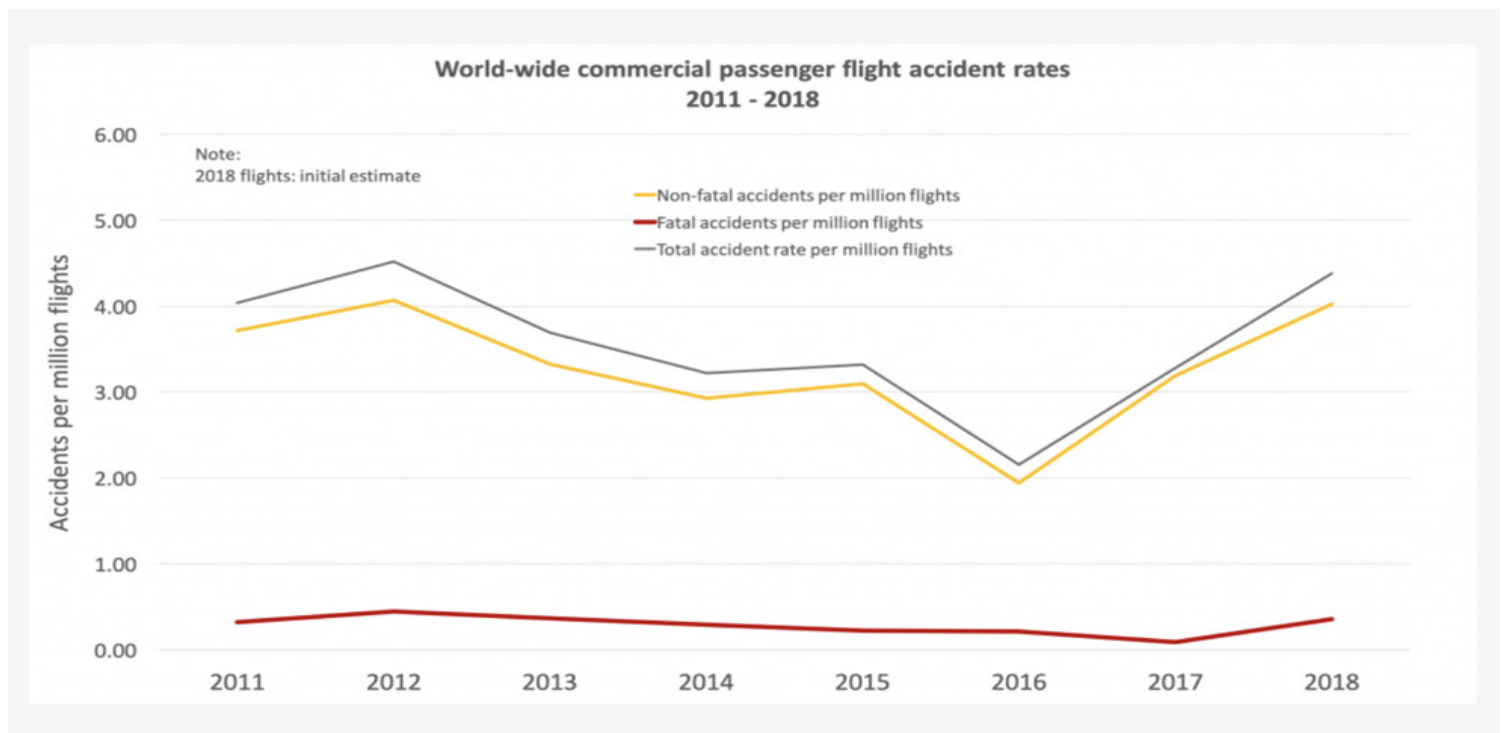
Until that event, Southwest Airlines had flown 1.8 billion passengers with no fatal accidents in its 47-year history.

On 10 August, the strangest loss of the year involved Richard Russell, a ground service agent for Horizon Air, based in Seattle.

The 29-year-old stole a Bombardier Q400 from the airport and took off without permission. He flew some complicated stunts before dying when the aircraft crashed south of Tacoma.

It was the only incident classified by To70 as "unlawful interference" during 2018.

One person died on 28 September when an Air Niugini Boeing 737 from Pohnpei crashed in a lagoon on the Micronesian island of Chuuk. Initially it was believed that all the passengers and crew aboard had survived. But when a second search of the half-submerged cabin was carried out by divers, the body of Eko Cahyanto Singgih was discovered.



Cause for concern: flight accident rates from 2011 to 2018 show a recent upturn (To70)

Adrian Young, senior aviation consultant for To70, said: "Sadly, the historical lack of fatal civil aviation accidents involving large turbojet-powered passenger aircraft in 2017 was not to be continued in 2018.

good safety records. Since the Southwest Airlines tragedy in April, the two airlines which have carried the highest number of passengers without a fatal accident are Ryanair and easyJet.

"In fact, the number rose to slightly above the most recent five-year average.

Source :

<https://www.independent.co.uk/travel/news-and-advice/flight-safety-airline-plane-crashes-2018-fatalities-lion-air-indonesia-a8706336.html>

"Whilst accidents in commercial air transport remain rare, the industry must remain alert."

The UK and Ireland continue to have outstandingly

• THINK SAFE • ACT SAFE • BE SAFE

Jocularity...



A few years ago, my wife was talking to a reservations agent at a cruise line...

Mrs. AeroSavvy: My husband is an airline pilot. Do you offer any discounts for families of airline employees?

Cruise Lady: Why, yes. We DO have a 20% discount! What airline does your husband fly for?

Mrs. AeroSavvy: He flies for XYZ Package Express.

Cruise Lady: Oh, we only give discounts to real airline pilots.

Ouch! Mrs. AeroSavvy was not amused. (Sorry, honey!)?

REVISED AVIATION DICTIONARY

ALTERNATE AIRPORT: The area directly beyond the active runway when the engine quits on take off

ALTIMETER SETTING: The place where the altimeter sets. Usually hidden by the control column during a near-minimums instrument approach.

BANK: The folks who hold the mortgage on your aircraft.

BI-PLANE: What you'll say to your bird if flying costs keep going up

CARBURETOR ICE: Phrase used by pilots when explaining accident caused by fuel exhaustion.

"CLEAR": Warning shouted two seconds after hitting the starter button.

CONTROL TOWER: A small shack on stilts inhabited by government pensioners who can't hear. When they become blind, they are sent to centres.

CRITICAL ALTITUDE: Minus six feet.

CRITICAL ENGINE: That part of your airplane which used to be under the cowl, but is now in intensive care at the maintenance shop.

DE-ICER: A device designed to operate under all weather conditions, except icing.

ENGINE FAILURE: A condition which occurs when all fuel tanks become filled with air.

Mommy, when I grow up I want to be a pilot!

I'm sorry son, you can't do both...



Kindly submit your comments and articles for future publication to the:

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Vision Air International Head Office

A3, BC-14, Avenue 3, Street 3, Block 5 Clifton, Karachi, Pakistan

or email us at ali.hassan@visionairintl.com

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