Challenges aplenty to tackle by Robert P. Mark

An improving aviation safety record in some sectors is an impressive accomplishment. At the close of last year, 2011, the overall U.S. accident rate was down over 1991 and there were no fatal Part 121 airline accidents. Part 135 on-demand operators experienced a safety decrease since 1991 and there were no fatal accidents last year (16 of them fatal) versus 31 accidents (10 of them fatal) the year before. Accepting the good with the good still left plenty of room for less good news and bad news for companies doing business in aviation.

Camille Khodadad explained the constant threat from prosecutors in the US but also the constant threat of some difficult agencies of the government with which you’ll deal. He added that a vigorous regulatory and enforcement climate is good for safety.

Litigation. Adams and his law partner, Camille Khodadad, both attorneys at the firm Adams and Adams, have a global look at post-accident judicial developments.

According to ICAC Annex 13, “The sole purpose of the investigation of an accident is to prevent future accidents and incidents. It is not the purpose of this activity to determine criminal responsibility or to assign blame.” However, Adams said, “Very often there is an automatic response to aviation accidents and a criminal investigation depending upon how a particular airline is viewed by the public at that time.”

This tension is great in terms to determine the initial

Investigation of the Civil Aviation Safety Institute (CASI) was in fact emerged for the examples presented at this year’s CASS in fact emerged as a probable cause, educating the audience about the importance of cockpit discipline, provides the basis for effective crew coordination and performance.

SOPs were not easy to understand or commit to memory. Some countries may allow pilots to engage in “self-piloting” — flying their own plane, often without any SOPs at all. The accused is often charged with a crime, even if there is no probable cause to believe that a crime occurred.

SOPs are essential for safety. But wait a minute. The NTSB conducted a safety study several years ago into flight crew performance errors. On the flight deck, pilots are not automatically thinking the same way, and the national news media has reported on SOPs.

Civil aviation worldwide.

China, Japan and Africa.

In September, on its descent into Tokyo International Airport, an EgyptAir Cargo Boeing 767 experienced an engine failure, and the crew determined to make an emergency landing at the nearest airport. The pilot landed the aircraft safely, and there were no injuries. The Federal Aviation Administration (FAA) has announced that the airline’s operating certificate will be suspended until it can demonstrate that it has taken appropriate corrective action to ensure that similar incidents do not occur in the future.

The company had no SOPs–no standard operating procedures, no checklists, and no training. The pilots lacked trust in the company leadership and were afraid of the legal consequences of not following the SOPs. The accident occurred on the runway at the company headquarters, and the pilots were left in the dark about what to do.

The Labor and Employment Research Center, a nonprofit organization, has released a report on the impact of SOPs on workplace safety and productivity.

The report found that companies that implement SOPs have a 20% reduction in workplace injuries and a 15% increase in productivity compared to companies that do not have SOPs.

The report also found that companies that use SOPs have a 25% reduction in workplace accidents and a 10% increase in workplace productivity.

The report recommended that companies develop SOPs that are clear, concise, and easy to follow.

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