

Summarize chapter 22



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Chapter Summary. The purpose of this paper is to provide a summary of chapter twenty five as it pertains to Other Approaches to Aviation Safety. The first approach covered was Safety Management System which is quite simply a comprehensive approach to aviation safety. This is achieved through monitoring of necessary controls. This represents a proactive approach to aviation safety management.

The next approach is the Boeing Safety Management System which is an overall systematic approach to safety amongst all involved parties. This approach encompasses the function to actively monitor and incorporate a formalized safety plan, incident analysis, and safety management.

The next approach for aviation safety is the Boeing Safety Management System (BSMS) which is simply a system of analysis of commercial jet airplane accidents. This forms a kind of retroactive approach to human error incidents involving aircrafts, and ultimately provides recommendations for improvements that can be made. The sub tools created by the Boeing analysis are Maintenance Error Decision Aid (MEDA) which analyzes why maintenance errors occur and how it can be avoided. Procedural Event Analysis Tool (PEAT) works to supplement MEDA insofar as it incorporates a system of effectively structuring the investigation process to determine the best corrective actions. Cabin Procedural Investigation Tool (CPIT) further supplements MEDA because it holds a focus on the system and not the individual. Finally there is REDA which stands for the Ramp Error Decision Aid which is a focus of study of flight line and ramp operations and procedures and how they can be improved in regard to their safety. The next major system is the Numerical Safety Ratings Systems which assign a numeric fixture to any particular safety item to analyze the overall safety of a

process. The Safety Case Concept describes a sophisticated integrated risk management system which incorporates an operator making a case to the regulatory authority to prove risks are properly being controlled. System safety refers to the forward looking identification of possible hazards in order to control/manage the effective risks and in a way that represents the opposite of the Boeing Management System.

The next topic to be covered is the Aviation Safety Action Program (ASAP) which encourages all employees working for an air carrier to voluntarily report safety information.

The article that I have selected that is related to Chapter 25 was published in the New York Times by Smith in 2009. The article titled ' Don't Ground the Safety System. First highlights that on March 6th, Southwest Airlines was hit with a \$10. 2 million fine for not performing safety checks for fatigue cracks in their fleet of Boeing 737's. Ultimately, many airlines have had lax safety controls and as such the Federal Aviation Administration became the target of intense scrutiny. Ultimately the FAA has worked with a number of different parties (Pilot Unions, Airlines etc.) to study problems and develop new technology and protocols to improve airline safety. The two best examples highlighted were the Cargo-Fire Suppression systems (Developed after the ValueJet Crash) and the Traffic Collision and Avoidance Systems developed to avoid mid-air collisions. What was further highlighted was how safe air travel has actually become. Although not frequently advertised in the media it is the case that despite enormous financial pressure on airline carriers Air travel is the safest form of traveling.

References

Smith, P. (April 13th 2009) Don't Ground the Safety System. New York Times.
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[online] Available at <http://www.nytimes.com/2008/04/13/opinion/13smith.html> Accessed on December 12th 2010.