



# Regional Cargo Airlines Perspective

Safety has no "Second Place"

# Safety

The Merriam Webster Online Dictionary defines safety as: “the condition of being safe from undergoing or causing hurt, injury, or loss.”

# Applied Safety

- Not a department
- Not an adjunct to business operations
- Not a roundtable discussion
  
- It is the universal scale by which we weigh our success
- In short, it is the way we must conduct business

# Risk Analysis

- Having a Safety Department is not enough
- Success at safety requires risk analysis
- Employ System Safety Principles
- Ask if it can be done . . . . safely

# The Nature of Regionals

- Metaphorically fly under the radar
- Provide a critical link in commerce
- Make rural “Just-in-Time” a reality
- Do it without the benefit of EAS

# Equipment & Service

- Many operate turboprop aircraft
- Certificated under Part 121 and/or 135
- Hub and Spoke
- Origin and Destination

# 78 All Cargo Regional/Commuters

7 Operate in Alaska

3 Operate the Caribbean and Hawaii;

68 Operate in the contiguous 48 states

Most are Part 135

3 are Part 121 and 135

# All-Cargo Regional/Commuter Fleet Types

Cessna/Beech/Piper	944
Metros/Shorts/MU2/Aero's	269
Learjet/Falcons	143
DC-3/Convair	64
CASA/BAe-31/Emb 110/120	49
F27/ATR42	38
Other	6
TOTAL.....	1513



# Benefits of Dual Certification

- Aircraft selection driven by load
- Aircraft selection driven by airport
- Allows efficient/economical aircraft selection

# Not Growth Driven

- Fleet size varies dramatically
- Service area varies dramatically
- Growth a product of existing demand
- Not a product of anticipated demand
- Exist to fill a niche market

# Small is not Bad

- The bigger the operation the more risk
- Small operation . . . Easier communication
- Small enhances situational awareness
- Doesn't promote "Knowledge is Power"
- Willingness to assist across departments



Small – What Doesn't Apply

# Small - What Doesn't Apply

- Knowing what's on the airplane
- ULD and pallets don't fit
- Cargo is hand loaded
- Crewmembers are trained to supervise
- Communication is not an issue

# Securing the Load

- We don't use “bear-traps”, ULD, or pallets
- No concern about approved parts
- No exchange of ULD or pallets
- Nets stay with the aircraft
- Nets inspected during post-flight
- Only conforming replacements used

# Low Utilization Benefits

- Limited crew time and duty concerns
- Quality crew rest at domicile
- Familiarity with aircraft
- Crew & Mechanic relationship
- Dispatch reliability

# Dispatch v. Flight Following

- Many regional carriers dispatching
- Provides on-sight operational control
- Dispatchers not Flight Followers
- Incentives for certification
- Flight releases
- Drug & Alcohol Testing
- Computerized flight following & weather
- Shift overlap and shift log
- Communication



# Maintenance & Quality



# Maintenance & Quality

- Same quality whether in-house or contract
- Maintenance Program & Heavy Check
- Component level repair and overhaul
- Quality assurance and surveillance
- Coordinating Agency for Supplier Evaluation

# Safety Programs

- In-house Safety Council
- Investigates and recommends
- Customer alliance in safety
- Cargo System Safety Implementation Program participation
- ATOS/System Safety

# Summary

- Commercial aviation requires constant vigilance and dedication to safety
- You must nourish a safety culture
- You must ask if you can do it safely
- In our world, Safety has no “Second Place”