



VOCUS

by *Polaris Aero*

Before we get started...

- **Tell us about you and your department**
- **Current safety programs? (certifications, tools)**
SMS, FRAT, MRAT, FOQA/FDM, ASAP, Fatigue, other?
- **Biggest safety challenges / pain points?**



- Founded in 2007 by two former military / commercial pilots
- We can do better
- Mission: learn valuable lessons *before* an incident/accident occurs!





A Cloud-based *Safety Intelligence* Platform

that

utilizes the latest technology and design paradigms

to

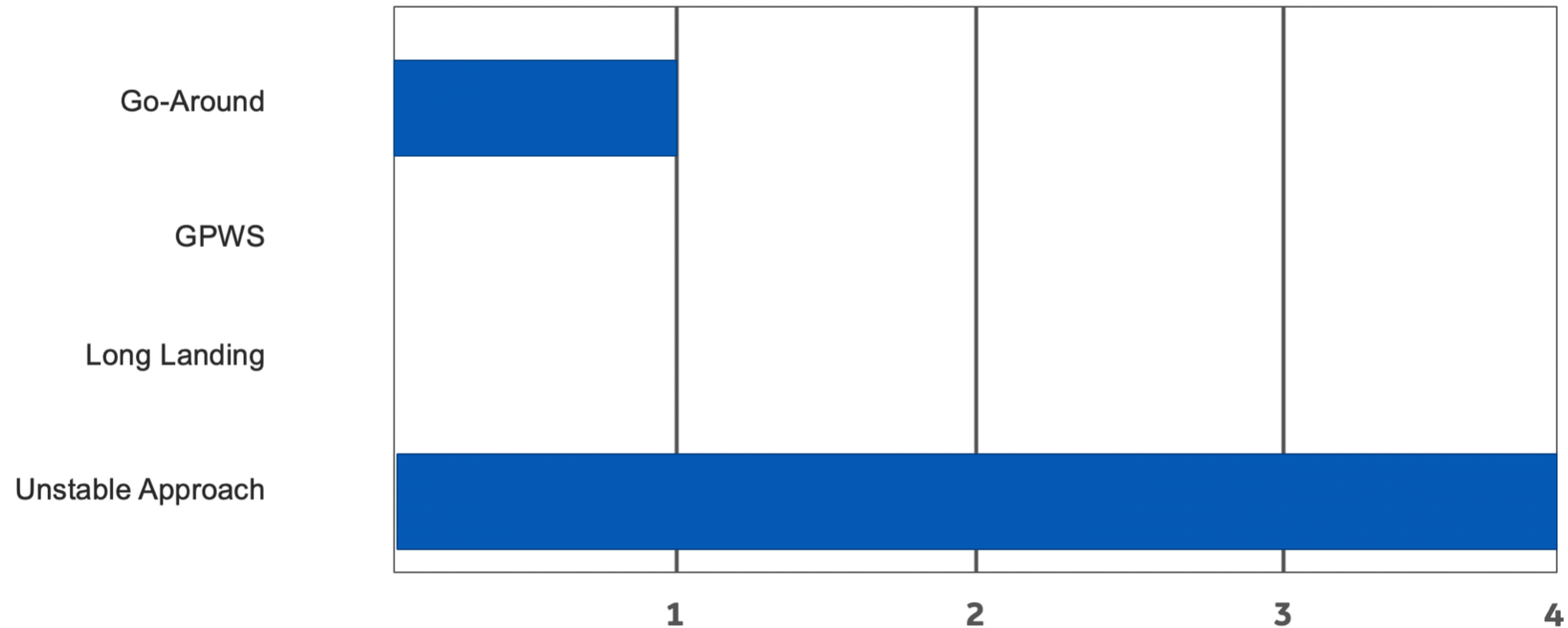
ensure your organization never forgets lessons learned

Simple

Meaningful

Seamless

How are you Informed by Safety Data?



“Apparent Trend”

Root Cause Analysis reveals that all 4 had unrelated factors

Safety Data Isn't Always What You Think - You need Insights



“No Apparent Trend”

Root Cause Analysis reveals that all 4 had Fatigue as a factor

Keys to Managing Safety

- A culture where safety reports, small and large, are submitted
- A strong process to identify Root Causes on each report
- An ability to develop Corrective Actions
- A willingness to establish Risk Controls and document lessons learned
- Proactive Training with your the team
- Active Monitoring of the Effectiveness of Risk Controls

What is SMS ?

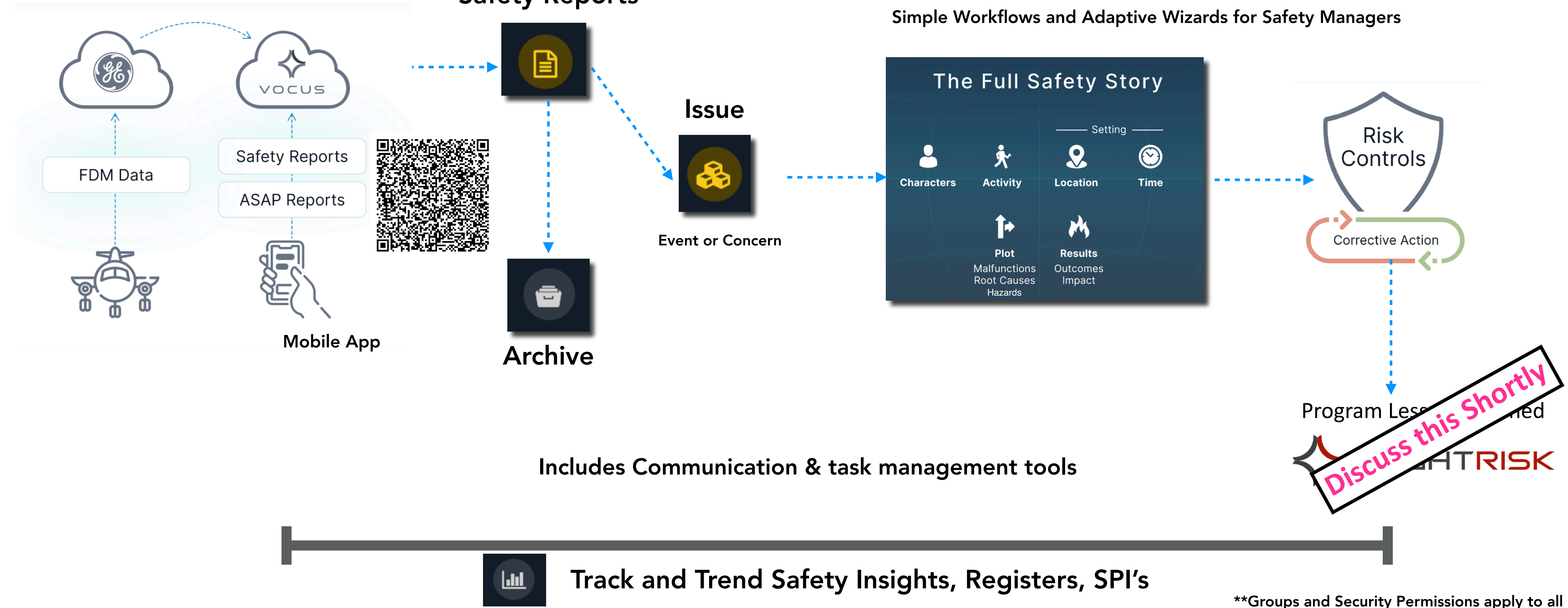
Organizational safety management software

Simple Reporting for Line Personnel

Safety Reports

Risk Management Process founded on

Simple Workflows and Adaptive Wizards for Safety Managers





Simple

easy to use

Meaningful

provides powerful safety insights

Seamless

integrated with ARINC Direct, ASIAs, and GE C-FOQA



What safety management should be



**An advanced risk assessment system that automatically
Informs of hazards and provides risk mitigation advisories**



**Promotes consistency to the Ops Manual
Ensures you never forget a lesson learned**

Simple

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FLIGHTRISK Automated Risk Assessment System

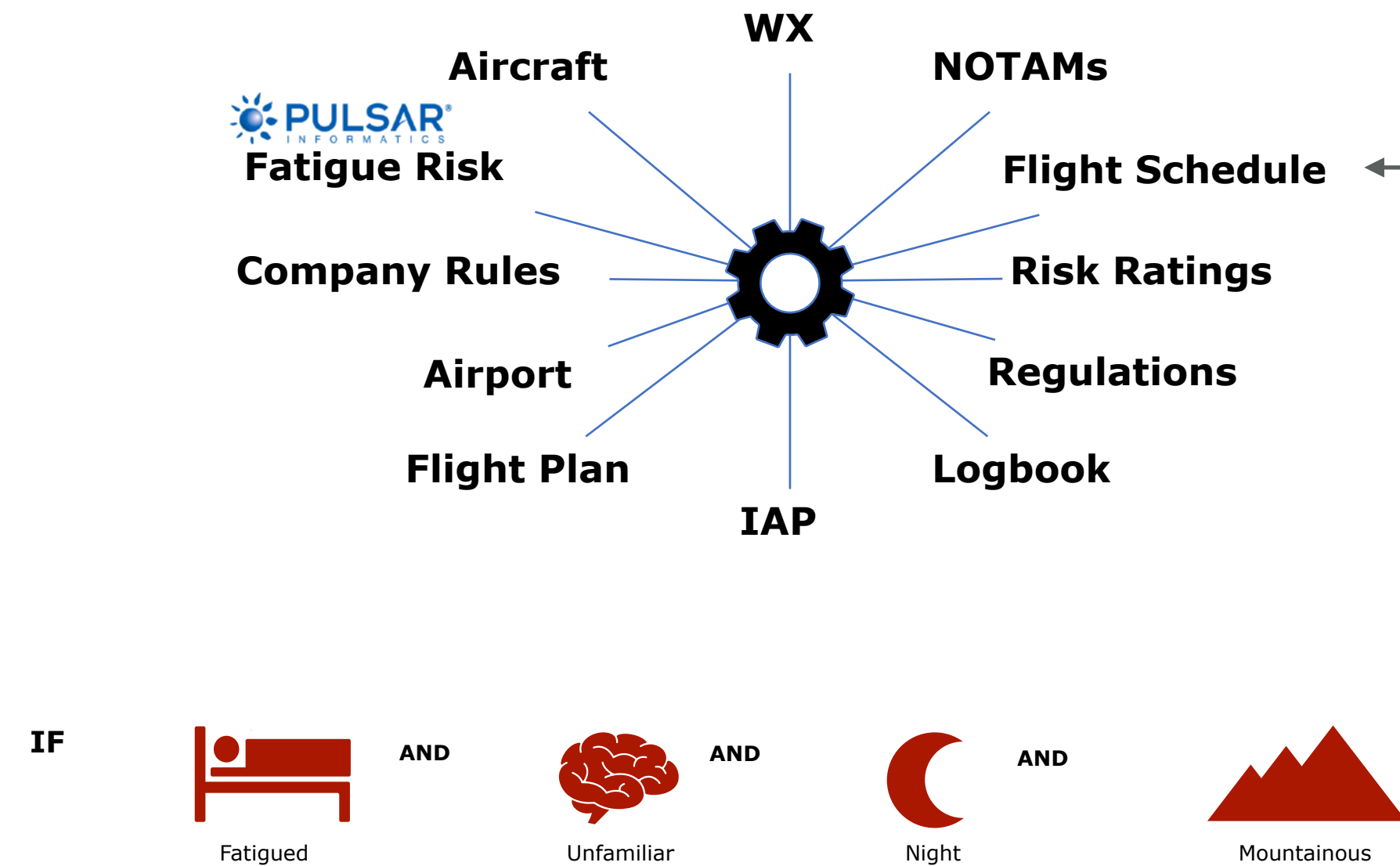
AGGREGATES



ANALYZES



ADVISES



THEN:













Night arrivals are prohibited at KASE

Contact the Chief Pilot for a waiver

Source: Company Operations Manual, p. 31

Being Proactive with our Safety Knowledge

| | | | | | | | | | |
|---|---|--|---|---|---|---|---|---|---|
| General | Pilot | Pre-Flight | Taxi Out | Departure | Enroute | Arrival | Approach | Landing | Taxi In |
|  3 |  2 |  0 |  0 |  5 |  0 |  2 |  1 |  7 |  3 |



Long landing advisory -

The conditions at this airport have led to landing irregularities. Be very vigilant on flying a stabilized approach and landing within the touchdown zone.



Wing de-icing required

Icing conditions exist when temp is +10C or below and visible moisture is present

Source: Aircraft Flight Manual, Section 1



**A risk control should be to inform the crew of what they need to know
.....Instead of documenting what they already know**

Simple

automated analysis

Meaningful

provides objective information (instead of subjective numbers)

Seamless

integrates with

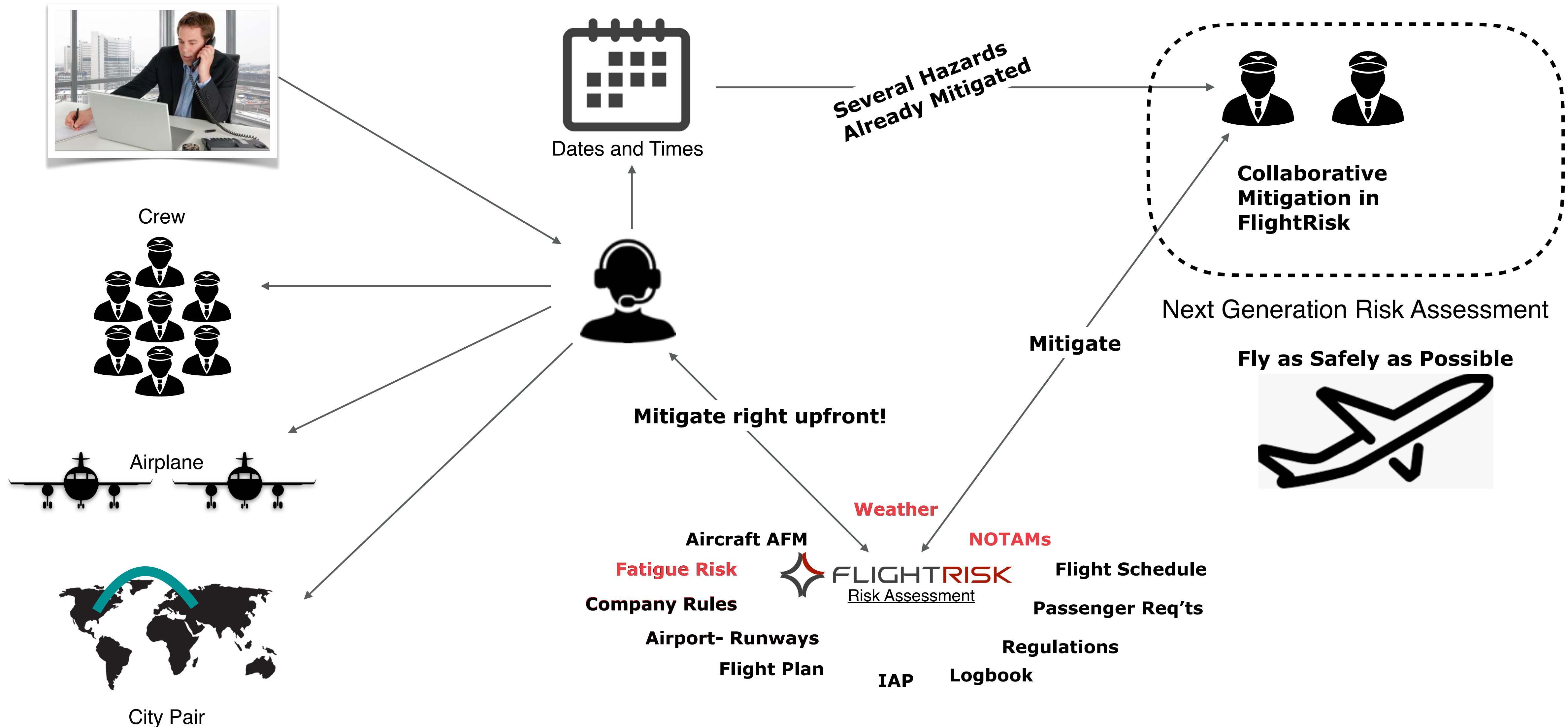
Scheduling Systems: FOS, PFM, Tripplanning.biz, BART, Airplane Manager, Satcom Direct

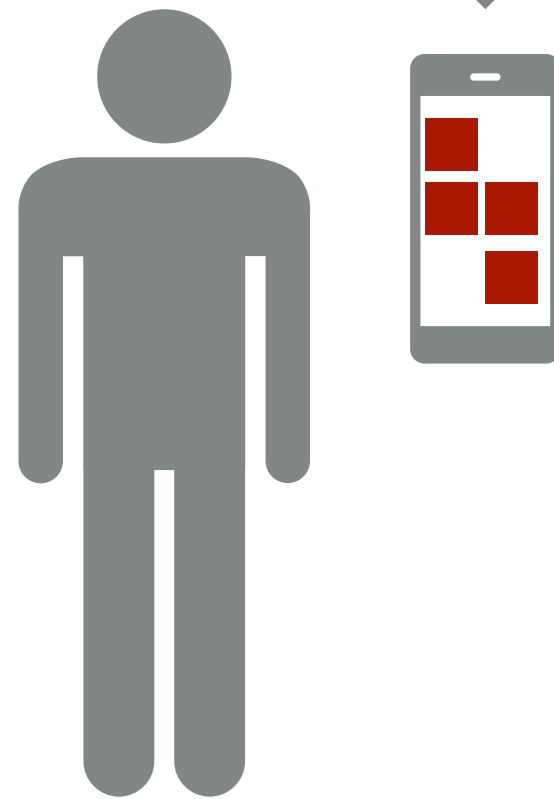
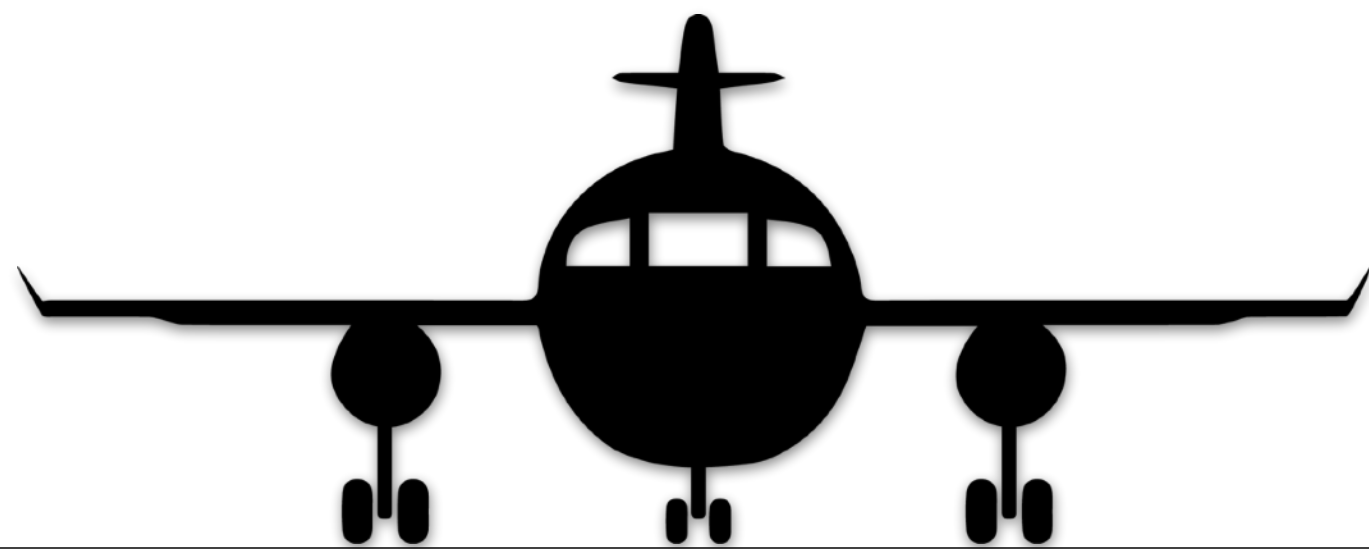
FlightPlanning: ARINCDirect

Fatigue Management: Pulsar Informatics

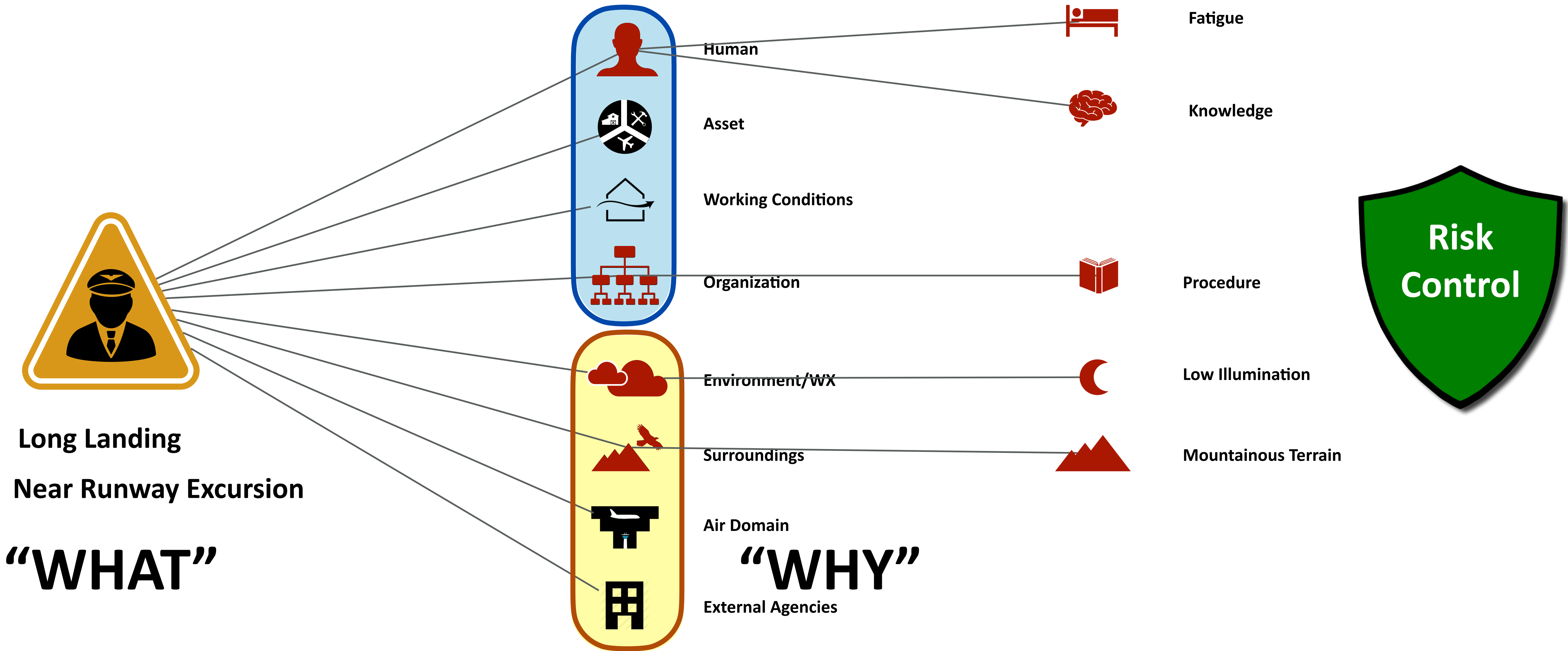
Scenario

Flight Scheduling and Execution Process



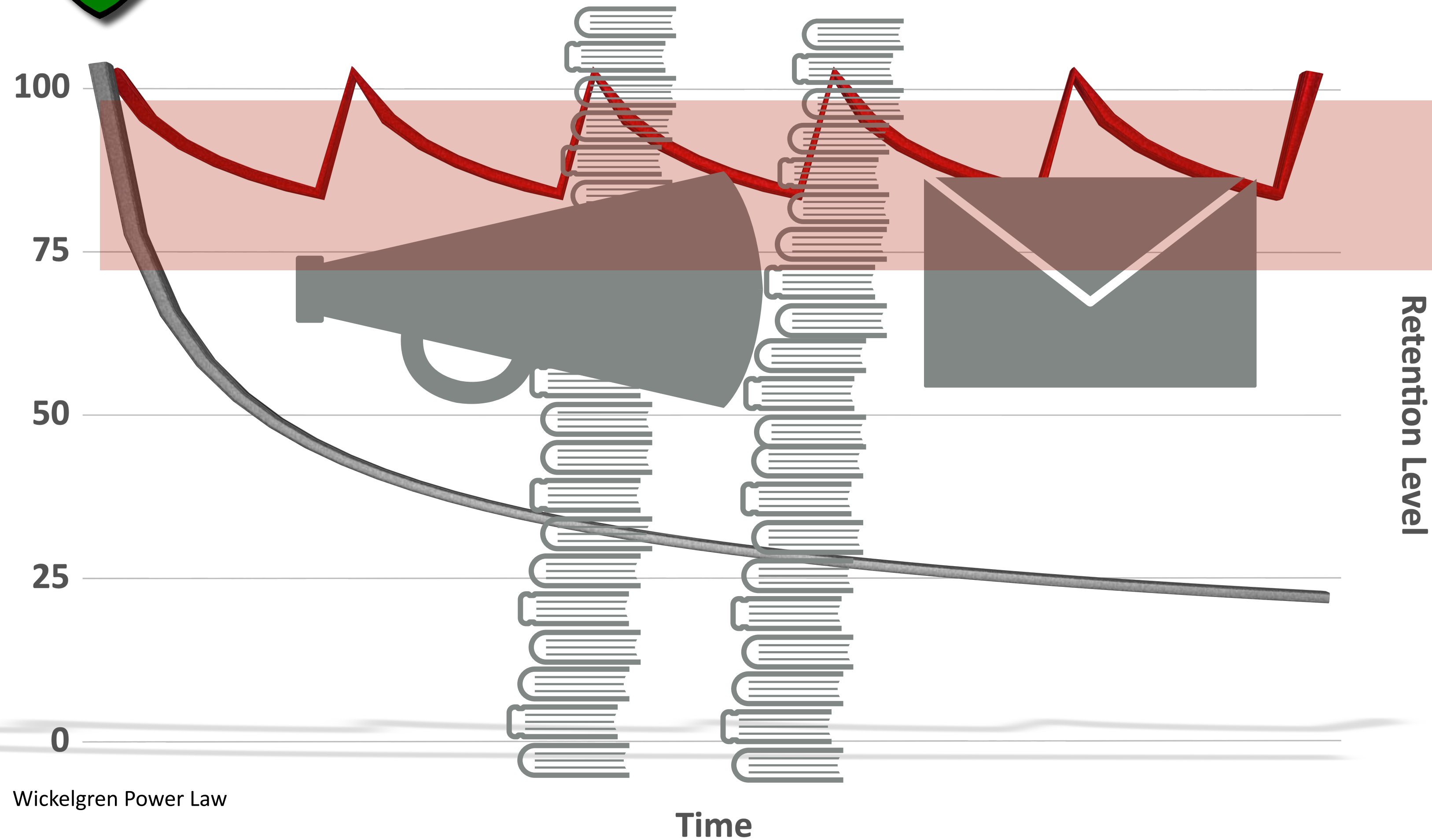








Modify Operations Manual





Create a FlightRisk rule as a result of our scenario...

IF



Fatigue

AND



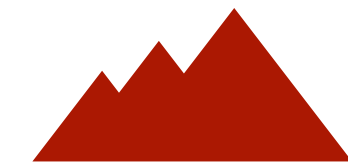
Knowledge

AND



Low Illumination

AND













Mountainous Terrain



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| | | | | | | | | | |
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Long landing advisory -

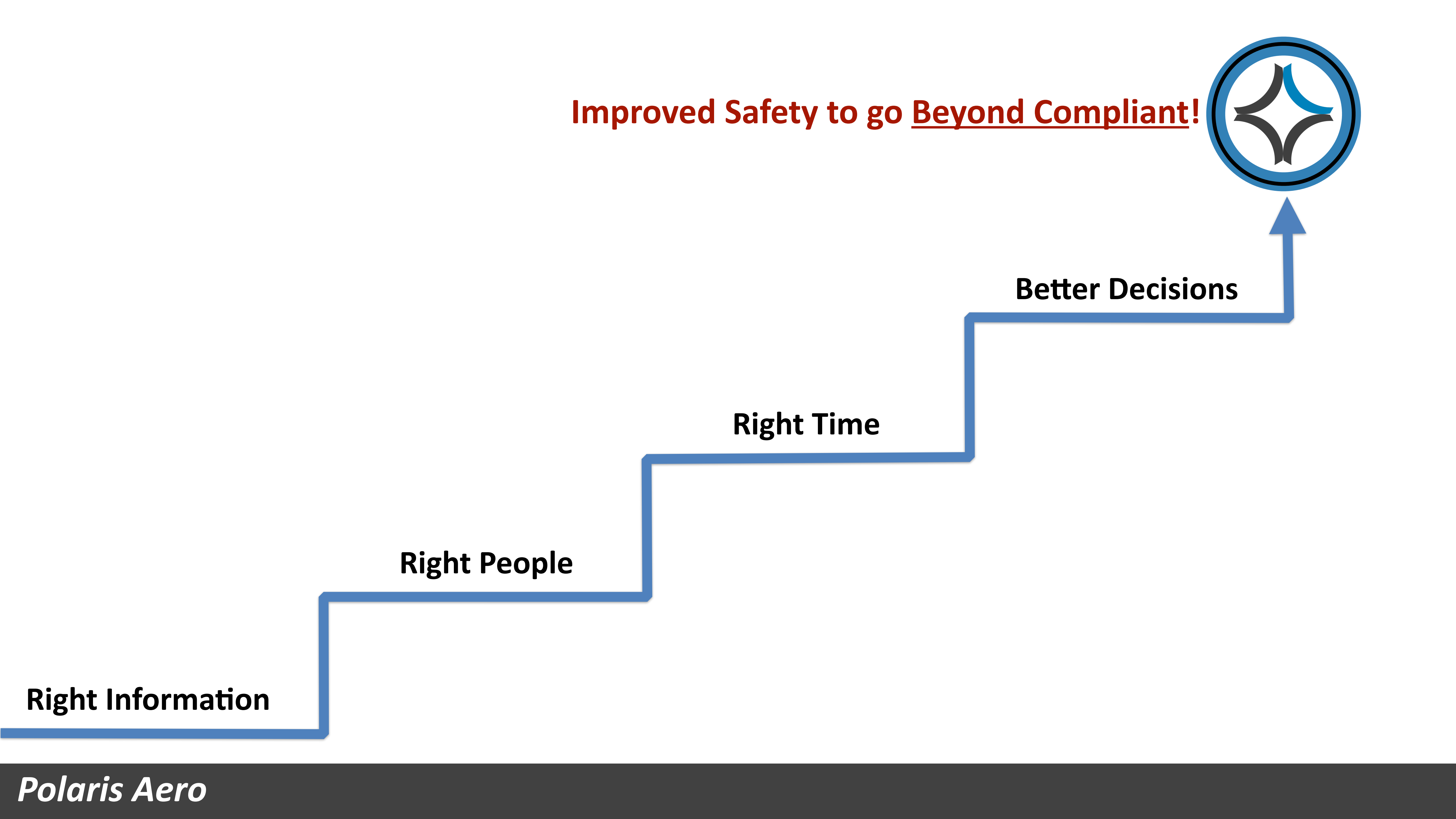
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