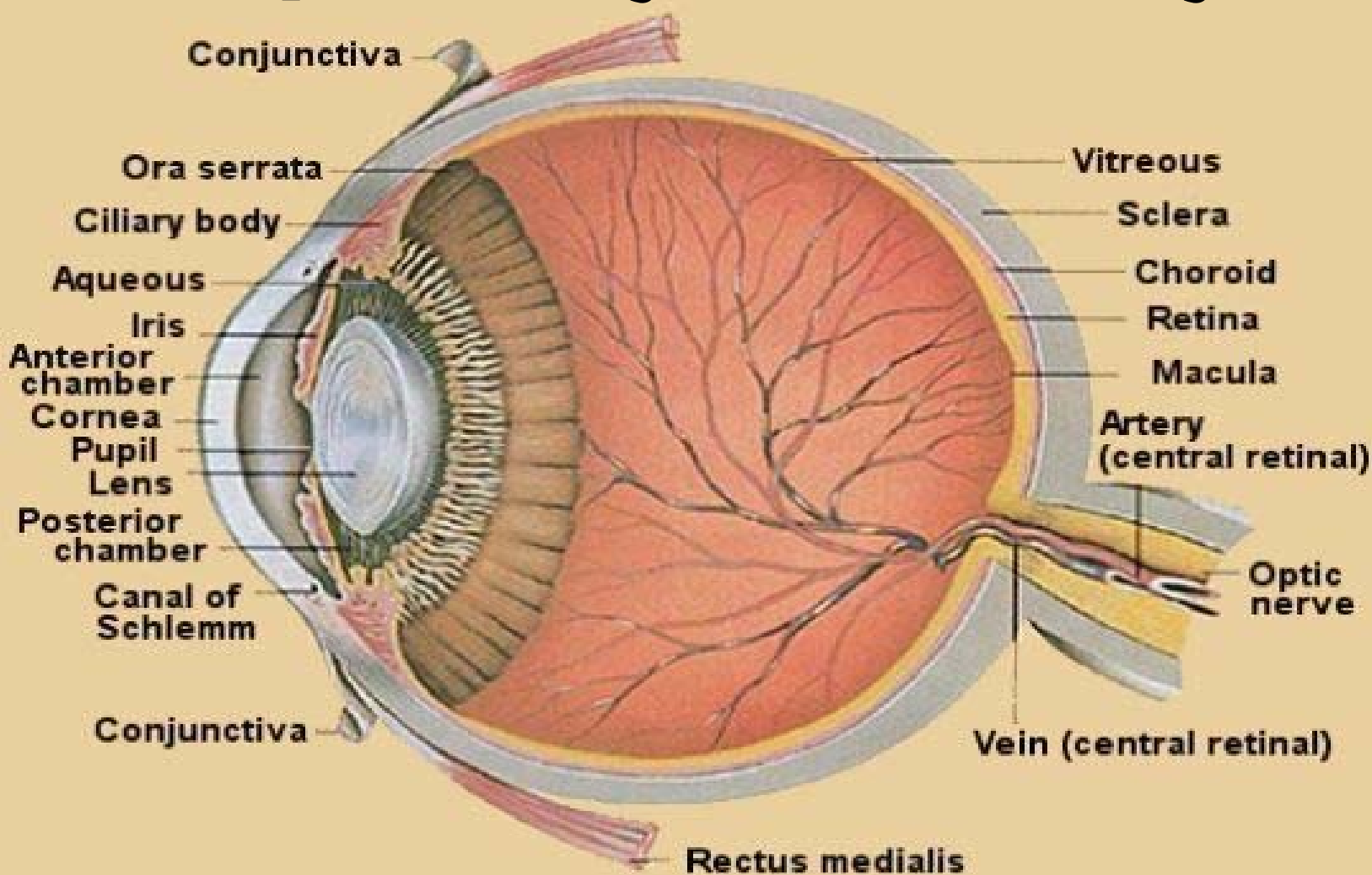


# FLIGHT SAFETY INFORMATION

# Keep You Eyes On Safety!



## INSIDE THIS ISSUE

**2005 International Society of Air Safety Investigators**  
**What You Should Know About Your Eyes**  
**Fixing the Workplace Not the Worker**

# ISASI 2005

This year the International Society of Air Safety Investigators (ISASI) 2005 was held in downtown Fort Worth Texas. Fort Worth catered to some four hundred delegates from all around the world to include: Brazil, China, Switzerland and many numerous attendees from various companies and countries.

Tuesday the 13<sup>th</sup> the conference kicked off with a big Texas bang starting with delegates attending a multitude of presentations to include, "Challenges in the Afghan Investigation of the KAM Air Flight 904" presented by Bob Benzon, and "Accident, Serious Incident, and Incident Investigations: Different Approaches, The Same Objective" presented by Stephanie Corcos and Pierre Jouniaux. Tuesday night then concluded with an ol'fashion Texas time. Everyone was invited to attend Billy Bob's. This is a local tourist attraction which symbolizes Texas's heritage. While enjoying Texas BBQ we were presented with some live entertainment. The team at Billy Bob's put on a nice TX skit for all to enjoy. We all became a little more cultured after that presentation.

Wednesday was filled with much of the same, presentations, company mingling as well as fostering international relations among each other. Here is just a small sample of what some of the papers discussed: "Flight Data Monitoring-A New Approach", presented by Simone Sporer, "Airline Flight Data Analysis (FDA) – The Next Generation", presented by Jill Sladen and Mike Poole.

Thursday was the final wrap of the conference. The last of the presentations were made and the evening wrapped up with a mingling session followed by a wonderful closing reception. The reception closed with where the next ISASI conferences would be located, honored sponsors, and acknowledged many thanks to everyone who had contributed to the great success of this year's conference.

Next year ISASI 2006 will be hosted in Cancun Mexico on September 11-14<sup>th</sup>. The theme will be "incidents to Accidents Braking the Chain". The accommodations for next year will be hosted by the beautiful Fiesta Americana Grand Coral Beach Hotel. Please note that the cut off date for reservations will be August 11, 2006. Anyone who books after this date is subject to availability. Please check for the latest "ISASI 2006" information at the ISASI Web Site [www.isasi.org](http://www.isasi.org).

## **Important dates for ISASI 2006**

- Call for Papers – Target Dates
- Indication of interest – January 31, 2006
- Abstracts due: March 31, 2006
- Selected papers due in electronic format: July 31, 2006

## **Please e-mail or mail abstracts and final papers to:**

Jim Stewart  
ISASI 2006—Technical Program Chair  
307-1500 Riverside Drive  
Ottawa Ontario, Canada K1G4J4

E-Mail: [papers@rogers.com](mailto:papers@rogers.com)  
Tel.: 613-736-1491

## **For More information about this years ISASI 2005 conference please contact:**

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# Everything You Should Know About Your Eyes.



The human eye: perhaps one of the most complex and necessary components of a pilot. For the most part it is correct to say that all pilots require both eyes. However there have been cases where individuals have earned their pilots license with only one eye functioning.

In this article we will discuss the following but are not limited to: the anatomy of the eye, the visual system, accommodations, age accommodations, adaptation to light, visual acuity, visual fatigue and many other areas of importance.

Lets first start with the greatest importance of our human eye, the anatomy. The anatomy of our eye consists of the following: retina, fovea, and rods and cones.

It has been noted that sight is one of the most active intake systems on our body. Some 70% of all our body's receptors are the specialized photosensitive cells of our eyes. It has been estimated that a third of all the fibers bringing impulses to the central nervous system come from the eye. Let's look at an easy way to understand the eye. We can do this by comparing its nature to that of a 35mm camera. If you take the pupil, with its variable aperture, the transparent cornea and the adjustable lens represent the optics of the camera. The cornea and lens together refract the rays that are incoming and then bring them into a focus on the retina. This represents light-sensitive film.

## **The Human Eye Anatomy:**

Note: When light enters the eye, it passes through the pupil, cornea, and lens, and is focused on the third tunic of the eye, called the neural tunic.

**Retina:** This is where the visual receptors are located. The actual receptor organs are the visual cells embedded in the retina, consisting of "cones" for color vision in bright light. It also houses the "rods" which are used for vision in dim light. The rods are highly sensitive. The visual cells then convert the light energy by a photochemical reaction into nervous impulses which are then transmitted along the fibers of the optic nerve.

**Rods and Cones:** Outside of the foveal area there are considerably fewer cones and one nerve fiber serves several rods and cones. Here is where the rods are distinctly more abundant than cones and they become more numerous as they are located farther from the fovea. The cones themselves detect fine differences in either color or shape but need high illumination for this. Rods are more sensitive even when it comes to dim light, but they only distinguish between shades of grey between black and white. The rods are the most important out of the two for light-detecting organs in poor visibility and at night.

**Fovea:** The human eye contains some 130 million rods and 7 million cones. A thin covering called the “fovea centralis” allows the light rays to pass directly to the visual cells, which, in the fovea, consist entirely of cones, this is where the maximum density of about 10,000 cones per mm<sup>2</sup> are located. Each foveal cone has its own fiber connecting it to the optic nerve. Because of this the fovea has the highest resolving power of any part of the retina, up to about 12 s of arc. The area of the center vision is accomplished here in the fovea. It is important to note that only objects that are focused on the fovea come into complete focus.

**Visual Field:** The visual field is that part of one’s surroundings that is taken in by the eyes when both eyes and head are held still. Only those objects within the small cone of 1 degree apex are focused sharply. If you were to keep your eyes still while reading you would only be able to see a few letters at a time.

The Visual Field can be divided up into 3 segments as follows:

1. Area of Sharp Vision      Viewing angle 1 degree

2. Middle Field: Viewing      Angle 40 degrees

The middle field areas are not seen clearly but strong contrasts and movements are noticed.

3. Outer Field: Viewing      Angle 40-70 degrees

The Outer Field is bounded by the forehead, nose and cheeks; objects in this area are hardly noticed unless they move.

**Accommodation:** This simply means the ability of the eye to bring into ‘sharp focus’ objects at varying distances from infinity down to the nearest point of distinct vision. More notably known as the ‘near point’. For example, when you were a child and you would make your eyes become crossed. What you most likely noticed was that your nose became the clearest object that you could focus on, but the objects in the distance became blurred. This is a clear demonstration of what accommodation is and how it works. The reason that we see our nose differently is because an object is seen clearly only when refraction through the cornea and lens produces a tiny but sharp image on the retina, the three components forming an optical system. “You may ask “how do we focus on the object near by”? The viewing is achieved by changing the curvature of the lens, by contraction of the muscles of accommodation, the ciliary muscles.

**Distant Objects:** How do we see distant objects? When the ciliary muscles are relaxed, the refraction of cornea and lens is such that parallel rays from distant objects are focused onto the retina. Therefore, when attention is allowed to wander over distant objects, the eyes are focused on ‘infinity’ and the ciliary muscles remain relaxed.

**Age and Accommodation:** Age we all know has a profound impact on our bodies, but what we may not understand is that age has an enormous effect on the eyes ability to accommodate. The reason for this is that the lens gradually loses its elasticity.

**Visual Fatigue:** This usually comprises of all the following symptoms following excessive stress on any function of the eye. One of the most important of these strained is the ciliary muscle of accommodation. This is usually caused by looking too closely at very small objects and the effects of strong local contrasts on the retina. Typical signs that you are expressing visual fatigue are in the following list; however this list is not inclusive:

1. Painful irritation (burning) followed by tearing, redness of the eye and conjunctivitis.
2. Double vision
3. Headaches
4. Reduced powers of accommodation and convergence

5. Reduced visual acuity, sensitivity to contrast and speed of perception.

These symptoms are brought about in particular by strenuous fine work, reading poorly printed texts or low-quality computer images, inadequate lighting, exposure to flickering light or optical aberrations of the viewer's eyes. Elderly people are, of course, more prone to visual fatigue.

Obviously, all types of visual work can contribute to the general fatigue discussed earlier since every job that calls for more rapid and precise eye movements will make heavier demands on perception, concentration and motor control. So whenever the eyes are over-stressed for long periods the symptoms of eyestrain (sore eyes and headaches) will be added to those of general fatigue.

**The effects of visual fatigue on a person's occupation may include the following:**

- Loss of productivity
- Lowering of quality
- More mistakes
- Increased accident rate
- Visual complaints.

Why should I know all this information about my eyes you ask? It is simple, for the majority of audience viewing this paper it is not incorrect to assume that most people at least have a private pilot's license. It is also worth saying that most of those who possess this luxury do not want to lose it due to eye failure. Therefore it is critical to understand your body and all of its functions. By educating yourself about your body's functions you are more likely to take care of them as well as learn to prevent damage from occurring to them.

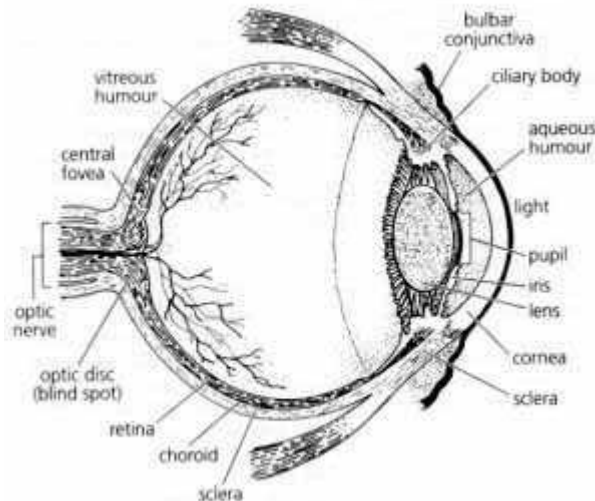
It is critical that you maintain healthy eye care. When you consider all that you have put into your career it seems to minor to just remember these following helpful hints:

When viewing a computer remember to take mini-breaks and look away for a few minutes.

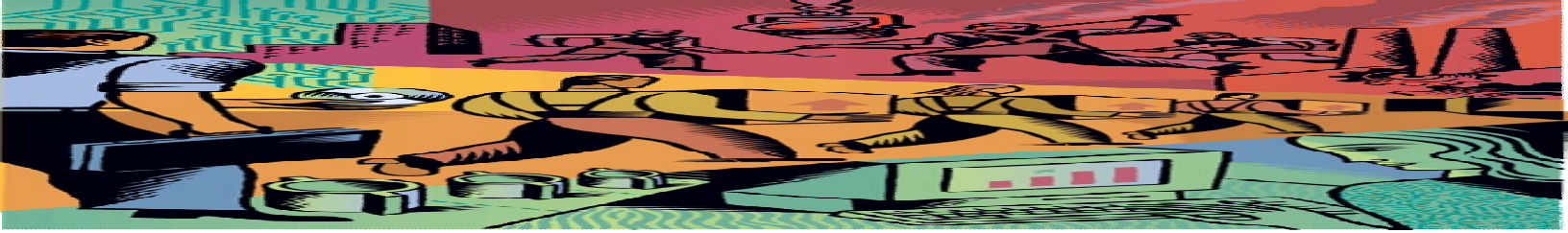
Remember to stay hydrated; this will help your eyes stay hydrated.

If you seem to be straining or 'squinting' to read you should have your eyes checked by a certified optometrist.

## Remember that your eyes are your Past, Present, and Future!







## Fixing the Workplace, Not the Worker A Workers' Guide To Accident Prevention

Let's talk about "fixing the workplace, not the worker". We can look at a program called TOP, or Triangle of Prevention Program. The program centers on fixing the workplace, and not the worker. This is done through creating an effective safety system. You may ask what has motivated all this concern in changing the workplace not the worker. Well typically, the accident prevention has been defined by management as an individual worker's responsibility. Here the employee involvement safety programs are based on behavior modification. The goal is to reduce the OSHA recordable injury rate by changing the behaviors of workers. What has come of all this you may wonder. Well the union often creates a name for their local program. Management may even agree to not use discipline when unsafe behavior is observed. However we have seen that behavior modification safety programs are a perfect fit of management's avoidance of responsibility for health, safety and accidents. When management runs process units beyond factory design limits, reduces preventative maintenance staff, crowds equipment together, hires poorly trained contractors and downsizes safety budgets, these unsafe management behaviors are ignored by behaviorist safety programs.

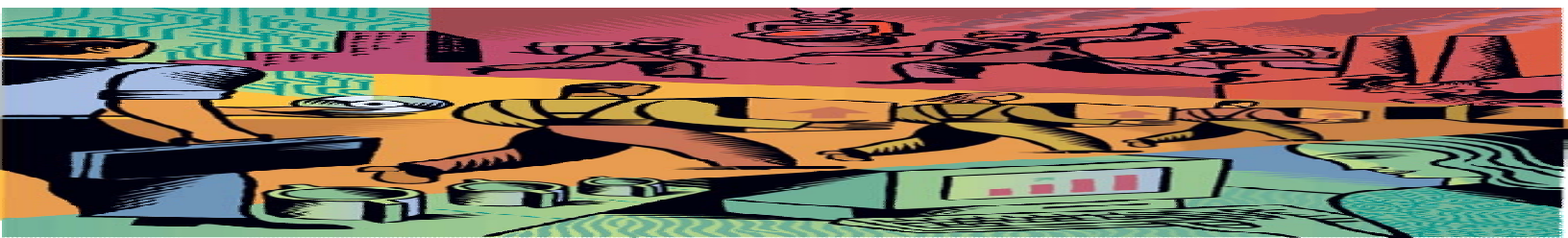
Behavior modification programs are the least effective way to prevent accidents because they focus on the narrow issue of correcting worker mistakes. When the Health and Safety Committees investigated the injury using a fix the workplace, safety system approach, the committee saw that the worker's injury was a symptom of a problem with the facility's internal workings. Behavior modification programs assume that the workplace and its safety systems are designed and maintained safely. Behavior observation programs actually function as a means of convincing workers to adapt their behaviors in order to keep unsafely designed equipment running. Behavior modification programs concentrate on getting workers to adapt themselves to the unsafe equipment by wearing fall protection harnesses or other personal equipment. Rather than focusing worker attention on organizing collectively to fix the workplace, behavior-based programs have workers target each other for individual change.


Now we can look more towards the workplace. When we view the workplace and "fixing" it we usually take on the attitude of, when a pump fails it is recognized that the thing that actually broke down was the plant's mechanical integrity program. The key for prevention of future similar incidents requires examining and changing the mechanical integrity system. Therefore, attention focuses on issues such as why the pump-monitoring program did not detect a problem with the bearing.


Now the question may possibly be how do we create a safer workplace? This truly requires us to look at industrial health and safety in a fundamentally new way. After all, our entire society is based on blaming the victim. The national focus on individual recycling concentrates our attention on the least effective area for actually reducing pollution. However, it is very effective in transferring blame and responsibility for pollution onto working people and away from corporations who create, control and profit from the system of pollution.


So in conclusion the workers are the problem that needs fixing in order to have a safe workplace. They claim that the behavior modification of individual workers is the solution. In reality, unsafely designed, maintained and managed workplaces are the primary problem. The best way to prevent injuries, fires, explosions and hazardous material releases is by fixing the workplace, not the workers.


Reference: Fitting The Task To The Human, K.H.E. Kroemer and E. Grandjean




Aug 21	Islander	ZS-PCJ	Private	0	South Africa
Crashed into a house shortly after initiating a go around.					
					

Aug 23	Boeing 737-200	OB-1809-P	TANS	40	Puru
<p>TANS Flight 204 departed Lima at 14:24 on a scheduled 53-minute flight to Pucallpa. After an intermediate stop there the airplane was to continue to Iquitos. While approaching Pucallpa meteorological conditions deteriorated with towering cumulus clouds and strong winds. While approaching runway 02 the 737 crash-landed in swampland. There are conflicting reports regarding the number of fatalities and occupants. Official sources say 44 out of 100 occupants were killed and one passenger missing, presumed killed. Local media reported however that the number of occupants was corrected from 100 to 98 by TANS and the number of fatalities was reported as 40. These figures are confirmed by TANS.</p>					
					


Sep 01	Falcon 20	N821AA	USA Jet Airlines	0	USA
<p>At Lorain the Falcon was loaded with 380 pounds of cargo. After rotation fro runway 25 at a height of about 15 feet above the runway, a flock of birds from both sides of the runway swarmed in front of the aircraft and ingested birds into both engines. This resulted in a complete loss of power on the number two engine. The pilot then called for retraction of the landing gear. The airplane climbed for about 10 seconds, before the copilot observed the gas producer (N1) gauge on the number one engine decay through 50 percent. The stall warning horn sounded, and the pilot adjusted the flight controls for landing. The airplane contacted the runway straight and level at approximately 130 knots, with the landing gear retracted, about 3,000 feet beyond the point of rotation. The airplane overran the runway, struck a fence, crossed a road, and came to rest in a cornfield about 1,000 feet beyond the initial point of ground contact.</p>					
					


Sep 04	Antonov 2	RA-00091?	Polyot Aeroclub	3	Russia
		<p>The Antonov 2 plane, belonging to the Amur organization of Russia's Sports &amp; Technology Society was chartered for a flight from Ekimchan to Chumikan via Udskoye. The airplane never arrived at Udskoye and was declared missing. Low clouds, rain and thunderstorms made searching for the plane difficult. The wreckage was found after a 12-day search. The aircraft had flown into Mt. Bryus (1,550 m) of the Selemja range.</p>			


Sep 05	Boeing 737-200	PK-RIM	Mandala Airlines	102	Indonesia
<p>Crashed in a residential area 500 meters past the runway. The number of fatalities is uncertain. Latest reports say 15 passengers who were seated in the rear of the plane had survived, while 47 persons on the ground are said to have been killed.</p> <p>Water around the time of the accident (02:40 UTC) was: WIMM 050300Z 15006KT 5000 SCT016 30/25 Q1008 NOSIG= (winds from the South-Southeast at 6 kts, Scattered clouds at 500 m/1600 ft MSL, temperature 30 deg. C, dewpoint 25 deg.C, 1008 hPa).</p> <p>Medan-Polonia has a single 2900 x 45 meters asphalt runway (05/23).</p>					


Sep 05	Antonov 26	ER-AZT	Kavatshi Airlines	11	D.R. Congo
		<p>The Antonov struck a tree, crashed and caught fire while coming in to land at Isiro. The aircraft was reportedly approaching runway 31 in fog as the accident happened. News reports state that the plane belonged to the private company Galaxie which was reportedly doing business as Kavatshi Airlines.</p>			





Sep 08	DHC-6 Twin Otter	9Q-CBO	TMK Air Commuter	0	D.R. Congo
		<p>Powerless after takeoff forced the crew to carry out an emergency landing in a banana field. The aircraft carried about 15 passengers. Some three occupants sustained injuries. The Twin Otter sustained serious damage to the fuselage. A.o. the right wing broke off in the impact.</p>			


Sep 09	Islander	PK-VIA	Dirgantara Air Services	0	Indonesia
		<p>The Islander crashed into a softball field located in the Segiri sports complex in Samarinda. It was on the fourth approach during training flight.</p>			


Sep 09	Antonov 26	9Q-CFD?	Air Kasai	13	Congo
		<p>An Antonov from Air Kasai crashed in neighboring Congo Brazzaville as it was flying from Equator province in the North to Kinshasa. There is some uncertainty with regards to the exact identity of this plane. Sources also report that the ill-fated aircraft was msn 10605.</p>			


Sep 12	DHC-8	HK-4030X	AIRES Colombia	0	Colombia
		<p>The flight was hijacked by a man in a wheel chair and his son. Reportedly a social security benefit application by the man in the wheel chair had been turned down by the Council of State. They surrendered to authorities at 17:05.</p>			


Sep 15	Citation Jet	PT-WLX	Ciacao Cometa	2	Brazil
		<p>The aircraft crashed into dense forest in the outskirts of Rio de Janeiro</p>			


Sep 19	Metro	PH-DYM	Dynamic Air	0	Netherlands
		<p>The airplane attempted to take off from runway 24 when it ran off the right side of the runway. The landing gear collapsed rearwards.</p>			


Sep 21	Airbus A.320	N5236JB	JetBlue Airways	0	USA
 <p>The flight crew of JetBlue 292 reportedly observed illumination of a caution light upon retracting the landing gear after takeoff from Burbank. The nose wheels were turned 90 degrees. It was decided to divert to Los Angeles. After burning off fuel the aircraft landed safely at Los Angeles three hours after takeoff. The nose gear tires were completely destroyed.</p>					


Sep 21	Antonov 2	?	Panafrican Airways	2	D.R. Congo
 <p>The Antonov plane operated on a flight from Kasese to Bukavu. It was chartered by the Decilac company which is based in Bukavu. The aircraft is understood to have encountered a heavy thunderstorm and crashed in mountainous terrain. The female passenger survived the accident, the Armenian pilot and Congolese copilot were killed in the accident. The exact Antonov model involved in the accident has not yet been confirmed.</p>					


Sep 24	Boeing 707	96-0042	USAF	0	USA
 <p>The aircraft was extensively damaged by Hurricane 'Rita' at the Northrop Grumman facility.</p>					


Sep 26	G-159 Gulfstream	YV-1020	?	0	Colombia
		<p>The G-159 was detected on an illegal airstrip by Colombian Air Force planes. Two tons of cocaine were being loaded onto the plane when the two Cessna A-37 Dragonfly jets and a Bell 212 Rapaz helicopter destroyed the runway as well as the airplane. The airplane was considered damaged beyond repaired and set afire by the authorities.</p>			

Sep 30	Citation II	N77ND	Univ. of North Dakota	0	USA
		<p>The Citation II research plane departed Fairbanks for an in-flight icing research flight. While in instrument meteorological conditions, the airplane accumulated about seven-eighths inch of ice on the wing leading edge surfaces. The pilot cycled the deice boots to remove the ice accumulation. Several minutes later the pilot heard a loud "bang" at the rear of the airplane, and both engines lost power. An emergency descent was initiated and attempts were made to restart the engines. At an altitude of 3000 feet the attempts were abandoned and the pilot selected a fairly clear, burned area, and landed the airplane with the landing gear retracted. The airplane sustained structural damage to the wings, fuselage, and empennage during the accident.</p>			


Oct 04	Antonov 12	9Q-CWC	Wimbi Dira Airways	2	D.R. Congo
		<p>The Antonov departed Kisangani on a troop movement flight, carrying about 100 Congolese Army soldiers to Bunia. The aircraft landed heavy on a dirt strip at Aru, causing the right hand main undercarriage to be pushed through the fuselage into the cabin. Reportedly two passengers were killed and five seriously injured as a result. The fatalities were reportedly caused by persons running into the still turning propellers when evacuating the aircraft.</p>			


Oct 06	Cessna 208	C-FEXS	FedEX/ Morningstar	1	Canada
		<p>The Winnipeg controller cleared Morningstar flight 8060 for takeoff from runway 36 at 05:36. Just over one minute later the flight was identified on radar and cleared to climb to 9000 feet and then direct to Thunder Bay. The airplane apparently entered icing conditions, because at 05:41 the pilot reported: "... eight zero six zero need an immediate back to the field". The controller replied: "Sixty, say again," after which the pilot reported: "Need an immediate back to the field.. I'm iced-up to the point where I need to come back." The controller then gave instructions to return to Winnipeg: "Morningstar eighty sixty turn right turn heading 250 and if you are able maintain 2500". The pilot replied that she would not be able to maintain that altitude. This was the last radio contact from the flight. The controller then instructed the pilot to turn right to heading 280 for runway 31. The runway lights were turned up to the brightest and the controller reported that she would have the airport at her two o'clock position at about three miles. The Cessna did not make it and crashed on the Canadian National main railway track about 200 yards east of the intersection of Osborne Street and Corydon Avenue and burst into flames.</p>			

Oct 18	Cessna 208	N879FE	FedEX	0	USA
		<p>The Cessna 208B departed Austin at 22:51. Shortly after departure, at an altitude of about 7000 feet when the engine lost power. The pilot attempted to land the airplane in a vacant field; however, the right wing collided with a utility pole, and subsequent impact with the ground. The airplane came to rest on its nose, with the top of the airplane leaning against a residential building. There were no reported injuries to anyone in the building.</p>			

Oct 19	Antonov 2	?	Naryan-Mar Air Enterprise	0	Russia
		<p>The Antonov was operating on a flight from Nes to Narian-Mar via Oma and Nizhnyaya Pesha. En route the engine failed, forcing the pilot to carry out an emergency landing. The plane landed in a wooded area. One passenger was injured and the plane suffered serious damage to the wings and the underside of the fuselage</p>			

Oct 22	Boeing 737-200	5N-BFN	Bellview Airlines	117	Nigeria
<p>Bellview flight 210 took off from Lagos at 20:35 for a domestic flight to Abuja. Last radio contact was about three minutes after takeoff. The flight was cleared to climb to FL250 and was to report when reaching FL130. The next morning the wreckage was found about 30 kms (20 miles) north of Lagos.</p> <p>The latest Lagos TAF weather forecast for the period of the crash read:          DNMM 221550Z 221818 28007KT 9999 FEW010          TEMPO 0507 5000 BR          BECMG 0810 21008G20KT BKN013          TEMPO FEW020CB=</p>					

Oct 22	Trislander	XA-TYU	Aerolamsa	0	Mexico
 <p>Blown upside down by hurricane 'Wilma'. The nose cone and the tail section were ripped off as a result.</p>					

Oct 24	Cessna 208	N1263Y	Bering Air	0	USA
 <p>Crashed enroute, causing substantial damage</p>					



1 PROCESS

6 PHASES

7 SYSTEMS

15 SUBSYSTEMS

105 CATEGORIES

2000 LETTER OF COMPLIANCE  
REQUIRED ENTRIES

2262 FARs

3934 SPECIFIC REGULATORY  
REQUIREMENTS

10000 SAI/EPI  
QUESTIONS

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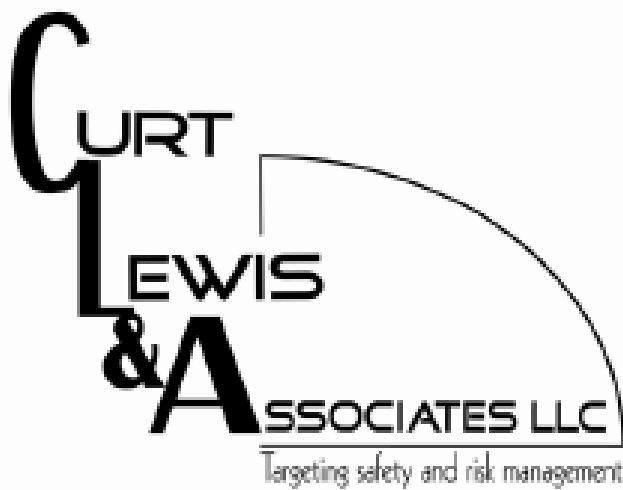
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- System design capability and tools
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**Curt Lewis, P.E., CSP**  
**Professional Engineer** (No. # 40044)  
**Certified Safety Professional**

Curt Lewis served with a major airline for over 17 years as the Manager of Flight & System Safety. Before obtaining this position, he served as Chief Corporate Pilot, System Safety Engineer, and Safety Director for various industrial corporations.

He has more than 30 years of safety experience as a professional pilot, safety engineer, and air safety investigator with over 10,000 hours of flight experience. Additionally, he has Bachelors degrees in Aeronautical Engineering and Physics and a Masters degree in Aviation Safety.

He is the former Chairman of the Air Transport Association Flight Safety Committee and is currently serving as the US Councilor & US President of the International Society of Air Safety Investigators (ISASI), as well as being a Fellow. He is also an adjunct Assistant Professor with Embry-Riddle Aeronautical University.

### Aviation Safety Program

Curt Lewis & Associates, LLC can assist your company in developing an effective aviation safety program tailored specifically toward your needs.

- Internal Reporting System
- Safety Information Distribution
- Aviation Safety Committee
- Safety Audits and Inspections
- Safety Education and Training
- Accident and Incident Investigation
- Safety Program Analysis
- Safety Awards
- System Safety & Risk Management

### Accident Investigation

In the unfortunate circumstance that you experience an accident or incident, Curt Lewis & Associates, LLC can conduct a private investigation to determine the direct and indirect causes of your accident. We can also guide you through the investigative process if the NTSB or OSHA should become involved and provide legal guidance. Furthermore, we can develop new procedures and training to prevent the accident from happening again.

### Other Safety Areas

Aviation Safety Analysis goes beyond looking at aircraft and making sure they are well maintained. Aviation safety analysis looks at the big picture. It takes into account every aspect of your business plus those that might impose risk to your employees or customers. These areas include:

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- Dispatch and Flight Planning
- Airport and Aircraft Security
- Passenger and Cargo Handling
- Fuel Storage and Services
- Ramp/Gate Operations

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