

SPEECH BY COAS
ON 40th COMMAND SAFETY SEMINAR -2017 ON 16 MAR

Bismillahir Rahmanir Rahim.

Principal Staff Officers,

AOCs,

Dear Participants,

Ladies and Gentlemen

Asslamualaikum.

1. I am so happy to be here amongst you for the cause of flight safety. Besides my staff work, it gives me an opportunity to cherish my old days and compare flight safety environment then and now. I always look for this seminar as it helps us to share experiences and reborn with the spirit of Flight Safety. With the same noble spirit, I was enthusiastic to join this 40th Command Safety Seminar-2017. I am indeed happy to see such a varied audience of different levels. I am sure that this beautiful mix of audience has added colour to this seminar and participation of the keynote speakers has helped the seminar to reach a different level.

Ladies and Gentlemen,

2. Seeing the safety consciousness and preparedness of this generation, it compels me to think about technological advancement and its effect on safety. Once I compare the technological advancement and its availability made to BAF I feel rather lucky to be alive and be present in front of you. We did not have cell phone then, we did not have cloud picture from satellite, we didn't have GPS or any approach aid. I wouldn't say that our environment was unsafe but we were less dependent on technology. We were forced to think, analyse

and prepare for the mission. Certainly advance technology has enhanced safety awareness, but it also brought many distractions. Therefore, it calls for a careful balance between use and misuse of technology.

Ladies and Gentlemen,

3. With the passage of time our capability has increased many folds. In 2016, we have generated more than 28,000 flying hours which is the highest in BAF history so far. More than 4,400 hours were generated by our flying contingents in UN missions under critical operating conditions with limited logistic support. Now a day there is no difference between day and night for carrying out operations. We carry out night bombing, mid night commando deployment, medical evacuation at odd hours, night para dropping, live missile firing and carry out more challenging rescue operations round the clock. Along with the global flying operations, we also carry out major rectifications of our aircraft with marginal facilities in the UN environment. This truly speaks about our excellent professionalism and I am really proud of you.

Dear Audience,

4. I am certain that the diverse program of this seminar has benefitted all the participants. This seminar is not limited to year 2017 only. It will be a strong link between past and future as this seminar critically analysed the previous years' safety activities so that we remain safe in future.

Ladies and Gentlemen,

5. I am very keen on the key note papers presented in this seminar. Both the speakers focused on the operational challenges and flight safety in UN environment. I would like to thank ACAS(O&T), CI and Director Flight Safety for selecting such a contemporary topic that gave us a glimpse of war like experience which we cannot buy with money. I am sure; all the participants are

more educated regarding the operational challenges that our people are dealing everyday in UN. I expect you to transfer the experience of operational missions to BAF members in Bangladesh. I want you to take lessons of the UN mission and implement it in BAF as far as possible.

Dear Audience,

6. Let me reiterate the key finding of this seminar. We should not be happy to see that number of avoidable and unavoidable occurrences have reduced in 2016. This statistics is incomplete because 45% cases are still pending. As Director Flight Safety has amply emphasised, we must make an effort to finalise the investigations more expeditiously. In the last Command Safety Seminar I mentioned that contribution of “Human Factor” as a cause of accident/incident was reduced. On the other hand, Material Failure’s percentage had increased significantly. I was very uncomfortable with that finding. It is really alarming that the statistics remains same for this year also. This year’s finding shows that causes are 72% material failure, 1.7% maintenance and 5% undetermined? Is it really the “material failure”? Or is it our failure to ascertain the real cause? If the later is true then we are heading for more unsafe situation in future. This calls for a deep understanding of actual problem and relook to our investigation system. My study says that people are reluctant to tell the truth in fear of punishment as it may affect one’s promotion and UN mission. Let me tell you very clearly that in a business of aviation and technical environment, we are more prone to accidents. But our aim is to find out the exact cause of accident and stop recurrence. I am assuring you that even you are blamed for an aircraft accident, it will not affect your UN mission. Unless it is because of deliberate negligence it will not affect one’s promotion also. I request the PSO’s to find out a balanced solution in this regard.

Dear Participants,

7. Let me remind you an old saying "Accidents never happen accidentally". No matter how much we try to mitigate the potential hazards, the risk will always remain. This is the blunt truth that has to be kept in mind by all planners and supervisors while making a fine balance between operational requirement and flight safety. Remember that **“take offs are optional but landings are mandatory”**. Therefore, I want you to plan your mission well ahead and fly the plan. We cannot afford to waste any effort that is essential for flight safety.

8. Finally, **Ladies and Gentlemen**, my heartiest felicitation goes to BAF Base Bashar for winning the Inter Base Flight Safety Trophy for the year 2016. I also congratulate 11 Squadron for winning the Inter Squadron “Khademul Bashar” Flight Safety Trophy. I express my deepest appreciation to Directorate of Flight Safety for organising ‘40th Command Safety Seminar-2017’ and rekindling our safety consciousness. I thank all of you for your dynamic presence and lively participation. May Allah bless us all and wish you safe days ahead. Allah Hafez.