



NOAA Aviation Safety Program

First NOAA Aviation Safety Board Meeting
January 10, 2006

Lieutenant Commander Debora Barr



Safety Stand-down



- **November 19, 2004**

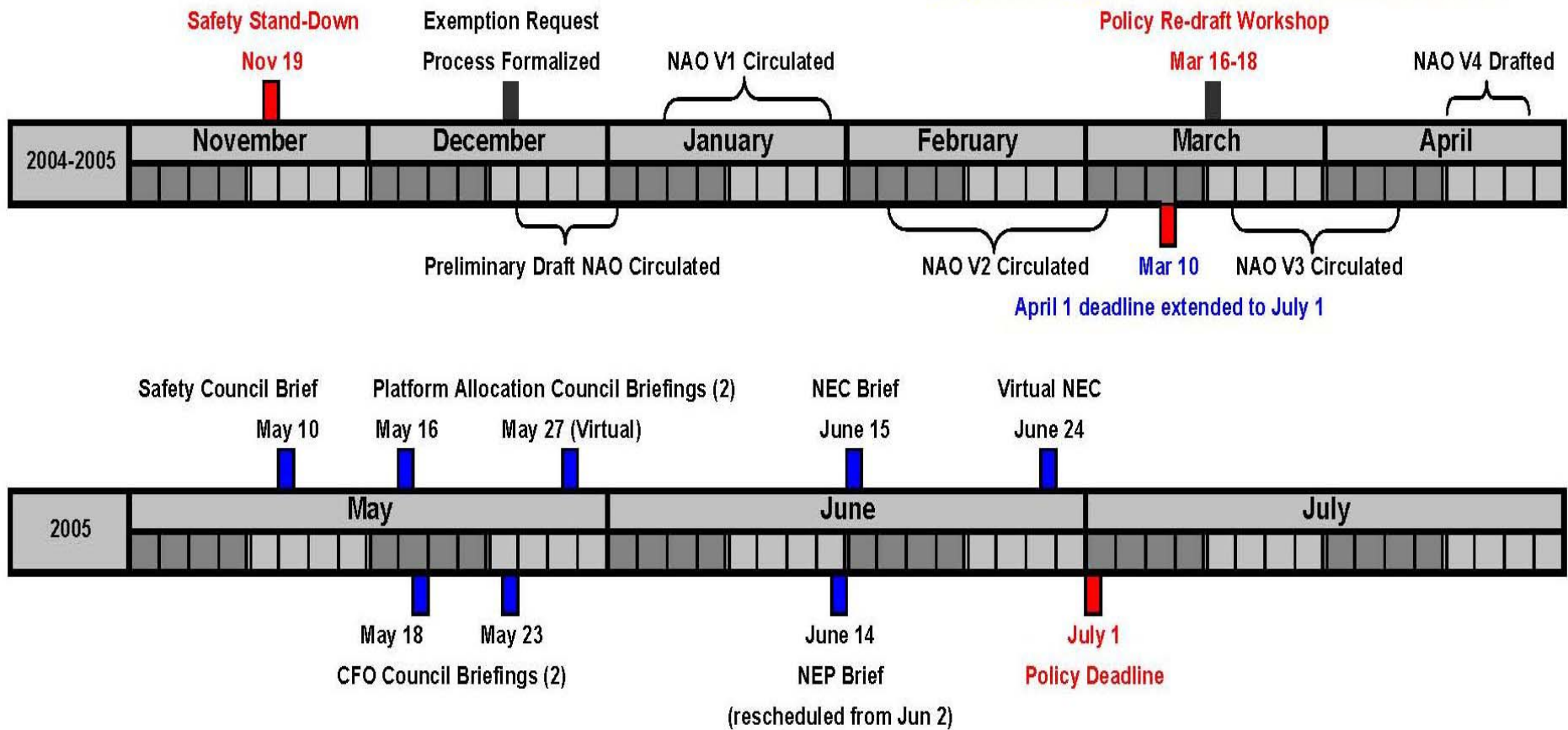
- VADM Lautenbacher issued a safety stand-down order for the use of non-NOAA aircraft
- “Rear Admiral Samuel P. De Bow, Jr. has begun a safety review of non-NOAA aircraft in order to provide a policy for NOAA by April 1, 2005. This stand-down shall remain in effect until a safety program for use of non-NOAA aircraft is approved by the NOAA Executive Council.”



Policy Development

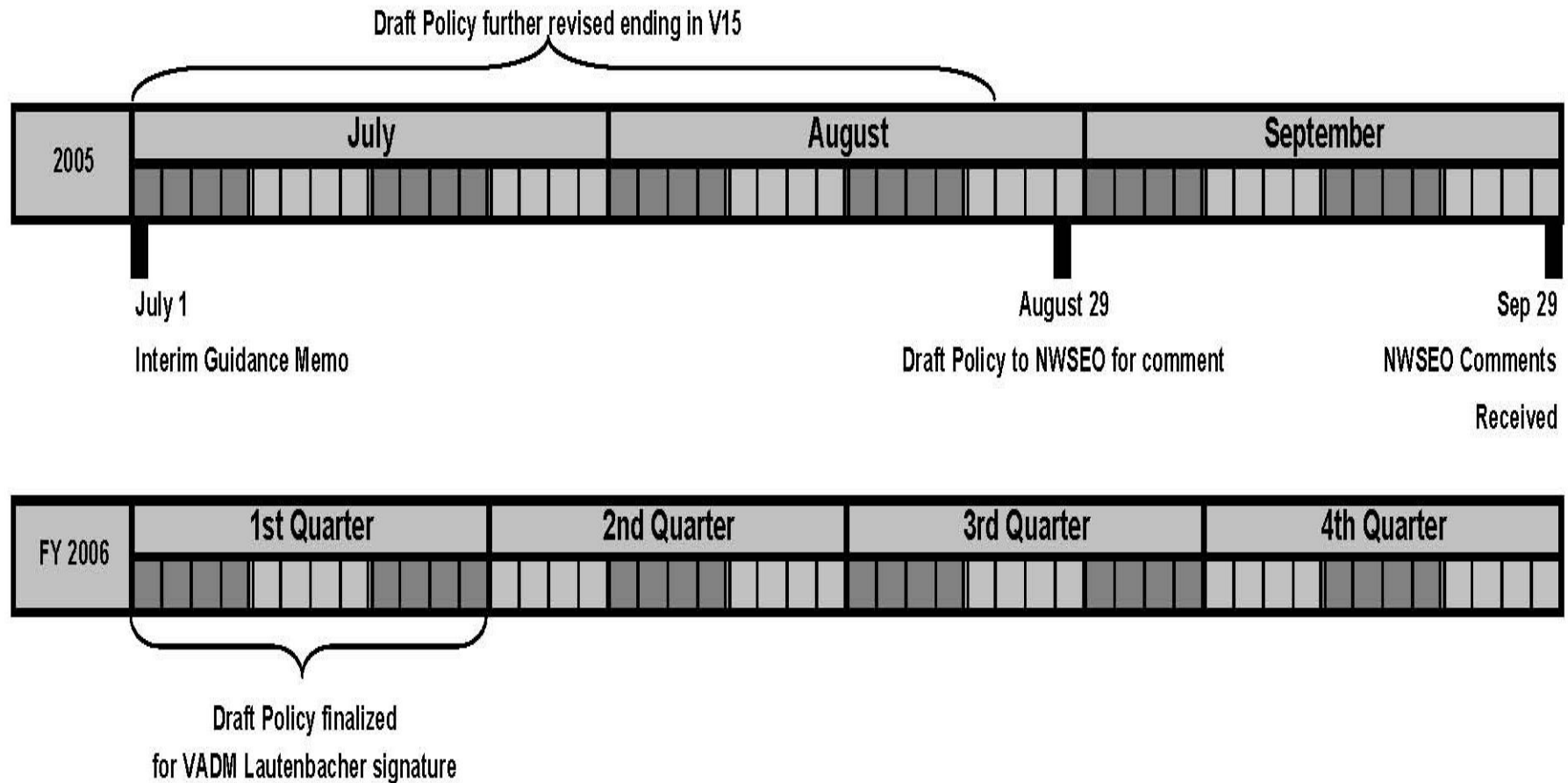


"policy should apply to AOC aircraft as well as non-NOAA aircraft"





Policy Development





Scope of Flight Activity



- **Personnel who potentially fly for NOAA (*not including AOC crewmembers*) on NOAA and Non-NOAA Aircraft**

(from survey data April 30, 2005)

NOAA Personnel and Joint Research Partners/Visiting Scientists who may fly on official duty				
On other than Scheduled Air Carrier Aircraft				
Line Office	NOAA Employee	NOAA Contractor	Other	Total
NESDIS	2	2	2	6
NMFS	258	110	3	371
NOS	78	20	0	98
NWS	2,919	0	0	2,919
OAR	71	11	49	131
Total	3,328	143	54	3,525



NOAA Aviation Safety Policy



NOAA has a responsibility to provide a safe working environment for its workforce and partners who are exposed to the risks associated with flying on aircraft owned and operated by NOAA. Aviation safety, a core value, is the number one priority for all aviation operations.



NOAA Aviation Safety Policy



- **Applies to aircraft owned or operated by NOAA**
 - Aircraft operated by NOAA include:
 - rented, chartered, leased or owned by NOAA or NOAA personnel and used for official business; and
 - aircraft operated by public or private entities on behalf of NOAA through written support agreements
- **Does not apply to**
 - Use of scheduled air carrier for transportation
 - Use of aircraft for acquisition of products or data where no NOAA personnel fly on the aircraft
 - Use of aircraft for movement of cargo with no NOAA personnel on board



NOAA Aviation Safety Policy



- **Reduces risk associated with aircraft operations by**
 - Ensuring aircraft meet NOAA airworthiness and operational safety standards
 - Includes aircraft listed on NOAA Aircraft Operator Database (approved for charter) and those used for data services contracts where a COTR must fly onboard
 - For Mission Operations
 - Requiring medical screening of personnel
 - Providing personnel with appropriate Aviation Safety Training and Aviation Life Support Equipment (ALSE)



NOAA Aviation Safety Policy



- **Mission Operations** means all operations other than transportation. Mission operations include, but are not limited to: aerial surveys; airborne data collection; forecaster training; and aerial photography.

Mission operations include flights where an aircraft departs from or lands at a location other than an airport. Accordingly, transportation of personnel on aircraft that either depart from or land on a ship, oil rig, open field, beach, ice, or open water are considered mission operations.



NOAA Aviation Safety Policy



- **Establishes a corporate NOAA**
 - Aviation Safety Board
 - Aviation Safety Program (ASP)
- **Ensures NOAA aviation safety standards**
 - are incorporated in procurement documents and written agreements for aviation services
- **Requires all NOAA pilots (AOC and Line Office)**
 - to meet the same certification, currency, and training standards to fly missions on behalf of NOAA



NOAA Aviation Safety Policy



- **Mission Operations requires**
 - **Crewmembers** to follow AOC Operations Manual for medical, safety training, and ALSE requirements
 - **Qualified non-crewmembers** (NOAA and non-NOAA) to obtain prior to flight
 - NOAA Aeromedical Clearance Notice
 - Aviation Safety Training listed in Exhibit to NAO
 - Aviation Life Support Equipment listed in Exhibit to NAO
 - **Observers** (NOAA and non-NOAA) to obtain prior to flight
 - NOAA Aeromedical Clearance Notice
 - Safety Briefing from member of the flight crew
 - Aviation Life Support Equipment listed in Exhibit to NAO



NOAA Aviation Safety Policy



- **Qualified Non-Crewmember** is defined under 41 CFR 102-33.20 and means a person flying onboard a government aircraft whose skills or expertise are required to perform or are associated with performing the governmental function for which the aircraft is being operated.
- **Observer** means any qualified non-crewmember who monitors the performance of the governmental function for which the aircraft is being operated. Observer status is determined by the NOAA Line or Staff Office manager responsible for the flight and shall not be granted to an individual more than once per year for a similar mission.



Medical Screening



- **Secure online database to capture information required for completion of the “NOAA Health Services Aviation Questionnaire”**
 - All qualified non-crewmembers and observers who fly Mission Operations (on NOAA and non-NOAA aircraft) must complete the questionnaire and receive a NOAA Aeromedical Clearance Notice to fly.
 - Clearance Notice follows FAA Class 3 medical time-limits (good for 3 years if <40 years old, and 2 years if over 40)



Aviation Safety Training



- Required for Qualified Non-Crewmembers

Aviation Safety Training							
Training Method		NOAA E-Learning		Egress Video	Classroom and Hands-on	Classroom and Hands-on	Classroom and Hands-on
Training Frequency		annual	annual	annual	once every 5 years	one time	one time
Flight Purpose and Environmental Conditions	Personnel	NOAA Aviation Policy and Procedures	Basic Aviation Safety and Survival	Water Ditching and Survival		High Altitude Physiology (Altitude Chamber)	Aviation Crash and Cold Weather Survival
Mission Operations Overwater	NOAA	√	√	√	√		
	Non-NOAA		√	√	√		
Mission Operations in Cold Weather (<32F)	NOAA	√	√				√
	Non-NOAA		√				√
Mission Operations above 10,000 feet	NOAA	√	√			√	
	Non-NOAA		√			√	

Note: NOAA Personnel may request more frequent training than what is listed above



Aviation Safety Survey Results



- **Training Gap**
(April 2005 Survey Data)

Aviation Safety Training Provided by Line Office or AOC					
Line Office	Training received within previous 5 years				
	Number of Personnel Identified in Survey	Basic Aviation Safety	Water Survival Training	Cold Weather Survival Training	Altitude Chamber Training
NESDIS	6	0	0	0	0
NMFS	371	44	37	0	NA
NOS	98	57	55	0	2
NWS	2919	22	0	22	NA
OAR	131	53	0	0	0
Total	3525	176	92	22	2

Additional Training Required



Training Required by Line Office				
Total Number of Personnel				
Line Office	Basic Aviation Safety (NOAA E-Learning)	Water Survival Training	Cold Weather Survival Training	Altitude Chamber Training
NESDIS	6	6	6	6
NMFS	371	276	24	0
NOS	98	30	66	3
NWS	2919	40	56	0
OAR	131	92	73	99
Total	3525	444	225	108



Aviation Life Support Equipment



- **Required for Qualified Non-Crewmembers**

Aviation Life Support Equipment (ALSE) required to be carried in the aircraft or worn by personnel				
Flight Purpose and Environmental Conditions	Life Raft of sufficient capacity for all aircraft occupants	Personal Floatation Device (PFD) (Life Vest)	Emergency Locator Transmitter (406MHz)	Anti-Exposure Suit
Mission Operations Overwater	√	√	√	
Mission Operations in Cold Weather (<32F air temp or <59F water temp)				√



Aviation Safety Survey Results



- **Aviation Life Support Equipment Gap** (for Qualified Non-Crewmembers flying on Non-NOAA Aircraft)

(April 2005 Survey Data)

Additional ALSE
Required



Line Offices Reported some ALSE purchased by Staff Offices and available at the Unit level (not standardized across NOAA)

ALSE Required by Line Office					
Total Number of Units					
Line Office	Switlick Vest	PLB	Near-Shore Raft	Offshore Raft	Anti-Exposure Suit
NESDIS	0	0	0	0	0
NMFS	100	19	5	4	73
NOS	12	3	1	0	9
NWS	11	3	0	0	11
OAR	27	7	0	2	10
	150	32	6	6	103

Revised Estimates Jan 2006



100 100 17 1 75



NOAA Aviation Safety Board



- **Voting Members**
 - Aviation Safety Program Manager (Chair)
 - One Rep from AOC, each Line Office, and NOAA Safety
- **Non-voting Observers**
 - NOAA General Counsel, PPI, Acquisitions and Grants, and Workforce Management
- **Reports to the NOAA Safety Council**
- **Solicits the aviation safety needs of Line Offices**
- **Reviews**
 - Findings from NOAA's aviation accidents and serious incidents
 - Results of NOAA aviation safety audits
- **Approves**
 - Aviation safety training and ALSE requirements
 - Aviation safety standards for NOAA contractual agreements
 - Aviation risk assessment tools and mishap response plans



NOAA Aviation Safety Board



- **Preferred qualifications of the voting members**
 - Operational aviation experience (pilot or crewmember)
 - Knowledgeable about all of the aviation activities that Line Office employees and contractors participate in to include flights on NOAA aircraft as well as the use of outsourced aircraft
 - Direct access to the Deputy Director and/or NOAA Safety Council rep for Line Office
 - Physically located in the D.C. area for ease of attending meetings - but can be via video or teleconference if not stationed in D.C.



NOAA Aviation Safety Board



- **Aviation Safety NAO (209-124) Language regarding Aviation Safety Board Reps**
 - NOAA Line Office Assistant Administrators (AAs) shall:
 - designate in writing primary and alternate Line Office representatives to the NASB;
 - hold the Line Office NASB representatives, in their performance appraisals, accountable for NASB duties; and
 - ensure Line Office compliance with this Order.



NOAA Aviation Safety Board



- **Responsibilities and projected workload FY06**
 - Serve as the primary point of contact for the Line Office to collect and disseminate information to/from the Aviation Safety Program Manager as the new Aviation Safety Policy is being implemented throughout the agency. (Projected date for full implementation of the new safety policy is October 1, 2006)
 - Keep the Line Office Deputy Director informed regarding implementation of Aviation Safety Policy (there are medical screening, training, and aviation life support equipment requirements that will affect Line Office employee's ability to fly mission operations flights after October 1, 2006 when the policy is projected to be fully in effect).



NOAA Aircraft Operator Database (NAOD)



- **List of air service providers (both foreign and domestic) qualified to provide aviation services to NOAA. Operators in this database were found to meet or exceed NOAA airworthiness and operational safety standards and have been approved by the Aviation Safety Program**
 - Use of aircraft in the NAOD shall be limited to those types of operations for which they have been qualified (e.g., an aircraft qualified for remote sensing may not be used for transportation unless specifically cleared for transportation)



Aviation Contract Language



- **Aviation Safety Program Contract Specialist**
 - Draft language to be inserted into contracts incorporating airworthiness and operational safety standards
 - Modify DOI and DOE contract language to meet NOAA's needs
 - Follow AOC Operations Manual for minimum standards
 - Create Standard and Mission-Specific language to assist Contracting Officials
 - Serve as Source Selection Board Advisor to evaluate potential offeror's technical proposals with respect to the aviation safety components



Airworthiness Standards



- **AOC**
 - Develop an Airworthiness Program
 - Publish manual for the Airworthiness Program that can be provided to aircraft operators modifying their aircraft or mount instrumentation to fly missions for NOAA to conform with NOAA's Airworthiness Standards



Accident and Incident Reporting



- All NTSB-reportable accidents and incidents occurring on outsourced aircraft are required to be reported to Aviation Safety Program Manager and Contracting Officer by the vendor
- NOAA Personnel must report in accordance with NAO 209-1 NOAA Safety Policy
- Accidents and Incidents involving aircraft owned or operated by NOAA will be investigated in accordance with the policies and procedures set forth by the NOAA Incident Investigation Program



Annual Aviation Safety Conference



- **The Aviation Safety Program will host a safety conference each year for the users of outsourced aircraft**
 - Opportunity to provide centralized training (bring trainers to conference)
 - Update users regarding NOAA policy and procedures
 - Share best practices
 - Annual Aviation Safety Awards presentation



Web site



<http://www.aviationsafety.noaa.gov>

Address <http://www.nmao.noaa.gov/aviationsafety/index.html> Go

U.S. Department of Commerce
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION

NOAA Aviation Safety

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[NAOD \(NOAA Aircraft Operator Database\)](#)

[Safety Training](#)

- [ALSE](#)

[Accident/Incident Reporting](#)

[Interim Guidance Regarding Use of Non-NOAA Aircraft](#)

[Draft NOAA Aviation Safety Policy](#)


This draft NOAA Aviation Safety Policy was approved by the NOAA Executive Council on July 1, 2005. Because certain components of the policy have yet to be developed, it may be implemented incrementally. Any implementation of the provisions of this policy within organizations represented by a labor union will be consistent with existing collective bargaining agreements and the Federal Labor-Management Relations Statute.

If you are a NOAA Employee interested in information about the progress made towards implementation of the new Aviation Safety Policy in NOAA, [sign up](#) for NOAA Aviation Safety E-Newsletter. This periodic newsletter will alert you to new postings on the aviation safety web site and will keep you up to date regarding what your office will need to do to prepare for full policy implementation. After the E-Newsletter has been sent to the distribution list, it will be posted on this site.



Electronic Newsletter





NOAA Aviation Safety

November 22, 2005

In This Issue

- Purpose of Newsletter
- Draft Aviation Safety Policy
- Medical Screening
- Aviation Life Support Equipment (ALSE)
- Aviation Safety Training
- Aviation Safety Board

Links

NOAA Aviation Safety
NOAA Safety Program

Contact Us

Aviation.Safety@noaa.gov

Purpose of Newsletter

This newsletter was developed by the NOAA Aviation Safety Program to disseminate information to NOAA personnel who fly on aircraft owned or operated by NOAA, managers who authorize personnel to participate in flights on behalf of NOAA, and NOAA safety managers. The Under Secretary of Commerce for Oceans and Atmosphere issued a safety stand-down regarding use of non-NOAA aircraft in November 2004, which resulted in the development of aviation safety policy and a new Aviation Safety Program that affects NOAA personnel participating in nearly all aircraft operations. Newsletters will be issued periodically to alert aircraft users when major components of the Aviation Safety Program are implemented, and to disseminate aviation safety information.

Draft Aviation Safety Policy

The Draft Aviation Safety Policy is posted on the NOAA Aviation Safety Web site at <http://www.aviationsafety.noaa.gov>. NOAA personnel who fly on aircraft owned or operated by NOAA or other agencies, and managers responsible for authorizing NOAA and non-NOAA personnel to fly on these aircraft should become familiar with the draft Aviation Safety Policy. The target date for full implementation is October 1, 2006.

Medical Screening

NMAO is developing an on-line "NOAA Health Services Aviation Questionnaire." It will be used for medical screening of all personnel (NOAA and non-NOAA) categorized as qualified non-crewmembers who need to fly mission operations on aircraft owned or operated by NOAA in accordance with the draft Aviation Safety Policy. This on-line database is expected to be available for use in early March 2006. To learn more, please visit the Aviation Safety Web site at <http://www.aviationsafety.noaa.gov>.

Aviation Life Support Equipment (ALSE)

The Aviation Safety Program is pleased to announce the addition of an Aviation Life Support Equipment Technician to our staff (Mr. Jon Dixon). Jon has been tasked with contacting all NOAA field units to determine ALSE needs and to develop plans for a comprehensive ALSE program modeled after the NOAA Dive Program Standardized Equipment Program. If your office will require ALSE under the new Aviation Safety Policy and you have not yet communicated your needs to Jon Dixon, please contact him at (813) 681-6878, or by email Jon.F.Dixon@noaa.gov

Aviation Safety Training

When the NOAA Aviation Safety Policy is fully implemented, NOAA and non-NOAA personnel who fly mission operations on behalf of NOAA will be required to have completed aviation safety training appropriate for the flight environment they will be operating in (over water, cold weather <32F, and/or high altitude >10,000 ft).

Mission operations are defined as all operations other than transportation. Mission operations include but are not limited to: aerial surveys, airborne data collection, forecaster training, and aerial photography. Mission operations include transportation of personnel where an aircraft departs from or lands at a location other than an airport. Accordingly, transportation of personnel on aircraft that either depart from or land on a ship, oil rig, open field, beach, ice, or open water is considered mission operations.

NOAA Line and Staff Offices should plan to provide aviation safety training for their flying personnel prior to October 1, 2006, in preparation for compliance with the new Aviation Safety Policy. A list of recommended aviation safety training vendors will be posted on the Aviation Safety web site as soon as the Aviation Safety Board is established and approves a list of training vendors.

Aviation Safety Board

NOAA Marine and Aviation Operations (NMAO) is working with the NOAA Safety Committee to identify Line Office representatives to the NOAA Aviation Safety Board. This Board reports to the NOAA Safety Council and will be responsible for 1) approving aviation safety training and ALSE requirements; 2) minimum aviation safety standards to be included in contracts for aviation and data services; and 3) aviation risk assessment tools developed by the Aviation Safety Program, among other things identified in the draft Aviation Safety Policy.

Preferred qualifications for Aviation Safety Board Line Office representatives include:

- operational aviation experience (pilot or crewmember);
- knowledge about all aviation activities in which the Line Office participates using both NOAA and non-NOAA aircraft;
- accessibility to the Line Office Deputy Director and/or Line Office Safety Council representative; and
- being physically located in the Silver Spring, MD complex for ease of attending meetings.

Each Line Office will have a single representative on the Aviation Safety Board. Line Offices may develop internal subcommittees to provide regional input to the single Line Office representative to the Aviation Safety Board.

If you wish to be removed from the distribution list for future Aviation Safety Newsletters, please send an email to Aviation.Safety@noaa.gov and type "unsubscribe" in the subject line.



Aviation Safety Program Implementation Plan



Aviation Safety Program Implementation Plan				
	1st Quarter	2nd Quarter	3rd Quarter	4th Quarter
FY 2006	Draft Policy finalized for VADM Lautenbacher signature Complete Hiring Staff Activate Aviation Safety Board Develop ALSE Program	Develop NOAA E-Learning Training Modules Begin ALSE Procurement Post Aviation Safety Training Vendors on Web site Post NOAA Aircraft Operator Database on Web Site Begin Aircraft Operator Evaluations for NAOD	Host First Annual Aviation Safety Conference Develop Avn Contract Language Activate On-Line Medical Screening Database Continue ALSE Procurement Continue Aircraft Operator Eval	Continue On-Line Medical Screening Continue Aircraft Operator Eval Continue ALSE Procurement
	Full Implementation of NOAA Aviation Safety Policy and NOAA Aviation Safety Program			
FY 2007				

Red - Not completed as scheduled