

NOAA Aviation Safety Policy & Program



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Presented by LCDR Debora Barr



NOAA Aviation Safety Policy & Program

→ 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 & Program

- **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

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NOAA Aviation Safety Policy & Program

- ➔ **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 & Program

→ **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 & Program

- **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 & Program

→ 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

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NOAA Aviation Safety Policy & Program

- **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.

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- **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)



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Training Required for Qualified Non-Crewmembers

Aviation Safety Training						
Training Method		NOAA E-Learning		Egress Video	Classroom and Hands-on	Classroom and Hands-on
Training Frequency		annual	annual	annual	once every 5 years	one time
Flight Purpose and Environmental Conditions	Personnel	NOAA Aviation Policy and Procedures	Basic Aviation Safety and Survival	Water Ditching, Safety and Survival		Aviation Safety and Cold Weather Survival
Mission Operations over land	NOAA	√	√			
	Non-NOAA		√			
Mission Operations over water	NOAA	√	√	√	√	
	Non-NOAA		√	√	√	
Mission Operations in cold weather (<32F air temp)	NOAA	√	√			√
	Non-NOAA		√			√

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

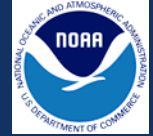


NOAA Aviation Safety Policy & Program

ALSE Required for Qualified Non-Crewmembers & Observers

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)	Personal Emergency Locator Transmitter	Anti-Exposure Suit
Mission Operations overwater	√	√	√	
Mission Operations over cold water (<59F water temp and/or <32F air temp)	√	√	√	√

Note: personal issue and/or use of a Helicopter Emergency Egress Device (HEED), Helicopter Aircrew Breathing Device (HABD), or other compressed air breathing device for underwater egress is only authorized for individuals who have received training to use the particular device.



NOAA Aviation Safety Policy & Program

→ 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

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NOAA Aviation Safety Policy & Program

→ NOAA Aviation Safety Board (continued)

- approves aviation safety training and ALSE requirements;
- approves minimum aviation safety standards to be included in NOAA's contracts for aviation services and data services;
- approves aviation safety and risk assessment tools developed by the NOAA ASP;
- solicits and addresses the aviation safety issues and needs of NOAA;

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NOAA Aviation Safety Policy & Program

→ NOAA Aviation Safety Board (continued)

- reviews reports from NOAA aviation accidents and potentially dangerous incidents and recommends preventative measures to the ASPM;
- reviews results of NOAA aviation safety audits to monitor compliance with NOAA aviation safety policy;
- seeks pertinent expertise on aviation safety matters before the NASB; and
- reports to the NOAA Safety Council circumstances adversely impacting safety and/or efficiency of the NOAA ASP.

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NOAA Aviation Safety Policy & Program

→ 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)

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NOAA Aviation Safety Policy & Program

- **Aircraft authorized for use by NOAA personnel and NOT listed on the NAOD include:**
 - NOAA aircraft;
 - non-NOAA aircraft owned by an air service provider not listed on the NAOD, if the aircraft is used for the acquisition of products or data, and the only NOAA personnel on board the aircraft is a COTR;



NOAA Aviation Safety Policy & Program

- **Aircraft authorized for use by NOAA personnel and NOT listed on the NAOD include:**
 - non-NOAA aircraft owned and operated by other departments, agencies, or instrumentalities of the United States; by state or local governments; or by the governments of countries that meet the Federal Aviation Administration International Safety Assessment Program Category 1 rating (including the armed forces of those countries); or



NOAA Aviation Safety Policy & Program

- ➔ **Aircraft authorized for use by NOAA personnel and NOT listed on the NAOD include:**
 - ➔ privately owned aircraft (POA) owned by NOAA personnel, provided that: use of a POA is authorized by NOAA in accordance with the Federal Travel Regulations; the POA is used exclusively for transportation; and the pilot carries no other personnel onboard.



NOAA Aviation Safety Policy & Program

- **Aviation Safety Program Contract Specialist will**
 - 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

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NOAA Aviation Safety Policy & Program

→ 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

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NOAA Aviation Safety Policy & Program


- **The Aviation Safety Program will host a safety conference each year for the users of outsourced aircraft beginning in FY07**
 - Opportunity to provide centralized training (bring trainers to conference)
 - Update users regarding NOAA policy and procedures
 - Share best practices
 - Annual Aviation Safety Awards presentation

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NOAA Aviation Safety Policy & Program

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NOAA Aviation Safety

November 22, 2005

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- Aviation Safety Training
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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.

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

 U.S. Department of Commerce
National Oceanic and Atmospheric Administration

Marine and Aviation Operations
NOAA's Office of Marine and Aviation Operations (OMAO)

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NOAA Aviation Safety Program

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The Draft Aviation Safety Policy will not be implemented until a later date and is not presently binding on affected individuals since components of the Policy have yet to be developed. In the interim, affected personnel will be governed by the Interim Guidance Memorandum July 1, 2005 posted above. Implementation of the NOAA Aviation Safety Policy will be consistent with existing collective bargaining agreements and the Federal Service Labor Management Relations Statute.

[Contact Information](#)

Previous Guidance

[E-Newsletter/ Presentations](#)

[Safety Stand Down Regarding use of Non-NOAA Aircraft, Nov. 19, 2004](#)

[Frequently Asked Questions](#)

[Interim Policy, November 18, 2004](#)

[Forms/References](#)

[Update on Safety Stand Down Regarding Use of Non-NOAA Aircraft, March 10, 2005](#)

[Medical Screening](#)

[Non-NOAA Aircraft](#)

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

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NOAA Aviation Safety Policy & Program

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