



# Minutes of the NOAA Aviation Safety Board Meeting



January 24, 2008

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Minutes of the Aviation Safety Board (ASB) Meeting

Date: Thursday, January 24, 2008

Time: 14:00 (EST)

**Membership Required by Charter:**

Chairperson: NOAA Aviation Safety Program Manager

Voting Members:

- Chairperson
- Aircraft Operations Center (AOC)
- NOAA Safety Office
- NMFS
- NOS
- NWS
- OAR
- NESDIS

Observers:

- NOAA General Counsel (GC)
- NOAA Acquisitions and Grants Office (AGO)
- NOAA Workforce Management Office (WFM)
- NOAA Program Planning and Integration (PPI)

Board members/Observers present:

- Jim Kelley, Aviation Safety Program Manager (Chairperson)
- Craig Gillis, SECO (NOAA Safety Office)
- CAPT Michael Gallagher, NMFS
- CDR Harris Halverson, OAR
- CDR Scott Kuester, PPI

Board members/Observers in Teleconference:

- CAPT Brian Taggart, AOC
- CDR Michele Finn, AOC
- Don Aiken, AOC
- Jay Kennedy, NMFS
- CDR Mike Weaver, NOS
- Terry Brisbin, NWS
- Sharon Wilgus, WFM

Board members/Observers absent:

- NESDIS
- GC
- AGO

Additional Non-voting members Present:

- CAPT Mark Ablondi      Dep, MAOC, OMAO
- Bill Cunningham      OMAO Safety and Environmental Compliance Division
- Ken Langert      Aviation Safety Program (Recorder)
- Jon Dixon      Aviation Life Support Equipment Technician (Teleconference)



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Agenda Items discussed:

1. Jim Kelley welcomed the members and opened the ASB meeting at 1405 EST with a roll call. No old business was mentioned for discussion.
2. The purpose of this meeting was to discuss the proposed definition of Over Water Flight. After discussion on alternate definitions and word changes, the ASB members present for this meeting approved going ahead with the revised NAO wording as follows:  
***Over Water Flight:*** *means flight away from land suitable for making an emergency landing that allows the aircraft to reach land in the case of engine failure or as determined appropriate by the aircraft commander in accordance with operating procedures and regulations. (Reference the Exhibit for Training and ALSE requirements for mission operations over water)*  
**(Action Item – ASB members will respond with final NAO comments by Feb 8<sup>th</sup> – most recent version of the NAO is provided as an attachment)**
3. The commercial air service (CAS) vendor inspector contract was the next item for discussion.
  - a. Discussed history (used one time), why we have them, and future uses.
  - b. All line offices present stated they were satisfied with the level of service and availability of CAS from DOI and other government agencies providing flight services. One LO did approach a CAS vendor about getting on the DOI list and the response was that the Vendor had no desire to be on a list due to the extensive paperwork and procedures involved. Our inspection vendor was obtained to inspect aircraft providers that would contract with NOAA to be included on a NOAA aircraft operator database (NAOD); to date, no requests have been made by line offices for inclusion. Consensus was reached that we should retain this contract capability in the event there is a future need; however, de-obligate a portion of current funds.
    - There was concern about availability of CAS in the Pacific region and more information is needed to determine what the requirement is and if it fits under mission operations or if the need is for transportation. (Transportation flights aren't governed by the NAO)
    - Based on consensus and pending any additional analysis, Jim Kelley will plan to go ahead with an RFP at the end of current contract (Dec 08) with modified statement of work contract language.
4. A discussion on ALSE inspection and maintenance ensued with the agreement that in the short term OMAO will fund these requirements and LO's will continue to fund new ALSE purchases. Jon Dixon discussed various costs and new contract issues and mentioned items under the \$3,000 limit can be purchased using a credit card. Bill Cunningham discussed the original intent and guidance set forth by the NAO on shared cost and mentioned OMAO retains the right to seek future LO funding for inspection and maintenance of ALSE if appropriate.
5. The final discussion point was about the Next Generation of Airspace Management. Jim Kelley advised the board he was chosen to represent NOAA and DOC as the subject matter expert for Safety Management Systems. He mentioned the large role the NWS will have in the development as well. Jim will keep the board apprised of potential impacts to the program. Any members of the board are welcome to submit comments.
6. Additional remarks: A concern was raised about the need to phase in safety training requirements once the NAO is approved, which all agreed would be the best approach.
7. The next ASB meeting will be at 1330 on March 17<sup>th</sup> 2008. This meeting was adjourned at 1515.

NOAA has a responsibility to provide a safe working environment for its workforce, and for partners who are exposed to the risks associated with flying on aircraft owned or operated by NOAA.

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