



Minutes of the NOAA Aviation Safety Board Meeting



April 16, 2008

Minutes of the Aviation Safety Board (ASB) Meeting

Date: Wednesday, April 16, 2008

Time: 13:30 (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)
- CDR Harris Halverson, OAR

Board Members/Observers in Teleconference:

- Jay Kennedy, NMFS
- Fred Peters, NWS
- Terry Brisbin, NWS
- CDR Michele Finn, AOC
- Glenda Spears, WFM

Board Members/Observers absent:

- NOAA Safety
- NOS
- NESDIS
- GC
- AGO
- PPI

Additional Non-voting members Present:

- Geoffrey Fuller OMAO SEC
- Ken Langert (Recorder)
- Jon Dixon ALSE Technician, AOC (Teleconference)



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Agenda Items discussed:

1. Jim Kelley welcomed the members and opened the ASB meeting at 1335 EST with a roll call. Jim mentioned that the 3 egress dunker slots paid for were taken by NE & SE Right Whales personnel.
2. Jim covered the March ICAP agenda items to include NextGen/JPDO presentations and mentioned CAPT Taggart, NOAA, was also in attendance. Jim mentioned details were still being worked out for agency management briefings regarding an MOU between government agencies with aircraft programs and NextGen.
3. Next agenda item was the NAO update. Geof Fuller gave a status update that included mention of the new Health module and asked WFM to review the content for compliance. Geof also had discussions with WFM & DOC GC in regards to the proposed change to the NAO to include a Manual listing sites, transportation to which would require training similar to that required in the February 20, 2008 version of the NAO. DOC GC supported a One NOAA approach for training requirements, which this manual would facilitate, but raised concerns regarding people with physical impairments being able to take certain training. The current training required in the NAO includes Egress/Dunker training and there is concern that people with physical impairments may not be able to complete the training. Jim had mentioned his discussions with our current vendor, Survival Systems, and also the FAA course offered by LCDR Ash, NOAA, and stated that both are able to accommodate nearly all situations of physical impairments if the individual is a willing participant. They also had not come across a case where this was an issue.
(Action Item: WFM Review Health Training Module on the CLC -- AviationHealthMar08 -Open)
4. Geof then summarized the need to develop a term or wording via a working group, to address the deletion of certain transportation flights as mission operations per the revised definitions. The idea of a safety Manual will not go forward due to the administrative burden required to maintain it, as mentioned by NWS. Additionally, the working group would need to propose alternatives for the mandatory Egress/Dunker training. Fred Peters (NWS) provided insightful comments on the industry moving towards making Egress/Dunker training mandatory for any flight operation going to oil rigs and other offshore platforms. **(Action Item: Jim Kelley-Open)**
5. The final discussion points were about the NAO approval process. The biggest help that the ASB can give to move the NAO forward is to socialize the changes with the AA's they represent to ensure everyone is comfortable and agrees to the changes proposed. Once there is ASB/LO concurrence, the NAO can go forward to the union for comment. There is no fast track to get the NAO signed; however, if all parties are in agreement there may be no need to go to the NEP/NEC as was the case in the Small Boat Safety program NAO update. It will take a concerted effort by ASB members to vet the final document for approval.
6. Additional remarks: The current Terms of Reference (ASB Charter) should be reviewed and revised at the next ASB meeting. Funding is not available by OMAO to cover life cycle costs of maintaining ALSE, suggest LO include in the PPBES process. Jon Dixon has circulated a spreadsheet to help identify ALSE locations and custody. UAS management in development and NOAA's POC is LCDR Phil Hall for all COA's. CDR Michele Finn, NOAA, indicated interim guidance is forthcoming. SAFECOM was mentioned as a safety tool for feedback and reporting through the DOI CAS contracts.
7. The next ASB meeting will be in May with date and time TBD and posted on the Aviation Safety website. This meeting was adjourned at 1425.