



Minutes of the NOAA Aviation Safety Board Meeting November 4, 2010



NOAA Aviation Safety Board (ASB) Meeting Minutes

Meeting Date: November 4, 2010

Time: 13:30 (ET)

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)
- LCDR Peter Siegel, AOC/MAOC

Board Members/Observers in Teleconference:

- CAPT Michael Gallagher, NMFS
- CDR Ric Ramos, NMFS
- LCDR Jonathan Neuhaus, NOS
- LCDR Adam Dunbar
- Jay Kennedy, NMFS
- Terry Brisbin, NWS
- Joel Curtis, NWS
- Robyn Angliss, NMFS
- Nicole Davis, NMFS

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Board Members/Observers absent:

- NOAA Safety Office
- NESDIS
- GC
- AGO
- WFM
- PPI

Additional Non-voting members Present:

- Jon Dixon



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Agenda Item discussed:

1. Jim welcomed the members and opened the ASB meeting at 13:30 ET with a roll call and reviewed the contents of the agenda. CDR Adam Dunbar is supporting CAPT Chris Beaverson for OAR and Pete Macias is now representing WFM.
2. DoI – CAS. During the late summer DoI indicated they wanted a clearer idea of our CAS needs and intentions. As a result, Jim is facilitating a meeting with DoI representatives currently planned for late January, here in Silver Spring. This will afford the various L/Os and PIs the opportunity to showcase their activities and share what has gone well as well as what has not gone well and to familiarize DoI with NOAA missions. All with issues [any flavor] are solicited to contribute and participate. Presenting our issues is important as changes in the way we do business could be a possible outcome.
3. RDML Kenul has been asked if aircraft chartered by other agencies can be considered as a CAS option. Years ago, the ASB looked at these. Since other agencies have some or no oversight and inspection policies, using DoI has always yielded the least risk with the highest level of comfort and service. CAPT Stiles, LCDR Siegel and Jim will revisit and examine the issue for over the next few months. NOAA does not have the funds or inspectors to maintain our own list. In the past, a vendor inspector contractor was available to inspect additional CAS vendors. The contract lapsed. Issuing a new contract to keep the vendor inspector available – those requesting inspections would pay for the inspection - is an option.
4. All are reminded of the Annual Aviation Safety Conference @ the AOC 6-10 December. Capt Kearse welcomes all who can come. If interested, ask your L/O for funding. Lori Bast, the hostess, has details and a draft schedule is attached.
5. Recently, Jim has encountered issues with Flight Service Requests – Form 56-48s being submitted with insufficient details, contacts and signatures. Please make sure they are complete before submitting. LCDR Siegel is updating the form and appreciates receiving your suggestions before going to press.
6. We are still struggling with the aftermath of Deepwater Horizon. If you are aware of aviation surveys or observations planned or required in the future and not yet cleared or requested via a 56-48: please get the word out so proper procedures can be followed.
7. Collecting monthly CAS reports has become increasingly difficult. Please submit reports as soon after the event or end of each month – whichever occurs first.
Also, we need to acknowledge “donated” time from other activities if it contributes to your missions.
8. Recently, the unapproved use of blimp by a laboratory was brought to our attention. The blimp had been offered for use to gain advertizing publicity for the blimp owners. No risk assessments had been conducted, no egress or safety training had been conducted, no flight clearance or approval had been issued .. and so on. In another instance a scientist wanted to attach something to a helicopter and conduct some tests for his studies. Fortunately, the first event came off successfully and nobody was injured. The second event never



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progressed to the flight stage once it was discovered. In both cases, the PIs claimed no knowledge of NOAA Aviation Safety, Aviation Safety Policy or the applicable NAOs. CAPT Gallagher recommended each ASB member request their Line Office executives acquaint their respective employees at least annually regarding Aviation Safety Policy, the applicable directives and familiarize them about who their ASB representatives.

Action Item – for all board members: report back to the board how the word regarding aviation safety and aviation safety policy is disseminated within your respective L/Os

9. Jay asked for an update and debrief for the ASB regarding the N46RF inflight loss of an egress exit window that occurred Sept 6 during a mission. The Board was advised Jim and Dave Withrow had just completed a mishap investigation for the AOC. The report is awaiting release from RDML Kenul before we can debrief the event. CAPT Kearse has directed a number of corrective actions to be implemented at the AOC and aboard our Twin Otters. More details are forthcoming.

10. The next ASB meeting is TBD and will be posted on the Aviation Safety website.
Announcements:

Attached:

Annual Aviation Safety Conference

Aviation Safety Library suggested reading list