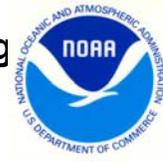




Minutes of the NOAA Aviation Safety Board Meeting



December 13, 2007

Minutes of Aviation Safety Board (ASB) Meeting

Date: Thursday, December 13, 2007

Time: 13:00 (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
- NOAA Acquisitions and Grants Office
- NOAA Workforce Management Office
- NOAA Program Planning and Integration

Board members present:

- Jim Kelley, Aviation Safety Program Manager (Chairperson)
- Craig Gillis, SECO (NOAA Safety Office)
- Jay Kennedy, NMFS
- CDR Mike Weaver, NOS

Board members/Observers in Teleconference:

- CAPT Brian Taggart, AOC
- Freddy Peters, NWS
- Terry Brisbin, NWS
- Matt Pichett, NMFS
- Dave Withrow, NMFS
- Nancy Briscoe, General Counsel

Board members/Observers absent:

- OAR
- NESDIS
- NOAA Acquisitions and Grants Office
- NOAA Workforce Management Office
- NOAA Program Planning and Integration

Additional Non-voting members Present:

- Ken Langert Aviation Safety Program (Recorder)
- Bill Cunningham OMAO Safety and Environmental Compliance Division
- 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 1300 EST with mention of past abridging of meetings due to FEDFLEET and manning. Website updates were mentioned as well. Jim informed the board about a November meeting with RADM Bailey and RDML Kenul regarding NAO direction and an AOC aviation safety policy briefing update. No old business was mentioned for discussion.
2. The NAO definition changes of mission operation, observer, transportation (point-to-point), and the aviation Health training module were the purpose of the meeting and open for discussion.
 - a. All ASB members present for this meeting approved going ahead with the latest NAO wording. All members also agreed to define over water flight for the purpose of training requirements. **(Action Item – See below)**
 - b. Discussion also centered around the new aviation health training module and development and rationale behind the training. Primarily it will be used to inform people of the hazards and risks associated when combining health risks and aviation risks. Essentially, it is incumbent on individuals to self identify conditions or issues that would make them unfit for flight. Aircraft commanders are required to give a safety briefing prior to flight and feedback and discussion revealed this was taking place to a satisfactory level with both NOAA and commercial air service providers. A question was raised regarding females that are or believe to be pregnant and the expectation is that they would follow the advice from their doctor regarding fitness for flight duties. Other agencies were looked at and compared to benchmark the changes proposed in the NAO and health module.
3. Jim Kelley opened the floor for any additional items for discussion.
 - a. An issue discussed was the MOU with Civil Air Patrol and if the NAO addressed this or any conflicts existed. Discussion concluded that as long as missions stay within the scope of the MOU there would be no problems/conflicts.
 - b. Next discussion item was ICAP training that would be offered at the June 23-26 FEDFLEET in Dallas (<http://www.fedfleet.org/>). Aviation portion starts Monday June 23. Additionally, a concern was raised about the lack of timely notification by ICAP to support ARMS inspections and the desire to participate if this issue could be addressed—get dates of upcoming inspections. **(Action Item - Closed)**
 - USDA APHIS – 22 January (Small Aircraft) – Looking for volunteers for a survey in Utah (Approx 1 week).
 - If interested please contact Jim or Ken, or Mike Miles (202-219-1356 michael.miles@gsa.gov).
4. Final discussion point centered on the revision process of the NAO. There is no known “fast track” way to adopt changes.
5. The below definition is up for discussion and confirmation as the NAO definition for Over Water Flight:

Over Water Flight: means flight away from land suitable for making an emergency landing that allows it to reach land in the case of engine failure and as determined appropriate by the aircraft commander in accordance with operating procedures and regulations.
6. This meeting was adjourned at 1420 EST.

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.
