

Aviation Safety Action Program (ASAP)

Medallion Foundation

Summer 2009

In This Issue

[New Member with ASAP](#)

[Two More Years](#)

[Growth for Value](#)

[Sharing Best Practices](#)

[Looking for New Participants](#)



New Members

On April 7, 2009 the ASAP instructors conducted the initial ERC training for Alaska Juneau Aeronautics d/b/a "Wings of Alaska" and "SeaPort". The MOU was signed that same day by Terry Gordon the JNU FSDO Mgr and Kent Craford, CEO. (pictured above)

We are pleased to have this new participant and to expand into Southeast Alaska as well. We currently have nine carriers participating counting these two

Overview of ASAP

As part of our overall safety goals, Medallion Foundation has established a system for our Cabin Crew, Dispatch, Flight Crews, Maintainers, and Ground Crews to voluntarily identify and report safety and operational concerns. The collected information is reviewed and analyzed to facilitate early detection and improved awareness of operational deficiencies and adverse trends. The information specified in employee reports are used to identify the root causes and determine appropriate remedial actions which are then monitored for effectiveness. This process promotes collaboration between employee work groups and management for the early identification of hazards and to maintain a proactive approach regarding safety concerns and corrective action recommendations.

If you have any questions or comments about the ASAP program and what we can do to make it better for you. Send you comments to:

Kent@MedallionFoundation.org

Two More Years

FAA renews Medallion Foundation ASAP MOU. Angela Elgee the Flight Standards Regional Manager recently signed the Medallion Foundation Memorandum of Understanding (MOU) to continue the program for two more years. There were no changes to the MOU as we are currently using it. Some of you may have seen the Inspector General's report concerning the national ASAP program which contains several recommended changes to the FAA. If those recommendations are accepted by the FAA there may be some changes needed to our MOU but at the present time we are continuing as we

new d/b/a's. As we have pointed out, sharing safety data is very important for our clients here in Alaska. So not only do the carriers benefit from their ASAP program to help them learn more about the issues at their airline but by sharing the information with others the value of the safety information can be multiplied many times over.

[Join Our Mailing List!](#)

Kent Adams
Program Manager ASAP
907-743-8050/office
907-743-8051/fax

have been. We at Medallion are pleased with the success of the program and are happy to report it is continuing to grow. We believe the ASAP program is one of the elements which are helping change the safety culture in Alaska.

PROGRAM UPDATES for Growth for Value

Our program is continuing to grow and provide valuable information to the participants. As of this writing we have received 266 reports. Of those the ERC has accepted 97.33%. Another important statistic is that over half (54.58%) have resulted in changes to company training or procedures. This clearly demonstrates the value of the program to bring about improvements. We should also point out that we set a record with 18 reports last month.

Number of Reports: **266**
Number of events: **217**
Number ERC reviewed: **262**

Accepted Reports: **255**
Percent: 97.33%
Sole Source: **190**
Percent: 72.52%
ASAP Successes: **143**
Percent: **54.58%**

To file an ASAP report:

<http://medallionfoundation.org/Reporting.asp>

SHARING BEST PRACTICES

One of the hallmarks of Aviation over the years has been the willingness and desire to share information. This is one of the reasons that aviation is perhaps the safest mode of travel. The industry has made great strides in gathering and analyzing information and then implementing safety improvements.

One of the goals of the Medallion Foundation is to share safety information. We have established a "Best Practices" page on the Medallion Foundation website. We have been gathering information from the Medallion Foundation ASAP program and other sources to be shared with other Medallion clients. For example, one carrier experienced an engine failure due to a pilot's confusion about proper engine leaning procedures for high altitude flights in a PA-31; learn what the company did to get the word out to their pilots. Also, every pilot is trained to deal with engine failures at critical phases of flight but are your crews prepared to deal with an engine failure at low power? The answer is not as obvious as you may think. These are just a couple items which are covered in the Best Practices page. We will continue to add information which we think would benefit other clients.

How do you get to the Best Practices? They are listed on the "Private" side of the Medallion Foundation website so they are only available to Medallion clients with a username and password. If you need the access information, contact the Medallion office.

So, check out the Best Practices page regularly to see what is new and what you can learn to improve the safety of your operation. In addition, if you have some items to share contact the Medallion office. Remember-Safety is everybody's business.

LOOKING for new Participants

We are always looking for new participants in our program. If you are aware of a company which is not participating and would benefit from the program (and we know all companies would) encourage them to get involved. We have a 'How to get Stared with ASAP' on the Medallion Foundation webpage. We are particularly interested in getting a helicopter operator involved. The contractor that provides our web based reporting system has made some modifications specifically addressing helicopter operations. Two large helicopter clients have signed up in the lower forty nine. We would be pleased to

have one of our helicopter clients join as well.

ATC Participation in ASAP

At a recent national information sharing meeting the status of the Air Traffic Safety Action Program (ATSAP) program was reviewed. It was started in July 2008 at MDW tower and currently has 37 facilities in the program, with 4000 eligible reporters and 1600+ events. By the beginning of 2010, all National Airspace facilities should be in the program. All reports are treated as sole source. Multiple reports are possible with one example provided of nine reports involving three different facilities for one event. Of the current reports 24% were on known events (e.g. Operational errors), 49% unknown events and 27% other. Corrective Action Reports (CARs) have involved airspace redesign, pilot speed deviations, tower cab obstructions, RNAV SIDs and STARs, radio frequencies, similar call signs and ICAO flight plan format.

[Forward email](#)

 **SafeUnsubscribe®**

This email was sent to marina@medallionfoundation.org by kent@medallionfoundation.org.
[Update Profile/Email Address](#) | Instant removal with [SafeUnsubscribe™](#) | [Privacy Policy](#).

Email Marketing by



Medallion Foundation | 2301 Merrill Field Dr. Ste A3 | Anchorage | AK | 99501