

ASAP

Aviation Safety Action Program

Medallion Foundation

August 2010

IMPORTANT

ASAP UPDATE Meeting

Please plan to join us on September 21st starting at 10:00 AM in Anchorage for an important meeting concerning our ASAP program.

To Register:

[http://medallionfoundation.org/displayclassmain.asp?
akey=194](http://medallionfoundation.org/displayclassmain.asp?akey=194)

As our program continues to mature and grow we are finding there is still a lot of confusion and misunderstandings about how the program works. Some of this confusion has resulted in a feeling of "failed expectations." This has generated some distrust and dissatisfaction with the program resulting in less participation than we would like to see. We think it is important to get everyone together to do some recurrent training on the process and have a frank discussion about the intent and expectations of the program. It is important to have as many of the ERC members as possible in attendance. We have also found that some of the important information is getting lost as it passed from the company ASAP trainers to the employees. Therefore, we are asking that all the company trainers also attend the meeting to improve their understanding of the program.

We will also have an update on the national ASAP program

and an update from NIOSH on the work they are doing with the ASAP data and what it means. In addition, we will spend some time talking about any problems people are having or improvements they would like to see and convert those into program expectations for next year. One other important topic for discussion will be the creation of an ASAP steering committee to help direct the program. In the beginning when we had three or four carriers participating it was easier to get everyone's agreement on changes. Now there are eleven carriers and probably more coming onboard shortly, we need to identify some representative who can speak for all the carriers and make decisions about the future direction of the program. It will be important for you to be there for that discussion and select your representatives. For example, we just had a briefing from the contractor who provides the ASAP reporting system on line. A few carriers are moving towards using the same system for incident reporting. Some are also looking at this system (currently under development) to provide the data trending and tracking needed for development of their SMS program. There are lots of options available concerning reporting, required information, and report generation but we need a group to review the options and make decisions since we can't have eleven variations of input and reporting.

As you can see, it will be a very important meeting and we would like to get as many ERC members and company trainers there as possible.

Other ASAP participants are welcome as well and the FAA CMT members. Please go to the Medallion Foundation website for more information on the meeting location and registration. We are looking forward to seeing you all there.

Everts Air Joins our ASAP Program

On July 22,
2010 Robert
Everts President
of Tatonduk
Outfitters and
Robert



Christensen, FAA Denali CMO Manger, signed the MOU placing Everts Air into the Medallion Foundation ASAP program. Everts is the eleventh carrier to join.

ASAP Terms-Legal Enforcement

We had a recent ERC meeting and one of the members was confused about the terms legal enforcement and administrative action. He was reading the MOU but since he didn't have a clear grasp of the definitions he was confused about the meaning of the MOU. The FAA's enforcement program is described in FAA Order 2150.3A. There is also a good description of the entire process at the following link for those who are interested in doing the research. [http://rgl.faa.gov/Regulatory_and_Guidance_Library/rgOrders.nsf/0/79cb479888aa5a8a86256d0f00676576/\\$FILE/2150.3a_part2.pdf](http://rgl.faa.gov/Regulatory_and_Guidance_Library/rgOrders.nsf/0/79cb479888aa5a8a86256d0f00676576/$FILE/2150.3a_part2.pdf)

In plain language, legal enforcement involves a certificate action (suspension or revocation) or a civil penalty (fine). In most cases the FAA proposes suspensions against individual airmen and civil penalties' against air carriers. This is a formal legal

process between the FAA attorneys and the individual or their attorney. Administrative Actions are also described in Order 2150.3A but are considered informal. They are intended as a tool to resolve minor issues but still have a short term record of the event. They include a Letter of Warning or Letter of Correction depending on the circumstance. These letters are recorded in the airman's file in Oklahoma City for two years and then removed. They are not considered to be evidence of a violation of the FAR's. There are other Administrative actions as well. They include written or oral counseling which may be recorded at the local FSDO but are not forwarded to Oklahoma City for including in an airmen's record.

The distinction between the two is important in our ASAP program. One of the benefits of the program is it provides protection from legal enforcement action from the FAA for reports that are accepted by the ERC. The airman may still receive Administrative Action for an accepted report if the FAA can establish evidence of a violation without using the ASAP report and it is not a sole source report. In other words, the FAA already knew about the event outside of the ASAP report. The decision about what type of Administrative Action would be appropriate is usually determined by the ERC. So, for example, a pilot doesn't follow the assigned departure procedure. ATC files a pilot deviation with the FSDO. The pilot files an ASAP report which is accepted by the ERC. Without the protection of the ASAP program the pilot might receive a suspension of his certificate. Under the ASAP program the pilot might receive a warning letter but not a suspension. The company, through the ERC process, would be more involved in the situation and possibly make some changes in training or procedures which would reduce the likelihood of the event happening again. That is the benefit of the program for both the pilot involved and others who will benefit from the changes.

Program Update

Here is the current information about our program.

Total Reports	353	
No. of Events	278	
Reviewed Reports	351	
Accepted	341	Percent 97.15%
Sole Source	268	Percent 76.35%
Success	205	Percent 58.40%

Notes: Sometimes we get multiple reports for a single event that is why those two numbers are different. Also see that 97 % of the reports have been accepted by the ERC. Also note that nearly 60% have resulted in positive changes in training or procedures at the reporting company. We call these 'ASAP Successes.' That is an impressive demonstration of the safety benefit of the ASAP program.

Feedback Welcome

What are your questions about the program? If you would like to see an issue discussed or have a question we can cover in the newsletter for everyone's benefit, send it to Kent@Medallionfoundation.org. We would be happy to include it in an upcoming edition of our newsletter. Your feedback is always welcome.

Join Our Mailing List!

[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 | 5520 Lake Otis Parkway Suite 104 | Anchorage | AK | 99507