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ASAP-Aviation Safety Action Program

January 2011



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ASAP Successes

The Event Review Committee (ERC) determines which corrective actions will be considered "ASAP Successes" at the end of the deliberative process. The definition of an ASAP Success is that a positive change in company procedures or training has been developed as the corrective action for an ASAP report. Out of the 380 plus reports received to date, approximately 60% have resulted in changes. This is a very impressive number and really substantiates the value of the program. Most of the rest of the corrective actions result in sharing information or highlighting conditions which might be an issue for future crews. These are not considered 'successes' as we

Filing too many reports?

We are always interested in feedback about how the program is going. One carrier representative told me that one of his pilots had expressed concern about filing too many ASAP reports and didn't want to bring attention to himself. As you recall from your training, there is no limit on the number of reports an individual can file. Remember also the reports are de-identified so there is no name associated with the individual reports. And thinking about the value of the reports to feed safety data to the company, every report has potential for positive changes to improve safety. We encourage everyone to file reports as they see fit. There is no such thing as too many ASAP reports.

FAA Participation in the Event Review Committee

Working Together

One of the open items from our September meeting was to discuss how our Medallion Foundation ASAP program is structured differently than the national model outlined in Advisory Circular 120-66B. In the national model, the FAA representative on the ERC is selected from the Certificate Management Team (CMT) for the carrier. In our structure the FAA representatives are from the Alaskan Region Office, not the field offices. It was structured this way to allow more consistency with the FAA



Medallion members and air carriers working with the FAA

representatives than if each carrier had their own FAA representative. We would now have eleven different FAA representatives and probably more with some alternate reps.

defined it above but they are also very important safety improvement tools as we all know, knowledge is power. Knowledge about certain events or problems can be a powerful tool to avoid similar situations.

Thought for today:

"TapRoot definition of Root Cause- A Root Cause is the absence of best practices or the failure to apply knowledge that would have prevented the problem."

There are no new root causes of accidents just failure to learn from past lessons. That is why we need to do a better job of sharing safety data generated from our ASAP program. The system is "talking to us" through the ASAP program and other information sources. What are we learning? What can we do to improve?

Latest Statistics

We now have 385 reports in the system. Of those, 382 have been reviewed by the ERC's and 97% have been accepted. We are receiving on average six reports per month.

Quick Links-

<http://www.alaskaaircarriers.org>
www.medallionfoundation.org

As we add more carriers, which we are doing, the number of FAA reps would continue to grow and become very difficult to work. The regional FAA representatives coordinate closely with the carrier's assigned inspectors and come to the ERC meetings after discussing the reports with the carriers assigned inspectors and have their input on a range of corrective actions. This places an increased workload on the ERC representatives to accomplish the internal communications needed to make the program function. Although our program is structured slightly differently than the national model it has worked well for an "umbrella" organization like the Medallion Foundation.

ASAP Steering Committee

At our general meeting in September we discussed and elected members of an ASAP Steering Committee. The role of the Steering Committee is to address high level program questions. It would be difficult to have all eleven carriers participate in decisions about the program. The Committee can make decisions for the other carriers and we agreed to publish the Committee minutes and allow for input from carriers if there was a concern about a decision. This permits a small workable group to make decisions and still allows input for all the carriers who could be affected. The Committee has had two meetings and is working on a verity of subjects including data retention timelines, standardization of terms used in ASAP reporting, providing assistance to carriers with their internal ASAP training for their employees and establishing a specific day of the week to conduct ERC meetings/telecons.

Attention Company Safety Officers and Managers

The online reporting system we are using for ASAP is also available for use for your company incident reporting. A couple of companies in the Medallion Foundation ASAP program are now using this system. There are several benefits. It looks very familiar to the employees as it is similar to the ASAP report format. A single 'log on' can be used and the employees can select ASAP or Incident reports. In addition, the company can than do safety data trending and analysis using the powerful tools built into the software. The contractor is also developing an SMS module for those interested in starting on Safety Management System development. If you are interested in exploring these options, contact Kent@MedallionFoundation.org.

Feedback and New Topics

Your feedback is always welcome. Let me know if you have question or comments about this newsletter. Also, if you have suggested topics you would like discussed, send them to Kent@medallionsafety.org

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