AIR CHARTER SAFETY FOUNDATION

ACSF BRIEFING

SAFETY MANAGEMENT INTERNATIONAL COLLABORATION GROUP

NOVEMBER 15, 2016

ACSF Vision

The Air Charter Safety Foundation is a 501(c)(3) non-profit organization, whose vision is to promote and enable the highest levels of safety in personal and business aviation.

Safety Initiatives

- ACSF Industry Audit Standard (IAS) for Part 135 & 91K
- AVSiS: Safety Event Reporting & Management Tool
- Annual Air Charter Safety Symposium
- Illegal Charter Hotline: **888-SKY-FLT1 (888-759-3581)**
- Industry Aviation Safety Action Program (ASAP)

ACSF Industry Audit Standard (IAS)

- To achieve a standardized and consistent audit product acceptable to both consumers and suppliers.
- Develop a program similar in concept to that currently utilized by scheduled air carriers worldwide.
- Follows an ISO-compliant format.

ACSF Industry Audit Standard

- Contains operational & maintenance requirements extracted from best practices used by the Part 121 airlines.

- Reduces operational risk, cost and redundant workload associated with multiple audits.

- Achieve safety metrics found in U.S. airlines.

- Measurable & quantifiable results.

IAS Bottom Line Objective

- Create one audit standard to satisfy operators, customers, and others by including:
  - Best practices
  - Safety Management Systems (FAA and ICAO standards)
  - Regulatory compliance

Operator Standards

Operator Standards Manual in three parts:

1. Operator Standards
2. Appendix A: Guidance Material
3. Appendix B: Regulatory Reference Index

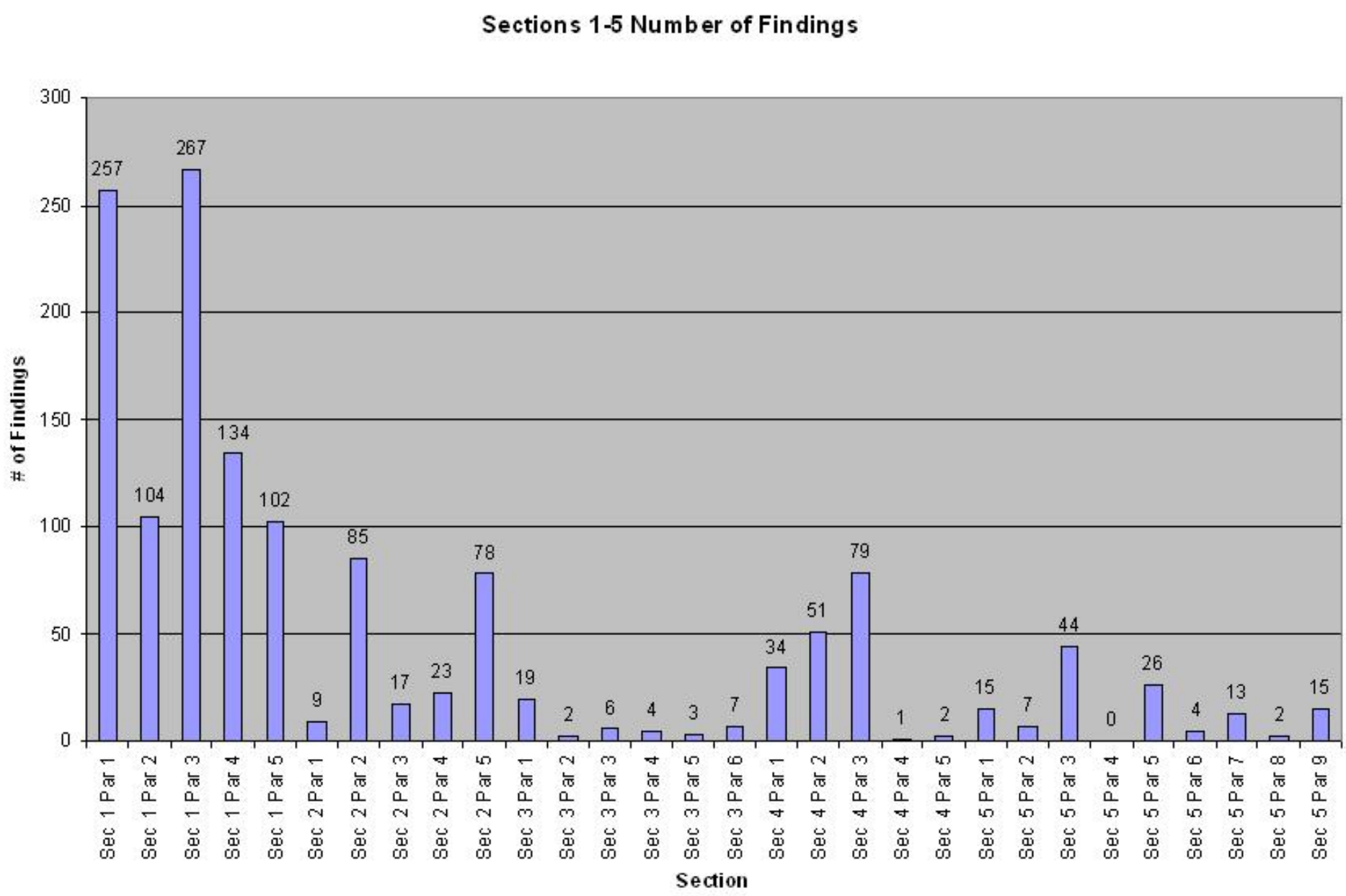
- Available on ACSF website: www.acsf.aero/audit

Operator Standard

1. Corporate Organization & Management
2. Flight Operations
3. Operational Control
4. Aircraft Maintenance
5. Cabin Operations
6. Aircraft Ground Handling & Servicing
7. Cargo Operations
8. Operational Security
9. Passenger Handling & Safety
10. Dangerous Goods/Hazmat (Will Carry Operator)

Audit Structure

- Conducted by independent audit company that must be trained and accredited by ACSF (current companies listed at www.acsf.aero/audit).
- Operator must complete and submit thorough gap analysis to audit company before scheduling audit.
- Number of audit days determined by operator fleet size:
  - 1 – 15 aircraft: Three days
  - 16 – 30 aircraft: Four days
  - 30+ aircraft: Five days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Section

Accident Rates

U.S. Part 121 Scheduled Airlines:

- .148 per 100,000 flight hours

Part 135 Business Jets:

- .54 per 100,000 flight hours

ACSF-IAS Registered Operators:

- .16 per 100,000 flight hours

Aviation Safety Action Program (ASAP)

ACSF Manages FAA-Approved ASAP

- An Aviation Safety Action Program (ASAP) is a confidential, voluntary safety event reporting system that provides a near consequence-free environment.
- ASAP is part of robust SMS and fosters a positive safety culture.
- Participants identify safety issues and report information that might not otherwise be discovered or disclosed through normal internal event reporting programs.

ACSF – ASAP Program

- Fosters a cooperative, non-punitive environment with company management and the FAA.
- Designed to identify critical incidents before they become potential accidents.
- Focuses on determining root cause – not to punish.

Why ASAP?

Enhancing and improving overall safety performance depends on:

- Data collection and analysis;
- Use of data to identify system failures and human errors that are precursors to accidents;
- Identify & implement corrective actions in order to reduce the potential of recurrence incidents and accidents;
- Review patterns and trends.

SRM & Safety Assurance

2. Safety Risk Management (SRM):

- A formal system of hazard identification, analysis and risk management is essential in controlling risk to acceptable levels.

3. Safety Assurance:

- Once controls are identified, the SMS must assure they are continuously practiced and continue to be effective in a changing environment.

Why ASAP?

As a Training Tool:

- We can learn from the mistakes of others through publication of de-identified ASAP events.
- Use of the most advanced safety tool available.
- Has a proven track record.

ACSF ASAP Partnership

- Cooperative effort between:
  - Company
  - Participating employees (pilots, mechanics, flight attendants, dispatchers, schedulers, etc.)
  - FAA
  - Air Charter Safety Foundation (ACSF)
- Agreement between Company, ACSF and FAA is through a Memorandum of Understanding (MOU)

Current ACSF ASAP Participants

- All FAA Regions in U.S. “Lower 48”
- 30 Part 135 Charter Operators
- 30 Part 91 Flight Departments

Reporting Process

- Employee completes electronic ASAP form to report:
  - An observed safety problem
  - Violation or potential violation of CFRs or company SOPs
  - Any incident related to safety of flight
- Report form is accessed on secure web portal

Event Review Committee (ERC) Process

The parties to the ERC are composed of one designated representative from:

- Company Management
- Employee Representative (pilots, mechanics, dispatchers, etc.)
- FAA Inspector assigned as ASAP Representative
- ACSF ASAP Manager acts as facilitator

ERC Process

- ERC consensus is required for all recommended corrective actions and report close-outs
- The focus of the ERC is to determine root-cause and improve safety, NOT to punish individuals

Flight Crew

Assigned to Me

0 Employee Reporting

Tools

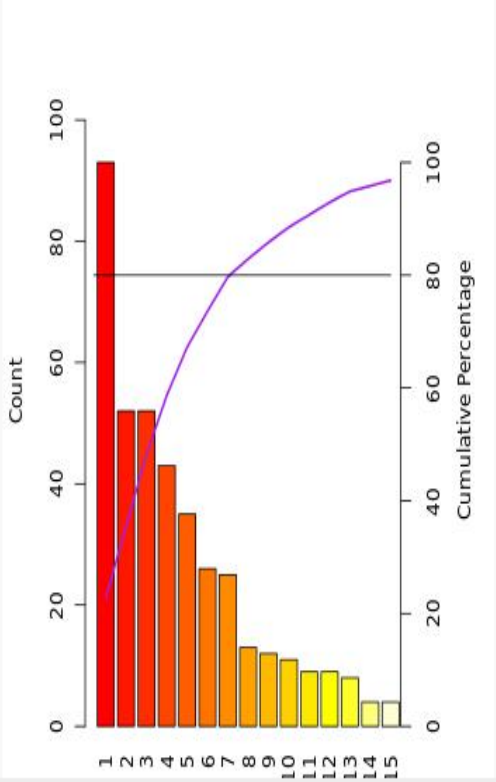
Operational Data

Resources

Browser requirements: Internet Explorer 11+ OR any modern version of Google Chrome, Safari, Firefox, Opera. Javascript must be enabled.

ASAP Executive Summary

Expand All | Collapse All



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2	Navigation/Position Control	52	145	12.713	35.452
3	ATC Complications/Errors	52	197	12.713	48.166
4	Non-Compliance with CFRs, Policies/Procedures	43	240	10.513	58.679
5	Traffic Proximity	35	275	8.557	67.237
6	Aircraft System/Equipment Malfunction	26	301	6.356	73.594
7	Fuel Event	25	326	6.112	79.706
8	Speed Deviation	13	339	3.178	82.885
9	Approach/Arrival Event	12	351	2.933	85.819
10	Cabin Events	11	362	2.689	88.508

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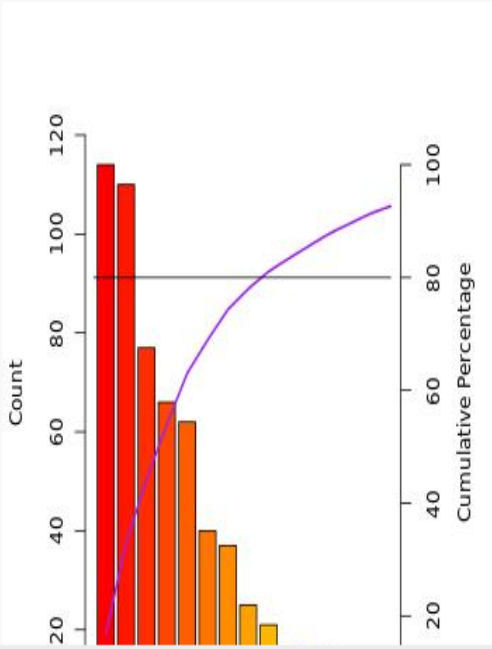
Top Causes by Count



ID	Cause Name	Count	Cumulative Count	Percent	Cumulative Percent
1	Individual Factors	114	114	16.740	16.740
2	Communication: Pilots and ATC	110	224	16.152	32.892
3	Human Factors	77	301	11.306	44.199
4	Communication: Between Pilots	66	367	9.691	53.891
5	ATC Complications/Errors	62	429	9.104	62.995
6	Weather	40	469	5.873	68.869
7	Non-Compliance with CFRs, Policies/Procedures	37	506	5.433	74.302
8	Policies/Procedures Issues	25	531	3.671	77.973

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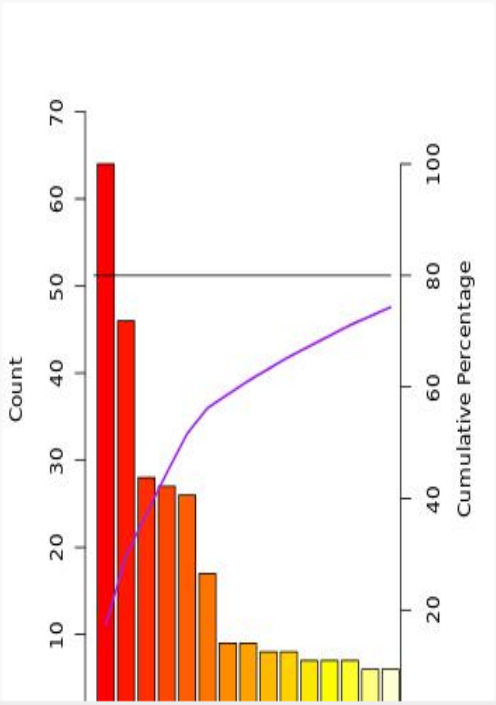
ASAP Executive Summary

Expand All | Collapse All

Top Aircraft Type by Count



ID	Type	Count	Cumulative Count	Percent	Cumulative Percent
1	G200	64	64	17.297	17.297
2	GIV	46	110	12.432	29.729
3	CE-750-750	28	138	7.567	37.297
4	CE-525-525	27	165	7.297	44.594
5	EMB-500	26	191	7.027	51.621
6	G550	17	208	4.594	56.216
7	Gulfstream V	9	217	2.432	58.648
8	BE-99-C99	9	226	2.432	61.081
9	G280	8	234	2.162	63.243
10	Falcon 2000	8	242	2.162	65.405

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ASAP Mitigates Risk

- Identifies hazards
- Analyses risks
- Seeks corrective actions
- Educates and increases employee awareness
- Measures overall system performance
- Ensures accountability
- Builds trust (sole source vs. non-sole source reports)

ASAP Reporting Nationwide - 2015

Reports accepted into ASAP: 90,000

Sole source reports: 90%

Non-sole source reports: 10%

Air Charter Safety Symposium

- March 7 – 8, 2017
- NTSB Training Center
- “Safety is a choice you make.”
- http://www.acsf.aero/symposium/

AIR CHARTER SAFETY FOUNDATION

For further information contact:

Russ Lawton: rlawton@acsf.aero

888-SAFE-135 (888-723-3135)