ACSF BRIEFING

SAFETY MANAGEMENT
INTERNATIONAL COLLABORATION GROUP
NOVEMBER 15, 2016
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.
IATC 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 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
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)
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.
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:
  Ø Company
  Ø Participating employees (pilots, mechanics, flight attendants, dispatchers, schedulers, etc.)
  Ø FAA
  Ø 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
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
## ASAP Executive Summary

<table>
<thead>
<tr>
<th>Rank</th>
<th>Event Type</th>
<th>Count</th>
<th>Assigned</th>
<th>Assigned %</th>
<th>Completed</th>
<th>Completed %</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Altitude Deviation</td>
<td>93</td>
<td>93</td>
<td>22.738</td>
<td>22.738</td>
<td></td>
</tr>
<tr>
<td>2</td>
<td>Navigation/Position Control</td>
<td>52</td>
<td>145</td>
<td>12.713</td>
<td>35.452</td>
<td></td>
</tr>
<tr>
<td>3</td>
<td>ATC Complications/Errors</td>
<td>52</td>
<td>197</td>
<td>12.713</td>
<td>48.166</td>
<td></td>
</tr>
<tr>
<td>4</td>
<td>Non-Compliance with CFRs, Policies/Procedures</td>
<td>43</td>
<td>240</td>
<td>10.513</td>
<td>58.679</td>
<td></td>
</tr>
<tr>
<td>5</td>
<td>Traffic Proximity</td>
<td>35</td>
<td>275</td>
<td>8.557</td>
<td>67.237</td>
<td></td>
</tr>
<tr>
<td>6</td>
<td>Aircraft System/Equipment Malfunction</td>
<td>26</td>
<td>301</td>
<td>6.356</td>
<td>73.594</td>
<td></td>
</tr>
<tr>
<td>7</td>
<td>Fuel Event</td>
<td>25</td>
<td>326</td>
<td>6.112</td>
<td>79.706</td>
<td></td>
</tr>
<tr>
<td>8</td>
<td>Speed Deviation</td>
<td>13</td>
<td>339</td>
<td>3.178</td>
<td>82.885</td>
<td></td>
</tr>
<tr>
<td>9</td>
<td>Approach/Arrival Event</td>
<td>12</td>
<td>351</td>
<td>2.933</td>
<td>85.819</td>
<td></td>
</tr>
<tr>
<td>10</td>
<td>Cabin Events</td>
<td>11</td>
<td>362</td>
<td>2.689</td>
<td>88.508</td>
<td></td>
</tr>
</tbody>
</table>
### ASAP Executive Summary

#### Top Causes by Count

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

![Bar Chart and Line Chart showing top causes by count and cumulative percentage.](chart.png)
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)
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/
For further information contact:

Russ Lawton: rlawton@acsf.aero

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