



NBAA 2018 Top Safety Focus Areas

Workforce Competency and Staffing and Safety Data Sharing and Utilization

Your [NBAA Safety Committee](#) is a group of 70 business aviation professionals dedicated to making business aviation safer. Each year, the committee hosts a risk assessment meeting to prioritize the focus of the group's efforts. To hear from the Safety Committee Chairman, Dave Ryan, about this year's Risk Assessment meeting, check out this [podcast](#).



After evaluating the data at the risk assessment meeting in January 2018, the committee identified the NBAA's [Top Safety Focus Areas for 2018](#). The safety priorities are grouped into two

areas, Top Safety Issues and Foundations for Safety. What's new on the list this year? Workforce Competency and Staffing and Safety Data Sharing and Utilization.

Advanced Aircrew Academy's Dan Boedigheimer is the Safety Leadership working group lead for the Safety Committee. The Safety Leadership working group focus for the year is creating a Business Aviation Safety Manager Credential and positive safety culture Promotion through improving the International Standard for Business Aviation Operations (IS-BAO).

Are you interested in volunteering with the NBAA Safety Committee? Apply [here](#).



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Business Aviation Runway Excursions

What is Causing a Spike in Business Aviation Runway Excursions in 2018?

A study by the [Air Transport Safety Institute, National Aerospace Laboratory of the Netherlands \(NLR\)](#) showed the rate of runway excursions for business aviation is nearly twice that of commercial aviation. In the United States, the average number of business aviation runway excursions is two (2) per month.

Since a wet or contaminated runway continues to be the most common causal factor, it is not a surprise to see a spike in runway excursions during the winter months; however, in the first two months of 2018, there were nine (9) runway excursions, 450% more than average. What is causing this spike? My working theory is pilots not having an accurate assessment of runway conditions.

This is the second winter season since the Runway Condition Assessment Matrix (RCAM) was implemented. The RCAM is a product of the FAA [Takeoff and Landing Performance Assessment \(TALPA\) initiative](#). As pilots, we have been trained that federally funded airports are required to use the RCAM to assess and report runway conditions using Field Condition (FICON) Notices to Airmen (NOTAMs). For more information on the TALPA

initiative, check out the National Business Aviation Association's (NBAA) recently released [educational videos](#) on the topic.



If pilots are not receiving an accurate assessment of runway conditions, that would be counter to the goals of the TALPA initiative.

In January 2017, [a Cessna CJ4 had a runway excursion in Howell, MI \(KOZW\) when landing on an icy runway](#). Although the pilot suspected the possibility of an icy runway, the sight of a light general aviation aircraft on the taxiway and no FICON NOTAM lead him to believe the runway conditions were good. The NTSB report cited the airport manager as stating he was still trying to learn the new digital NOTAM manager system, and the employee who was at the airport and was authorized to issue NOTAMs had not yet been trained on the new system. The RCAM process was only a few months old at this point.

In my blog post, [If There's Not A FICON NOTAM, It Doesn't Mean The Runway Is Dry](#) from November 2017, I highlight another business aviation runway excursion on a snow covered runway where there was no FICON NOTAM published.

We see this trend continuing in 2018 with a Phenom 300 having a runway excursion on an ice-covered runway in Oregon with no FICON NOTAM published. A rain shower had moved over the airport overnight and, when temperatures dropped to freezing at sunrise, all paved surfaces turned into an ice rink. A Beechjet 400 experienced a runway excursion in February 2018 when a FICON NOTAM reported runway conditions as 5/5/5 (wet). An updated METAR was relayed to the crew on approach that included freezing rain at the airport. Had the runway conditions deteriorated by the time they touched down to contribute to the runway excursion?

This is not exclusively an airport issue to solve. As pilots, we need to be aware that, especially at smaller airports, a FICON NOTAM, or lack of one, may not tell the entire story. Evaluate if there has been any precipitation in the previous 24 hours and whether or not the forecast temperatures are near

or below freezing. The TAF is not going to provide you with all the information you need. A proactive call to the airport manager can let you know the last time they made an assessment of the runway and if anyone will be at the airport near your ETA for updates. Evaluate if runway conditions are improving or deteriorating and if they are rapidly

changing. If darkness or visibility precludes a visual assessment of the runway before landing, plan for the worst and use an alternate airport with better conditions and information to base your decisions on.

Advanced Aircrew Academy offers an eLearning module on Runway Excursions

highlighting the top 10 reasons for runway excursions in business aviation today. To check out the other 9 reasons based on actual recent business aviation runway excursions, enroll in the [Runway Excursion training](#) today.

Interview with a Subject Matter Expert (SME)

Meet Kasey Stevenson, Training Administrator

You are currently working on a Masters Degree at Arizona State University. What is the degree in and what do you hope to do with it? I am pursuing a Master of Science degree in Aeronautical Management Technology with a concentration in Aviation Management and Human Factors. This two-year program offers numerous courses that specialize in all types of aviation topics such as a safety, law, crew resource management, training systems and simulation, and aviation research. I enjoy learning about new instructional design methods and increasing the quality of training within the aviation industry. Eventually, I would like to use this degree to teach in aviation at the collegiate level.

What do you like the most about working in the High Altitude Training Chamber?

The most interesting part about being a crewmember for high



altitude chamber training flights is observing the hypoxia demonstration at 25,000 ft. Each individual person reacts completely differently, so you never know what's going to happen. Some participants get mild hypoxia symptoms such as headache, tingling, or tunnel vision. As the participant's oxygen saturation decreases, the symptoms escalate to mental confusion, inability to focus, and eventually loss of consciousness, if not treated. I've observed some participants who lasted one minute off oxygen and lost consciousness, while others lasted 7+ minutes

and were still able to count backwards from 100 in intervals of 3. Some people get very happy and like to tell jokes over the intercom system. There's just never a dull a moment and you always have to be ready to react!

Can anyone take a high altitude chamber training course at ASU? The high altitude chamber training at Arizona State University is open to anyone in possession of a valid FAA medical certificate. Courses open to the public are generally held once per month and participants range from experienced airline pilots to student pilots to engineers, space exploration personnel, corporate flight departments, and military personnel. The chamber is also used to certify equipment such as batteries, tires, space suits, and medical items.

How did you find out about Advanced Aircrew Academy? One of the organizations that

promotes and supports business aviation is the Arizona Business Aviation Association (AZBAA). I was browsing the information on the AZBAA website and came across a link to Advanced Aircrew Academy, which also listed a posting for a Training Administrator. Due to my interest in aviation instruction, I contacted Jim Weaver to discuss the opportunity. Jim and myself now attend the monthly AZBAA meetings to stay up to date with current trends and changes within the business aviation industry.

You recently attended the Air Charter Safety Symposium.

What was your best takeaway from that event? The Air Charter Safety Symposium offered a wealth of information over the course of a day and half. One of the most impactful and ongoing topics discussed was the Aviation Safety Action Program (ASAP). This program is designed to encourage voluntary reporting of safety issues within aviation operations to allow the opportunity for those issues to be addressed. In an industry where safety is paramount, identifying and mitigating hazards is crucial. The ASAP program has grown tremendously and is largely composed of Part 135 and 91

operators. The participation and information gained through the ASAP program will lead to improved safety, which affects many aspects of the business aviation industry. The biggest takeaway from this event was that it's important to stay knowledgeable on the current safety issues and challenges present in the aviation industry. For myself, this will include evaluating methods to improving the content and delivery of training for topics such as safety management systems.

Recent Blog Articles

Check out our latest blog posts at [Follow the Agonic Line](#)

Agonic Line – An imaginary line on the Earth's surface connecting points where the magnetic declination is zero. The agonic line is a line of longitude on which a compass will show true north.

The Follow the Agonic Line blog focuses on aviation training. Advanced Aircrew Academy brings you articles written by subject matter experts in their field on topics of interest for business aviation

flight department managers and pilots. Through insightful content, it is our goal to reduce declination and show the course direct to true north on aviation training issues.

- ▶ [Tools Of The Trade](#)
- ▶ [Drug And Alcohol Program Supervisors](#)
- ▶ [Non-Tower Operational Procedures – Draft FAA Advisory Circular](#)
- ▶ [OSHA's Most Frequently Cited Workplace Violations – 2017](#)
- ▶ [Safe Travels](#)
- ▶ [Wake Turbulence Hazard When Landing With A Tailwind](#)
- ▶ [Problematic ADS-B Installation](#)
- ▶ [Hot Coffee And GPS Coverage](#)
- ▶ [Electronic Reporting Of Workplace Injuries And Illnesses To OSHA Required For Certain Aviation Companies](#)
- ▶ [When To Start Descent After Getting Cleared For The Visual](#)
- ▶ [Arctic Airmass Issues](#)

Report On Events

A recap of events attended by Advanced Aircrew Academy experts

The Air Charter Safety Foundation (ACSF) hosted the largest attendance yet at their Air Charter Safety Symposium at the NTSB Training Center March 13-14, 2018. The growth in the symposium is being fueled by increasing participants in their Aviation Safety Action Program (ASAP). Of the 175 operators in their ASAP

program, Part 91 operators now outnumber 135 operators in the program. Presentations at the symposium included

discussions on procedural non-compliance, decision making, and communications after an accident. Advanced Aircrew Academy also presented on recent trends in business aviation runway excursions. Save the date for [next year's symposium](#) March 12-13, 2019 in Ashburn, VA.



Upcoming Events

Mark your calendars and join us at these events in 2018

Flight Safety Foundation Business Aviation Safety Summit (BASS) May 10-11, Chicago, IL – Advanced Aircrew Academy will be presenting and exhibiting at the [Flight Safety Foundation Business Aviation Safety Summit](#) May 10-11, 2018 in

Chicago, IL. We are co-presenting with Midwest Aviation on Taking Your Training Program to a New Flight Level. There is still time to register.

NBAA Business Aviation Convention and Exhibition

(BACE) October 16-18, Orlando FL – Advanced Aircrew Academy will be presenting and exhibiting at [NBAA BACE](#) 2018. We have a great booth location and are planning a customer event at Top Golf.

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[Facebook](#), [Twitter](#), and [LinkedIn](#). You will receive up-to-the-minute training updates, see our articles in major publications, and receive

immediate notification when our blog, "Follow the Agonic Line," is updated.

About Advanced Aircrew Academy

Advanced Aircrew Academy enables small to mid-sized flight operations to fulfill their flight department training needs in the most efficient and affordable way—in any location at any time. We do this by providing high quality professional pilot, flight attendant, and maintenance courses delivered via the web using a world class online aviation training system. Advanced Aircrew Academy's modules are authored by trainers with extensive experience as professional pilots, flight attendants, and mechanics who share the 'real' information that can be used on the job. We can customize any of our modules to your operation easily and affordably.