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SAFETYWIRE



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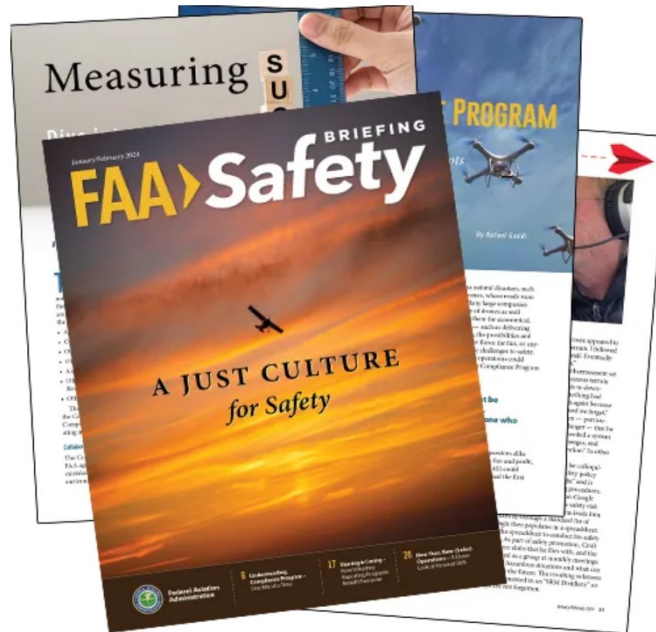
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A Just Culture for Safety

(Source: Larry Fields, FAA Flight Standards Service Executive Director December 29, 2023 , FAA Safety Briefing)



Back in 2015, the FAA launched a unique program that would represent a major cultural change in how the agency goes about ensuring regulatory compliance. Dubbed the [Compliance Philosophy \(and later renamed Compliance Program\)](#), it helped the FAA achieve effective, quick, and efficient corrections to aviation safety issues resulting from deviations from standards. Nine years later, the program has been a great success, helping to build a just culture within the aviation community and enabling airmen to take an active role in addressing safety concerns. Yet, many airmen are still unfamiliar with the Compliance Program and the many benefits it brings to all National Airspace System (NAS) users.

This issue of *FAA Safety Briefing* acquaints you with this program, reinforces its importance, and demonstrates its effectiveness in the industry. For example, what might have once required the use of an enforcement action for a pilot deviation may now involve training, education, or counseling — a compliance action — to resolve. The FAA recognizes that some deviations are caused by a simple mistake or could stem from a lack of training, a lack of knowledge, diminished skills, or procedures that are not working as they should. A compliance action is a more effective way of correcting the issue and preventing reoccurrence. In fact, since October 2015, the agency has taken more than 44,000 compliance actions to identify the root cause of a safety issue and correct it at the most effective and efficient level.



That doesn't mean the FAA still doesn't rely on enforcement actions (like certificate action) when warranted. However, it does show a trend toward a solution that relies more on cooperation and collaboration than punitive measures.

Another key benefit has been the uptick in activity with voluntary reporting programs that are available. These include the Aviation Safety Action Program and the Aviation Safety Reporting System or "NASA report," among others. In the past, airmen may not have always been as forthcoming with critical safety information, so this represents a huge step towards getting the big picture with aviation safety. We'll cover more about these critical programs in this issue and the mutual benefits they provide to both the regulators and the regulated.

And since they share the same airspace with traditional aviators, the Compliance Program also applies to our ever-expanding cadre of recreational and part 107 drone flyers. We cover some of the nuances of drone flying in this issue and the impact the Compliance Program is having on that industry.

It's worth noting that while the Compliance Program has its origins in the Flight Standards Service, the program's strategic safety oversight approach has been adopted by several other FAA services and offices, including the Aircraft Certification Service, the Office of Aerospace Medicine, the Air Traffic Safety Oversight Service, the Office of Airports, the Office of Commercial Space Transportation, the Office of Hazardous Materials Safety, and the Office of National Security Programs and Incident Response. These services and offices have continued to work together, in conjunction with the Office of the Chief Counsel, to meet the challenges of today's constantly evolving NAS, as evidenced by the most recent update to [FAA Order 8000.373C](#).

Finally, I'd like to thank the FAA's Safety and Compliance team who contributed greatly to this issue and whose steadfast commitment and support of the Compliance Program has helped it become a game-changer toward advancing NAS safety and being a global leader for excellence.

While the Compliance Program has required a new mindset for the FAA and the aviation community, its principles remain focused on the idea that compliance is the foremost factor in safety. With this program, the FAA can be more adept at achieving a rapid return to compliance, mitigating risk, and ensuring positive and permanent changes that benefit the entire aviation industry.

Safe flying!



Fatal Business Jet Accidents Climbed Steeply in 2023

(Source: Gordon Gilbert, January 15, 2024, Aviation International News)



Six accidents involving U.S.-registered business jets killed 23 people in 2023 versus zero fatalities in 2022, according to preliminary statistics gathered by **AIN**. Five occurred under Part 91, killing 15, and one charter accident accounted for eight fatalities last year. Interestingly, the number of 2023 fatal accidents and fatalities was identical to those of 2021.

Three fatal accidents of non-U.S.-registered business jets killed nine last year, down from four such accidents and 17 fatalities in 2022.

Meanwhile, the number of U.S.-registered business jet nonfatal accidents decreased by more than half—11 in 2023 versus 26 in 2022. There were no nonfatal mishaps involving Part 135 operations last year, compared with five in 2022. One 2023 nonfatal accident involved a Part 91K operation—the first U.S. fractional operator accident recorded since November 2021. Nonfatal accidents of non-U.S.-registered business jets ticked up by one, to six, from a year earlier.

The number of nonfatal and fatal accidents changed little over the last two-year period for U.S.-registered turboprops, but fatalities decreased from 37 in 2022 to 25 last year. All but one of the 10 fatal accidents last year involved Part 91 operations. Five people were killed in a single Part 135 crash in 2023. Fatalities increased in non-U.S.-registered turboprop accidents, from 26 in 2022 to 46 last year.



Runway excursions continued to be the most common type of incident or accident, with 71 recorded by turbine business aircraft last year. Turboprops were involved in 32, of which 12 were classified as accidents. Of the 39 excursions by business jets last year, 16 were classified as accidents, one of which was fatal to all four aboard the non-U.S. charter flight.

The August crash in Russia of a privately-operated Embraer Legacy 600 that killed all 10 on board is currently not included in our charts because it is believed the twinjet [was downed by an air-to-air missile](#). Also not included in our charts is a U.S.-registered, privately-operated [Gulfstream III that disappeared](#) on December 12 shortly after taking off from Grenadine. At press time, there is no evidence indicating that the GIII was actually involved in an accident.



What GA Pilots Need to Know about Super Bowl LVIII

(Source: Press Office January 22, 2024, Federal Aviation Administration)



General aviation pilots flying near Las Vegas from Feb. 7-12, 2024, must be aware of temporary flight restrictions, follow [special air traffic procedures](#) and comply with additional operational requirements that will be in effect for Super Bowl LVIII.

The FAA will issue a [Notice to Air Missions \(NOTAM\)](#) later in January about the procedures for the game and specific arrival and departure route requirements.

Information about Las Vegas-area airports and airspace is available on the FAA's Super Bowl webpage, which will be regularly updated as additional information becomes available.

Special air traffic procedures to minimize delays and ensure safety will be in effect for the following airports:

- Las Vegas Harry Reid International Airport (LAS)
- North Las Vegas Airport (VGT)
- Henderson Executive Airport (HND)
- Boulder City Airport (BVU)

A reservation program to facilitate aircraft parking at the following Las Vegas-area airports will be in effect from Feb. 7 through Feb. 13. Pilots should contact the Fixed Base Operator (FBO) at their airport to obtain reservations and additional information.

- Las Vegas Harry Reid International Airport (LAS)
- North Las Vegas Airport (VGT)
- Henderson Executive Airport (HND)
- Boulder City Airport (BVU)

Pilots can familiarize themselves with a number of Las Vegas-area airports through the FAA's [From the Flight Deck video series](#). These videos show actual runway approach and airport taxiway footage, combined with diagrams and visual graphics to identify hot spots and other safety-sensitive items.

Special Event TFR for Super Bowl Sunday – February 11, 2024

The FAA will publish a Temporary Flight Restriction (TFR) for Super Bowl LVIII centered on Allegiant Stadium. The FAA expects the TFR will be active from 2:30 – 8:30 p.m. local time on Sunday, Feb. 11. The TFR will have a 10-nautical-mile inner core and a 30-nautical-mile outer ring.

The game will begin at approximately 3:30 p.m. local time.

The TFR will not affect regularly scheduled commercial flights in and out of Las Vegas Harry Reid International Airport (LAS). Emergency medical, public safety and military aircraft may enter the TFR in coordination with air traffic control.

Super Bowl LVIII also is a [No Drone Zone](#). As a designated National Security Special Event, additional unmanned aircraft restrictions will be in place before, during and after the game.

The FAA will post the full text and graphic depiction of the Super Bowl LVIII TFR [here](#) in February.



SAFETY MANAGER'S CORNER

Safety and Culture Survey

When discussing safety management systems it's pretty common to hear how important the right culture is to the effective implementation and success of the system. From many perspectives, culture is actually the most important component, and without a positive one an organization can have all the tools, toys, bells and whistles and miss the mark. If it's so important, so critical, then it should be measured for assessment. How is this best accomplished?

Capturing employees' thoughts, perceptions and attitudes is certainly no easy task and can also prove to be somewhat of a moving target. Nonetheless, they remain some of the best true measures of safety management success and should not go ignored. A survey is one of the proven methods used to measure individual personal perceptions and awareness and can yield meaningful and measurable results if performed correctly. It's not easy for a safety manager to determine exactly how well safety management is progressing from the employees' perspective. Sometimes you need help seeing the forest through the trees and that's where a safety and culture survey can fill in the blanks. By asking the hard questions, a survey can determine if the employees believe safety management is working and if it's not, what do they see as the missing pieces. As a safety manager you may think certain processes are working just fine but a survey may reveal otherwise. Specific process steps may be unwieldy or simply impossible in an operational setting, even though they sounded just fine when designed and placed into the SMS manual.

A survey comprised of about twenty focused questions takes less than 15 minutes to complete and when conducted anonymously will uncover the hidden safety truths in your flight operation. The responses to questions like: "Is safety a high priority for this flight operation?" and "Are you comfortable discussing safety matters?" provide valuable individual indications and measurable response trends. Even in small business aviation flight operations anonymity can be preserved so every employee can have a sense of comfort knowing their individual responses are protected from even subtle retribution. Compiling the survey response results creates a contour map of the operation's strengths and weaknesses from the perspective of the employee population and that is without doubt highly valuable information.

There's yet another reason you should perform a survey- PRISM will do it for you. If you are a Pro level subscriber, one survey per year is available at no cost and if you are an Essential level subscriber the cost is modest. To date, PRISM has performed over 40 surveys of business aviation operations and each survey has provided significant insight and feedback for safety managers. If your operation hasn't participated in one it's something that should be seriously considered.



Quote of the Month

“Success is not final, failure is not fatal: it is the courage to continue that counts.”

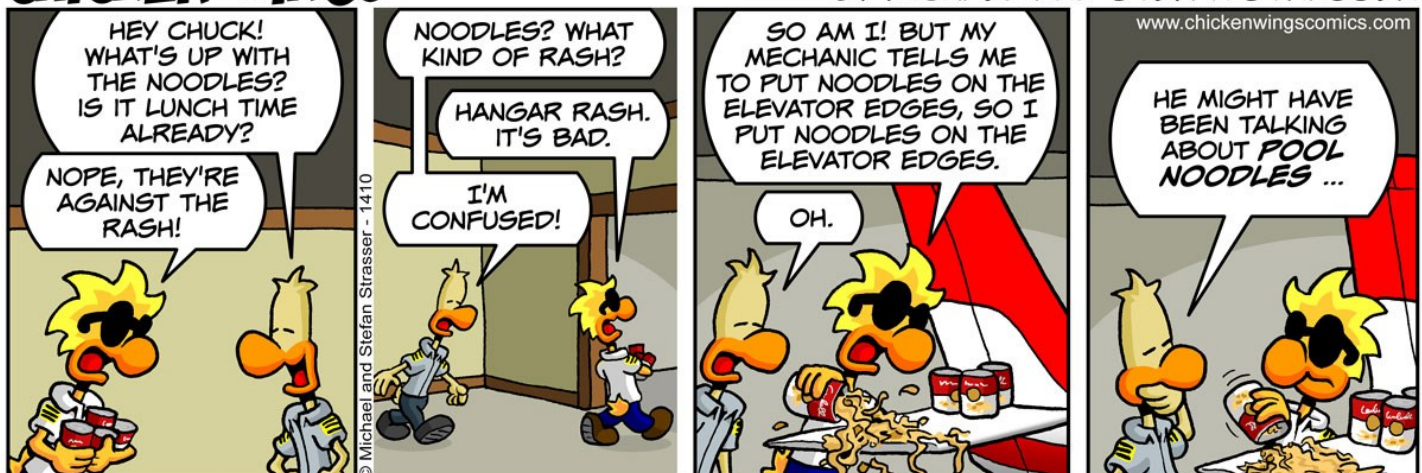
— Winston Churchill



Sir Winston successfully stoked the courage of the Allies during WWII, most importantly during the lowest of times when all seemed lost. Although by no means is a business aviation flight operation confronted with trials and tribulations like the Blitz of 1940, nonetheless it is easy to both rest on the laurels of success or throw in the towel when failure appears unavoidable. Either situation is a mistake. Yes of course, success breeds success but only when understood it must be continually strived for like a never ending journey. Failure only breeds failure when reality is ignored and facts misunderstood. There is no magic potion, no secret sauce; just the courage to discover and see things as they really are. Only then can you and your flight operation tackle the issues that should not be ignored and take the small steps that lead to the path of success.

CHICKEN WINGS®

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UPCOMING COURSES

Feb 20 to Feb 24, 2024—PROS Course

ALAT Training

Denver, CO

Apr 2 to Apr 4, 2024—PRISM Course

Safety Management System (SMS)

Denver, CO

May 15 to May 19, 2024—PROS Course

ALAT Training

Denver, CO

Go to [Upcoming Training Classes](#) to register.



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