



**Business Advisory Committee
May 9, 2018
Chicago, Illinois USA
MINUTES**

Meeting Attendees

Lisa Sasse	VisionSafe	BAC Chair
Jim Kelly	Pfizer	BAC Vice-Chair
Sonnie Bates	Wyvern	
Rick "Spike" Boyer	SCANA	
John Brogan	USAIG	
Dave Belastock	Dassault FalconJet	
Fred Calvert	Executive Jet Management	
John Cox	Safety Operating Systems	
Joe Dickinson	Hess	
Martin Hamilton	Aircare Solutions	
Tom Huff	Gulfstream	
Michael Wallis	Merck	guest
Ed Williams	The Metropolitan Aviation Group	
Jon Beatty	FSF	
Brett Eastham	FSF	
Frank Jackman	FSF	
Mark Millam	FSF	
Caren Waddell	FSF	

Agenda Items

1. Opening and Welcome

Business Advisory Committee (BAC) Chair, Lisa Sasse, called the meeting to order at 9:15 CST. She gave her opening remarks and welcomed all attendees. She then thanked Martin Hamilton for putting together the 5th Annual Safety Day prior to BASS.

2. Attendee Introductions/New Members

The Chair led the attendee introductions around the room. New members Sonny Bates, Jon Cox and Bradley McKeage were recognized.

3. FSF Leadership Update

The Chair introduced Jon Beatty, President, Flight Safety Foundation (FSF), to the BAC. Jon gave a short introduction and a quick update on BASS. He reported that attendee numbers are up from last year and announced that BASS 2019 will be held in Denver, CO, May 2&3, 2019. He then gave the BAC an update on the FSF Board of Governors (BoG). The BoG has recently added new members, including Peggy Gilligan, former FAA Associate Administrator for Safety. Jon then told the group that FSF is focusing on UAS as an emerging risk, looking at the pilot shortage in the industry, and continuing to promote predictive safety practices. He concluded his remarks by thanking the BAC for helping to make the program for BASS 2018 even better than last year.

4. Acceptance of Previous Minutes

Meeting minutes were approved.

5. High Altitude Supplemental Oxygen

Jim Kelly gave background on this topic. In brief, Gulfstream, NBAA, and Merck are working with FAA on the high altitude supplemental oxygen rule, FAR 91.211. These groups will be meeting on May 21, 2018 with the FAA Office of Rulemaking to discuss amending this rule (possible harmonization with EU/ICAO rule). Michael Wallis from Merck gave a detailed briefing. (See attached PowerPoint presentation "Operational Challenges of Routine Oxygen Mask Usage".) The main reasons for the request to amend the existing FAA rule, according to Michael's presentation, is that with the design of today's aircraft for use at high altitudes, modern tools for risk management, and pilots trained for risk assessments, the rule needs updating. Unintended consequences of wearing the mask potentially create other safety risks that must be examined against the risk of depressurization. The masks were originally designed for use in catastrophic events. It is an emergency feature and was not designed for long-term use. The risk calculations by crewmembers are already leading to one of the biggest examples of procedural non-compliance. The EU/ICAO regulations currently use cabin altitude instead of actual altitude.

Tom Huff suggested that the group meet with the FAA Office of Aerospace Medicine as well. Amending this rule without their support would not be likely.

The BAC discussed and asked if the FSF would support this effort and if the BAC should endorse it. Mark Millam suggested the Flight Safety Foundation could show support for resolving this issues because of it's ongoing support for international flight safety standards through ICAO. Mark suggested drafting a paper describing the conclusions of the BAC discussion. Frank Jackman said that FSF can socialize this issue through ASW to get membership feedback. John

Cox recommended that Michael Wallis look at the language FAA used when they rejected harmonizing with the ICAO standard. The US should have filed a response on why they did not harmonize. Understanding their reasons could help Michael in his efforts.

The BAC agreed it is willing to support further work on this issue.

201801 Action Items: Mark Millam will draft a paper to circulate to the BAC on this issue. Frank Jackman will work with John Cox on an ASW article to help socialize this issue and get member feedback.

Update on May 21 meeting with FAA from Rick Miller(Merck): The FAA meeting went extremely well. We met in John Duncan's office. Dr. Berry (Chief Flight Surgeon) and some of his staff, as well as folks under Mr. Duncan, were in attendance. Doug Carr initially spoke. Then I reviewed our history and position. Candance briefly hit the high points of the survey. Then we had an interesting discussion about mitigation and technology. The guys from Gulfstream, Dassault, and Boeing were very helpful in that part of the discussion. There was a lot of discussion around technology based mitigation and the automated emergency descent mode. We concluded with a commitment to establish a collaborative relationship between HASO and the FAA. The objective appears to have shifted and it seems that the FAA is interested in building fleet exemptions for aircraft models and crew that meet a minimum standard. Our work will be in establishing an acceptable standard for equipment, training, and procedure. The exemption would allow authorized crew and aircraft to operate in accordance with the ICAO standard for supplemental oxygen usage. Gulfstream is working on a draft exemption that includes risk analysis. We are planning another meeting in August.

6. Current Projects Update

6.1 OEM Projects/Toolkits

The Chair informed the group that FSF is ready to engage once the toolkits are updated. A new team is needed to help pull this project together. She then gave some background on the OEM project. She explained that it is a package for the OEM to give to their customers once they receive an aircraft. Included is information from the FSF. The project was on hold due to a downturn in OEM sales.

The Chair will meet with John Brogan to discuss the insurance portion of the project. She will then meet with Martin Hamilton and Joe Dickinson. They offered to help review the existing toolkits and see where updates are needed. A timeline for proceeding with this project will be presented at the next BAC meeting. The Chair said that OEM's are very interested in using the product once it is available. CAE and Flight Safety International are also interested in the product. Dave Belastock reminded the group that access to resources and a community is an

important part of this project. BAC members added that an app could be created for this project as well as a workshop.

201601 Revised Action item: Martin Hamilton was asked to determine the scope of work to refresh the toolkits, how and what form they may be best used for new operators. With this understanding a new timeline for proceeding with this project can be set.

6.2 Safety Manager Certification

Jim Kelly said there is still a need for this. He is currently working with the NBAA safety committee on this. He will continue to update the BAC.

201602 Action Item updated

6.3 ASAP like data into ASIAs

This was socialized with the FSF BoG and was well received. The BAC will continue to monitor this.

201602 Action item updated

6.4 Cyber Security

The Chair said this issue will be addressed in July but noted that aviation insurance companies will take into account cyber security fitness. The Chair asked Frank Jackman to write an article for AeroSafetyWorld (ASW) on this.

201802 Action Item: Frank Jackman to write an article for AeroSafetyWorld (ASW) on this.

BREAK

Current Projects Continued

6.5 Go Around Study

Mark Millam gave an update. He informed the BAC that presentations on the FSF Go Around Study have been made at ICAO and at regional aviation safety groups. Go Around workshops have been conducted at Lufthansa (with its regional affiliates), and at the FSF SASS in Singapore. The workshops have been appreciated by the attendees. Currently, Lufthansa is strategizing on how they can incorporate some of the recommendations from the study. Mark added that some carriers have already implemented some recommendations from the study. The Chair said there are several companies interested in conducting a go around study on a corporate level. Martin Smith, Presage, will be speaking about this during BASS 2018.

6.6 Corporate FOQA

This issue will be discussed at the next BAC meeting.

6.7 BASS 2018 Sessions & Takeaways

Mark Millam informed the group that FSF is moving toward a new structure for all FSF conferences. During sessions, the moderator/session chair role is being expanded amongst committee members. The session chairs will have the assignment to take notes on what they think the major takeaways of their session are. The notes would then be compiled at the end of the conference and be presented as the conference takeaways. Mark asked BAC members to take notes during this year's BASS sessions and send them to him. The notes will be used for discussion in the post conference debrief. These themes will be used to create a working inventory for the FSF committees to pull from and see if there is work for them to do. At BASS 2019 there will be a more deliberate assignment of moderators/session chairs.

Tom Huff suggested FSF send out a pre-conference survey to the business community requesting information on what the audience expects to take away from the event.

201803 Action Item: FSF to send out a pre-conference survey to the business community requesting information on what the audience expects to take away from the event.

6.8 Podcasts

Jim Kelly talked about the possibility of setting up a monthly podcast on safety. The podcast would have 30-40 minutes of content. It is also an opportunity to advertise BASS. He recommended that the podcasts be structured and that they utilize the safety experts FSF has access to. Mark Millam will try to pick up where Greg Marshall left off.

201805 Action Item: Create a plan for conducting safety podcasts.

7. Membership – General Foundation Emphasis

Mark Millam will send out an updated BAC list to members.

201703 Revised Action Item: Send an updated BAC list to members.

8. Off Agenda Items

The BAC discussed FSF's role in the aviation safety community. Members articulated that FSF should be the central point (anchor) for all safety. There is duplication of effort from multiple safety committees serving the Business aviation community. The BAC discussed whether FSF help corral the efforts of safety committees under a consolidated approach. Tom Huff suggested a summit or leadership meeting. He acknowledged there is the threat of

competition vs. collaboration, and organizations are “competing for dollars”. However, better communication helps eliminate duplication of effort. The BAC agreed that regional safety groups should be presenting here at BASS. Tom suggested FSF/BAC put together a canned safety brief and deliver it to all the regional meetings to get the safety message out there. The BAC wants to look at what are the deliverables to the FSF membership.

Jon Beatty commented that when FSF undertakes any project we want to be clear about three specific things: what is the problem, how much time and resources are needed, and what’s the deliverables.

Sonnie Bates suggested that FSF put out an International SMS standard derived from BARS. He said there is a need in the industry for this.

The Chair would like to see the FSF safety message reach a bigger audience. She recommended that half of the day at the next BAC meeting should be spent on how to better reach the aviation community.

The Chair told the group that Michael Quiello, John Hamilton, Peter Stein, and Doug Schwartz FSF BoG members will be attending BASS in Chicago.

The Chair and Martin Hamilton will be at EBACE this year. They offered to represent FSF and the BAC if needed.

The group discussed future BAC meeting dates. Potential dates are September 12-13, and July 16-20 (for a conference call). Mark Millam will send out a “doodle” meeting request to BAC members after BASS to secure final meeting dates.

201804 Action Item: Discuss a leadership summit, in detail, at the fall BAC meeting.

Meeting close

The meeting was adjourned at 12:55 p.m. CST.

