

# Safety Data Sharing and Reporting Programs



Don't Let The Gotcha's Getcha!

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# What We Intend to Cover Today

Raise Awareness  
Heighten Awareness  
Sensitize Awareness  
Answer Your Questions



# SAFETY is PARAMOUNT!

Nothing in this presentation should be construed to suggest that participation in these aviation data sharing programs should be avoided. RATHER, participation is strongly encouraged as it may benefit a multitude of stakeholders, including YOU. Participants should be cautioned, however, that reporting COULD have unexpected legal consequences. It is therefore important to know which program is appropriate for your operation and to understand how best to participate to protect your interests and benefit the industry.



# SOUP ANYONE?



**ASAP** (Aviation Safety Action Program) **ASDE-X** (Airport Surface Detection Equipment-Model X) **ASPM** (Airspace Performance Metrics) **ASRS** (Aviation Safety Reporting System) **ATSAP** (Air Traffic Safety Action Program) **FOQA** (Flight Operations Quality Assurance) **METAR** (Meteorological Aviation Report) **MOR** (Mandatory Occurrence Reports) **NFDC** (National Flight Data Center) **NMAC** (Near Mid-Air Collisions) **NOP** (National Offload Program office track data) **SDR** (Service Difficulty Reports) **TFMS** (Traffic Flow Management System) **VDRP** (Voluntary Reporting Program) **T-SAP** (Technical Operations Safety Action Program)



TARGET

**ASAP – Aviation Safety Action Program**

**ASRS – Aviation Safety Reporting System**

**VDRP – Voluntary Disclosure Reporting Program**

# ASAP

- Established in 1997
- Generally for air carrier and repair station employees
- Also open to Part 135 and Part 91/K and Part 91 corporate flight departments (recent)
- Emphasizes disclosure and corrective action rather than punishment; avoids FAA enforcement action
- Captured and administered under an MOU
- May involve 3<sup>rd</sup> party, such as the employee's labor organizations
- FAA Advisory Circular 120-66B



# ASAP continued



Examples of typical qualifying type events:

- Pilot: Operating deviations
- AMT: Maintenance omissions



Criteria for acceptance (as further established in MOU):

1. Timely Submission, usually within 24 hours of going off-duty
2. Inadvertent and did not involve an intentional disregard for safety
3. No involvement in criminal activity, substance abuse, controlled substances, alcohol, or intentional falsification
4. Sole-source vs non-sole-source

# ASAP continued



- Protective of the employee, but not company
- Typical hurdles: timeliness and interpretation of “inadvertent” and “intentional disregard for safety”
- ERC review expected to be unanimous



# ASRS



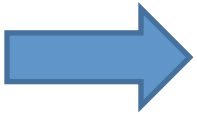
- Established 1975
- AKA NASA (National Aeronautics and Space Administration) Report
- Applicable to Pilots, Dispatchers, Air Traffic Controllers, Mechanics & Cabin Crew, all users
- Identifies Deficiencies and Discrepancies in the NAS
- Waiver of sanction if FAA takes enforcement action; FAA can still make finding
- FAA Advisory Circular 00-46E

# ASRS continued



Examples of possible covered events:

- Pilot: Altitude Deviation
- AMT: Failure to Properly Sign Off Maintenance, missed Airworthiness Directive



Criteria for Acceptance:

1. Violation was inadvertent and not deliberate
2. Violation did not involve a criminal offense or an accident and did not involve a lack or qualification or competency
3. No finding of a violation in previous 5 years
4. Report must be filed within 10 days of conduct or of reasonably knowing of the conduct

# ASRS Continued



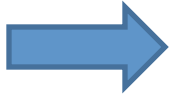
- It's your burden to prove you fall under the program
  - Any question, file
  - As soon as you think you know, file
  - When you file, document and file
- Identification strip proves the filing and includes a section for the description of event – use caution
- Report form information is anonymous and confidential, unless
  - An accident, watch description of damage
  - Criminal activity, don't report
- Conduct: a mistake, not purposeful choice, absence of deliberate act

# VDRP



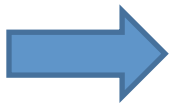
- Established in some form since at least 2006
- Primarily covers regulated entities like air carriers and repair stations
- Has limited application to individual airmen
- Promotes compliance without \$\$\$ payout
- Advisory Circular 00-58B

# VDRP continued



## Examples of Covered Events:

- Air Carrier: Maintenance failures
- Repair Station: Failure to Conduct a Pre-Employment Drug Test



## Criteria for acceptance:

1. Certificate holder or qualified entity notifies the FAA of the apparent violation immediately and before the FAA learns of it through other means
2. The apparent violation is inadvertent
3. The apparent violation does not indicate a lack of qualification
4. Immediate action is taken, satisfactory to the FAA, to terminate the conduct that resulted in the apparent violation
5. Certificate holder or qualified entity implements a comprehensive fix and includes a self-audit measure to ensure correction

# VDRP Continued



- Types of reports on behalf of company:
  - Operational deviation
  - Maintenance discrepancies
  - Record keeping deficiencies or anomalies
  - Alcohol and drug testing omissions
  - Hazardous materials mis-transportation
- Only applicable to employee if stems from an employer's deficiency
- Comprehensive fix must be satisfactory to FAA



# QUESTIONS?

THANK YOU FOR YOUR ATTENTION

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