

Medallion Foundation

Overview

Medallion Foundation

- Non Profit corporation formed in 2002
- 9 member Board of Directors
- Funded by congress
- Grant administered by FAA, AAL-200

Goals

- To improve aviation safety in Alaska by developing and implementing a voluntary set of safety standards based on system safety principles
- To reduce the fatalities and injuries caused by aircraft accidents in Alaska

Voluntary Safety Standards

6 component program

- CFIT star
- Safety star
- Operational control star
- Maintenance and ground service star
- Internal evaluation star
- Medallion Shield

Star/Shield Composition

- First five stars (components)
 - Designation in writing the person (s) with authority and responsibility for each component
 - Written policies and procedures for each component
 - Written policies and procedures on safety, hazard/risk identification, mitigation, and decision making (company wide use)
 - Written policies on flight risk management and shared decision making
 - Safety reporting system with non-punitive and anonymous attributes

Star/Shield Composition (cont.)

- Internal audits of each component
- An organized means to modify existing policies and procedures when deficiencies are identified to ensure continual improvement
- Tracking and trending of corrective actions for risk mitigation, adverse findings from internal audits, and accident and incident investigations
- Written policies and procedures for company wide distribution of safety information
- Written training program for pilots addressing Alaska's CFIT accidents

Medallion Shield

- Individual components are based on specific identifiable program elements
- Shield based on Safety Culture
 - Top-level management commitment to safety must have a demonstrated positive impact on the Safety Culture
 - Confirmation that management ensures safety policies are adhered to, procedures followed and goals are achieved
 - Demonstrated continuous improvement

Medallion Shield (cont.)

- Shield based on Safety Culture
 - Some carriers can obtain each of the program elements but are unable to develop a culture based on safety
 - A direct indication that top management does not support the safety program
 - Shield audit normally involves interviews of a minimum of 50% of the employees
 - Normally takes 3 to 5 days
 - Compares what management says to written guidance to results of employee interviews

TRAINING

- TapRoot®
- System Safety/hazard identification
- Flight Risk Management
- Safety Officer Training

Program overview

- Customers work on getting usually one star at a time
- Generally takes 2 to 3 years to get all 5 stars (components)
- Must have all 5 stars to qualify for the Shield program
- Internal audit program must conduct annual audits to determine if all components are being carried out according to policy and procedures
- Deficiencies noted must have corrective action in place
- Operators must remain in compliance with the component requirements or the star is revoked

Status

- 88 stars have been awarded
- 5 shield carriers
- Scaled to fit Alaska Airlines Part 121 to Part 135 basic and single pilot operators
- Two Shield holders are small Part 135 operators—20 to 40 total employees, 4-6 full time pilots, 6-10 aircraft

Modification # 6

- Develop scaled SMS model for AAL 200 for Alaska part 135 operators
- Using AC 120-92 as amended
- Taquan Air/Wings of Alaska-Shield holders
 - Holds all 5 components and the shield (demonstrated and validated culture based on safety)
 - Agreed to work with the Medallion Foundation on prototype SMS
 - Partnering with Roy Hutto, secured Level 0/1 briefings for Juneau FSDO/Taquan/Wings of Alaska

Next Steps

- Medallion Foundation GAP analysis
- Complete SMS project with Taquan Air and Wings of Alaska with FAA
- Assess the economic benefits of an operating SMS
- Medallion Funding expires 2011
- Begin seeking some form of contract with FAA for expanded involvement with SMS implementation

Other Medallion Efforts

- Part 135 ASAP in Alaska
 - 7 Part 135 and 135/121 carriers in the program
 - Pilots, flight attendants, mechanics, dispatchers, flight followers
- Qualified to teach TapRoot® to Alaska Air Carriers
- Contracting with AAL to develop visual cue based training program for Southeast Alaska tour operators
- Operating and maintaining state wide system of ATD's
- Recently put into service a PA-18 two axis motion FTD.
 - Curriculum developed for PA-18 derived (data driven) from Alaska accident causes
 - Scenarios developed specifically for CFI's/DPE's and pilots
 - Working to gain FITS acceptance of scenarios



QUESTIONS?