

eTOOLKIT



Welcome to NATA's Safety 1st eToolkit, which highlights known and emerging trends, environmental matters, and issues of operational efficiency and safety.

FOD Walks: Missed Opportunity to Promote Teamwork

Foreign object debris (FOD) is any object, live or not, found in an inappropriate location in the airport environment that has the capacity to injure airport or air carrier personnel and damage aircraft. FOD can cause damage to aircraft, and in rare instances, cause an accident. Typical FOD items are aircraft parts, tire fragments, mechanics' tools, nails, luggage parts, broken pavement and stones.

FOD can be ingested in an aircraft engine, which can result in damage to the aircraft or cause an accident. It can damage or become lodged in aircraft operating mechanisms or cut aircraft tires. Boeing estimates that FOD causes an estimated \$4 billion in damage to engines and aircraft taken out of service each year.

FOD – specifically a piece of titanium debris from a Continental DC-10 – shredded a tire on Air France Flight 4590. Rubber from the tire slammed into the plane fuel tank, causing a leak in the fuel tank. The subsequent fire caused the aircraft to crash, killing 100 passengers, nine crewmembers, and four people on the ground.

The FAA requires airports with air carrier service or a Part 139 certification to conduct daily self-inspections. Advisory Circular (AC) "Airport Safety Self-Inspection" outlines the process airports should use to check and remove FOD from runways, taxiways, aprons, aircraft parking areas, and loading ramps.

Many general aviation operations occur at airports that aren't Part 139 certified and therefore are not required to conduct daily self-inspections. Ironically, the close quarters of typical general aviation hangars create perfect conditions for FOD to accumulate.

Airports use a variety of tools to find and remove FOD, including visual inspections and the use of sweepers, vacuums and magnet bars to collect debris. Simple visual inspections can not only be an effective tool to fight FOD damage but can also be an opportunity to promote teamwork within your organization.

One of the most difficult aspects of any safety program is to obtain buy-in from staff. One charter operator's Director of Safety leads the daily FOD walks and encourages staff members from all areas of the company to participate as well. Not only does this give him the opportunity to talk with line service personnel and other staff members on a regular basis in a non-threatening environment, but it demonstrates his commitment to safety. How many members of your management team get out for FOD walks when it's 97 degrees and the sun is shining down on hot asphalt? How about when it's 10 degrees and the snow is blowing?

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Take a look at [AC 150/5200-18C](#) and develop your own FOD prevention program. For example, daily inspections are obvious, but what about following a weather event? How about conducting a FOD inspection after construction vehicles have been on the airport? Teach your staff what to look for and establish requirements for conducting inspections.

INDUSTRY NEWS

DID YOU MISS THE OSHA TRAINING DEADLINE?

Is your organization compliant with the new Occupational Safety and Health Administration (OSHA) training requirements? OSHA published the new training requirements in 2012 and the deadline to comply was December 31, 2013. NATA has revised its online NATA Safety 1st Hazardous Communications (HazCom) training program to help FBOs, maintenance facilities and other aviation businesses meet these new requirements.

In 2012, OSHA finalized rule changes aligning its HazCom Standard with the Globally Harmonized System of Classification and Labeling of Chemicals (GHS). OSHA now requires employers train their employees on the new label elements and safety data sheet format contained within the rule. Employers can now utilize the revised NATA Safety 1st HazCom module to meet this critical deadline for training employees.

The NATA Safety 1st HazCom training module includes downloadable and printable student resources as well as a printable certificate of completion to aid in record-keeping. The HazCom training program is available for purchase online for \$24 per student with volume discounts for purchases greater than 50 students.

For more information or to purchase the HazCom Training Module please visit www.nata.aero/HazCom.

FAA EXPANDS PERSONAL ELECTRONIC DEVICE USAGE RULES

The FAA has allowed expanded use of passenger portable electronic devices (PED). Notice N8900.240 applies to passengers of parts 91 subpart K, 121, 125, and 135 certificate holders. The notice is the result of work from the PED Aviation Rulemaking Committee (ARC) which concluded most commercial airplanes can tolerate radio interference signals from PEDs. Passengers may now use PEDs in all phases of flight.

While PED limitations have been loosened for passengers, line service personnel should be reminded of the safety hazards of using PEDs in the ramp environment.



FAA SAFETY ALERT FOR OPERATORS ON RUNWAY SAFETY PROVIDES LINE SAFETY GUIDANCE

The FAA has published a *Safety Alert for Operators (SAFO)* on runway safety. *SAFO 13007* mainly applies to flightcrews but the safety guidance is relevant to line service professionals. The SAFO reminds line service personnel to:

- Minimize distractions, such as heads down time, discretionary communications, engine starts and checklists when on any runway.
- Promote awareness of the potential lack of visual safeguards when using runways as taxiways.
- Distribute runway incursion prevention information and resources to pilots, maintenance personnel, as well as other personnel involved in taxiing aircraft or operating vehicles within the Airport Operation Area.
- Ensure all training events and training programs include realistic runway incursion prevention.

Line service professionals should be aware that some of the visual cues, such as signs, markings, and lighting that help safeguard them on taxiways may not be present when taxiing or towing on a runway.

COLD AND FLU SEASON REMINDER: USE CAUTION WITH OVER-THE-COUNTER MEDICATIONS

Cold and flu season is upon us! Before you take an over-the-counter medication to treat your cough or sniffles, be sure to read the warnings on the medication box and think about how the side effects of the medication could impact your performance at work. Common medications with potentially severe side effects include decongestants, antihistamines, cough suppressants, and sleeping pills.

The FAA recommends waiting at least five maximal dosing intervals after you've taken the medication to allow the medication to clear your system. For example, for a medication with dosing every 4-6 hours, wait at least 30 hours after the last dose to work with equipment or around the ramp.

Learn more about functioning in an airport environment while taking over-the-counter medications at http://www.faa.gov/pilots/safety/pilotsafetybrochures/media/meds_brochure.pdf.

NATA NEWS

UPCOMING EVENTS AT A GLANCE

2014 Spring Committee Meetings

March 2-3, National Harbor, MD

2014 Aviation Business & Legislative Conference

March 3-5, National Harbor, MD

2014 FBO Success Seminar

March 24-25, Las Vegas, NV

[Visit the NATA Events Webpage to learn more.](#)

2014 SPRING EVENTS FOCUS ON BUSINESS SUCCESS

Two upcoming NATA events focus on helping your business succeed. The first is the 2014 Aviation Business & Legislative Conference to be held March 3-5 in National Harbor, MD. This conference provides important advice, access and information to give your business a competitive edge and to provide insights into what is happening in Washington that could impact your bottom line. Some of the topics included on the agenda are trends in the airport/tenant relationship, dealing with regulated garbage, and managing your responsibilities under the Affordable Care Act. A special “Meet the FAA Regulators” session will feature top FAA management representatives who will provide attendees with updates on significant topics affecting our industry including Part 135, Part 142, Flight Training, Airport Policy and other regulatory and policy issues.

The NATA FBO Success Seminar, scheduled for March 24-25 in Las Vegas, NV, is for FBO owners, operators, general managers, new managers, finance personnel and other key FBO employees who are interested in building a more successful FBO. Attendees will be exposed to new FBO management techniques and gain essential aviation operational and service knowledge while sharing experiences with new friends in the FBO industry. The FBO Success Seminar agenda includes topics such as ins and out of fuel hedging, FBO appraisals, dealing with non-profitable customers and developing a favorable lease.

This Seminar is being held in conjunction with the Aviation Pros Live 2014 Event and seminar attendees will receive a pass to attend the Expo.