

The NATA Safety 1st Management System (SMS) for Ground Operations will facilitate safety at your company. Many of the tools discussed in the eToolkit provide SMS and PLST participants with guidance to continuously assess and assist with safety processes and procedures.

eTOOLKIT



The eToolkit supports NATA's Safety 1st Management System (SMS) for Ground Operations and NATA's Professional Line Service Training Program (PLST Online). This monthly newsletter highlights known and emerging trends, environmental and geographical matters, as well as advances in operational efficiency and safety. Additional issues include a section of real-time incidents on the ground. Flight and ground safety have been enhanced and many accidents prevented because of shared experiences in this newsletter.

SMS Regulation – Well, Not Exactly, Not Yet Anyway

by Joe Brown, MAS, ATP, CFI, CFII, MEI

On November 5, 2010, the Federal Aviation Administration (FAA) released a Notice of Proposed Rulemaking (NPRM) for the regulation of Safety Management Systems (SMS). To my surprise, although I really shouldn't have been, the NPRM only includes Part 121 Certificate Holders - the airlines. When I read the NPRM my first thought was that I must have missed something as I was under the impression that the NPRM would include all certificated operators Parts 121, 135, 145, 142, perhaps even 91K. However, as we all know this is not the case. So, since the audience that subscribes to this NATA publication is probably not 121 Certificate Holders I ask: What is to become of SMS in your operation? Does this mean that your plans for SMS will be reduced, reinterpreted, postponed indefinitely, or even outright abandoned? For operators not subject to the pending regulation, will SMS be just another buzzword that has little or no substance?

According to the SMS NPRM, here are the facts. For those wishing to conduct business in international commercial air transportation, ICAO states that you will need an SMS if traveling to member states, or course just as soon as those member states officially mandate SMS. I

can hear the reaction from U.S. ground operators now. What's the ICAO requirement got to do with us? That's an interesting question. The answer, in my opinion, and again, as taken from the NPRM, "the SMS, as outlined in the ICAO Annex, includes processes to identify safety hazards and ensure the implementation of risk controls and corrective action necessary to maintain safety performance. The ICAO Annex also aims for improvement of the overall safety performance of the organization, with clearly defined lines of safety accountability **THROUGHOUT THE OPERATOR'S ORGANIZATION.**" The bold font, caps, and underlining I added to emphasize my point. I believe that if the Annex is interpreted properly, it does not just apply to flight operations but **ALL** operations. The concept of SMS isn't simply to satisfy eventual regulation but rather to formalize how a company defines, manages, supports, and basically cares about safety throughout all operations, not just flight.

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There is no such thing as an insignificant amount of ice



The Challenge...

In writing this article I thought I should acknowledge my own bias about SMS and the structure and standardization of operational systems and processes between the commercial airlines and Part 135/91 business aviation (ground and flight). Maybe my prejudice is because of one too many safety audits and consulting engagements in business aviation where the operator's manuals were significantly lacking in specific procedures. Or, the operator safety programs were little more than a binder on a shelf not even coming close to a minimal SMS. Yet interestingly, the majority of business aviation operators I've worked with give the impression they do "it" better than the commercial airlines, some have even gone so far as to vocalize their position.

Before I get too far along on my soapbox, let me get to the point of this article. Rather than an article intended to serve mainly educational purposes, I wanted to write an article that presents a challenge to those operators not subject to the SMS NPRM. Have you ever heard business jet operators, fractional owners, charter operators, even Part 91 corporate flight departments repeatedly, even enthusiastically, say, "We do it better than the airlines." Maybe you have said it yourself. Of course, *it* has variable definitions but, as I mentioned, I've done many safety audits and consulting engagements where I've heard this common sentiment.

Therefore, my challenge to those operators not subject to the SMS NPRM is to do a comparison. Look at how the airlines manage safety against your own safety programs. Let me be clear, I'm not singling out individuals here. Rather, I'm pointing to organizational systems. It's not bad people (usually), it is the fault of bad systems that are behind flight and ground damage that result in incidents, accidents, and their subsequent cost. Hence, similar to the organizational concept of safety management in SMS, I challenge individual organizations to support their claim that they do "it" better than the airlines by comparing and then determining if they meet or exceed the same standard in operational systems the airlines provide to their employees and ultimate users of those systems - their customers.

To keep the focus of the challenge manageable I want to consider only four primary operational systems: ground handling, training, manuals, and customer service. The objective of the challenge isn't to drill down through each sub-system and associated processes item by item, but rather to highlight what's being done by non-airline operators to

consider whether they really do *it* better.



De/anti-icing Online Training

Updated in 2011:

- Supplementary info on contamination
 - Holdover table graphics
 - 2011-2012 holdover tables
 - Communication section between crews and deicing technician
 - Anti-icing and deicing sections to clarify sequence of procedures
 - Quizzes & exams
- www.nata.aero/plst

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Ground Handling

Obviously, ground handling involves a great many things, things like aircraft marshaling; use of wing-walkers; towing; fueling; parking of aircraft, (GSE) ground service equipment, and other vehicles; hangar stacking; de-icing/anti-icing; catering; aircraft cleaning and equipment washing; escorting of passengers and other personnel; baggage/cargo handling; event planning; GSE preventative maintenance, service inspections, and storage; personal protective safety and communications equipment and procedures; coordinated and procedures with emergency services. I'm sure there's a few more but you get the point.

Are you up for the challenge? Considering the ground handling system and the processes just listed, how do you compare to Part 121 operators? Do you ever watch how an airliner is parked? Do you ever count all the processes that occur just parking an aircraft at the gate? Understandably, parking an airliner at a gate and parking a business jet at an FBO aren't exactly the same especially if comparing the process side by side but each does have an observable, measurable process. Which one do you think has more structure, planning and coordination, formal identification of hazards, implementation of risk controls, with clearly defined lines of safety accountability? For example, do you employ things like a defined safety area for parking aircraft that is clearly marked, well lighted, free of equipment and clutter, provides adequate proximity from other aircraft, vehicles, and equipment? What about fuel farms and fuel quality control? Do you provide the same or higher level of fuel safety and quality to your customers as that of the airlines? Here's a good one. What about supervision? Many incident and accident reports find fault in the supervision or oversight of operations. Most ground handling operators have supervisory personnel, but are supervisory activities really spelled and carried out? What about security? How secure is your facility and for how long each day (part-time/full-time)?

An area I find more and more disappointing with both the airlines and business aviation operators is how the preventative maintenance of GSE isn't really preventative. More and more I see economics driving safety when it comes to preventative maintenance of GSE – when it breaks then we'll fix it! Where do you stand?

Training

We live in a world where training has simply become part of doing business. That said I find it interesting with both the airlines and business aviation operators that assessment of training (ground in this case) seems to be an exercise in paper chasing. Auditors, inspectors, even insurance brokers want to see training curriculum and personnel training records. Important, yes, but I'm interested in knowing do you really know what tow bar and tug you're supposed to use for a particular aircraft? Do you understand what to look for in terms of making sure your tow bar is in good working condition? Do you understand the importance and physics of aircraft weight, towing speed, ramp slope, and turning radius when moving an aircraft? Do you understand and use proper hand signals and communication phraseology with flight crews? Are you aware of and understand the importance of the quality of fuel you're delivering?



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I'm not suggesting everyone needs an engineering or physics degree but does your training program provide the knowledge, proficiency, and positive reinforcement of the skills you will need and the tools you will use? The litmus test I like to use is, "Do you train the way you work?"

Manuals

The subject of manuals is always contentious but nonetheless necessary. Frankly, I never understood what all the fuss is about manuals and related documentation. I've always felt this was the easy part of the operation to get right as long as your writing ability is fairly reasonable and organizational skills are half-way decent. If you have a process or procedure, write it down. If you train for something, include whatever it is you're training in your training program, lesson plans, and curriculum. If someone undergoes training, complete a recognizable, standardized training record and keep it where you can find it.

Anyway, I digress. There's really no getting around manuals and documentation. Regardless of whether SMS is regulated and actually used by operators, safety and quality management has evolved to a point where manuals and documentation are an accepted component of business. In other words, do what you say, say what you do.

Okay, back to the challenge. The airlines have Air Transport Oversight System (ATOS), System Safety, IATA Operational Safety Assessment (IOSA) standard, ISO 9000 (or a derivative) in some cases, and soon to be SMS. Manuals, better known as document management is an integral dimension of each. How do you measure up? A good place to start is do you even have a manual? Do you utilize a standard naming and numbering convention in your manuals and associated documents? Do you have a revision and control process? Are related processes accomplished by different personnel and departments coordinated and consistent? Do manuals and documents consistently meet regulatory compliance, where applicable? Do you know who has been issued a company manual and are those manuals current? Do your manuals and documents account for and contain the formal identification of hazards, implementation of risk controls, with clearly defined lines of safety accountability?

Manual writing is important. Almost every incident and accident investigation finds some degree of fault in the written procedures provided to personnel. Procedures were not clear, consistent or even available. If you're the one responsible for putting together your organization's manual and you haven't done so already, perhaps now is the time to get some training in technical writing. If you're not the one putting pen to paper, is the person doing so formally trained? Ask yourself, "Do your manuals and documentation measure up?"

Customer Service

Okay, business aviation clearly wins the challenge when it comes to customer service. For the airlines, customer service has become somewhat of a sport. Oh sure, the airlines try to dress up service by calling customers "guests" and now



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consider your flight "an experience." It's an experience all right, just not the experience you'll get when traveling on an expensive business jet! No, airline travel is mass transit, no offense to the country's metro services. But consider this, I assert that the claim "We do it better than the airlines" primarily resides right here. Sure, your passengers are receiving exemplary service and why shouldn't they? They're paying a hefty price to be treated well. But without saying so or even knowing it, don't you think your passengers expect a higher level of service in all operational areas, namely safety, quality, and standardization? What do you think your passengers would say if you asked them if they thought the business aircraft they were traveling on is being operated to a higher standard than the airlines? My bet is that they would think they certainly are receiving a safer, higher quality, overall better product than the airlines, not just service! The question is, "How do you compare?"

Keeping Score

Obviously, this challenge is fictitious, but it does cause one to think about the safety, quality, and overall status of all their operational systems as compared to the airlines, which have long been considered the "gold standard," customer service excluded. Equally challenging, though, are the various audit companies holding themselves out to assess the existence, comprehensiveness, quality, and someday even compliance of a company's SMS. Let me clarify, by audit companies, I mean those companies engaged in Part 135/91 safety and audit consulting. It's interesting that literally all Part 135/91 safety and audit consulting companies that I'm aware of advertise SMS expertise and SMS compliance auditing and related consulting services. However, have you ever compared each audit company's SMS audit standard side by side? Perhaps the business aviation industry could benefit by embracing a universal, process-oriented safety standard. The Air Charter Safety Foundation has produced a comprehensive, safety and quality audit standard that covers all major operating systems of Part 135/91 operators, including ground operations. Who knows, maybe the Air Charter Safety Foundation standard will become the new "gold standard" delivering what customers expect - a higher level of safety.

Bottom Line

The way I see it, the bottom line with SMS is that an operator, whether an airline or business aviation operator, should definitely know all of their operational systems. Then, each process within each system can be assessed to identify safety hazards, ensure effective implementation of risk controls, and apply any corrective action necessary to maintain desired safety performance. This is also what safety and audit companies should be assessing as well as an operator's ability to manage safety and quality within those processes and systems. Our customers deserve nothing less! And even though the focus on this article is business aviation operators, without question the airlines are nowhere near perfect. Actually, they are far from it. That is why safety and quality management are so important and efforts, especially regulatory, are ongoing. And, as we all know, perfection in the form of zero incidents and accidents are not possible thus providing a continual opportunity for improvement. So, although SMS regulation may not be arriving at your door step anytime soon, what are your plans? Are you up for the challenge?



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INCIDENT CORNER

→ A Canadair CRJ200's winglet was struck by a deicing truck on the deicing pad.

EDUCATION CORNER

EPA Extends SPCC Compliance Deadline For Farms – Compliance Date For Aviation Facilities Remains November 10, 2011

The U.S. Environmental Protection Agency (EPA) issued an extension, for farms, to the compliance date for the Spill Prevention, Control and Countermeasures (SPCC) rules. The SPCC rules have undergone multiple changes over the last 10 years, and the compliance date has been extended multiple times and is currently set for November 10, 2011. Last week's compliance date extension for farmers **does not affect aviation facilities** that will still need to ensure that their SPCC plans are in compliance with the current rules by November 10.

NATA recently completed a webinar detailing the various changes to the SPCC rules over the past decade and the major factors aviation facilities should consider to ensure that their plans are in full compliance. A recorded copy of the webinar is available for purchase for \$49.95. A recorded copy of the SPCC Compliance Webinar will give your facility the latest information on compliance with the complex SPCC rules and will include featured speaker George Gamble, founder of 2G Environmental. 2G Environmental was founded in 2003 and has extensive experience in aviation specific SPCC plans and other areas of environmental compliance.

To purchase a copy of the SPCC Webinar or for more information on the upcoming SPCC compliance deadline, please contact: Michael France, NATA director of regulatory affairs, at mfrance@nata.aero.

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Self					

Misc. Info: Philips Into-Plane accepted, various contract fuel programs are accepted

Last Update: 09/19/2011 11:46

Extol the virtues of NATA’s Safety 1st PLST Online participation through FltPlan.com and other Web sites and FBO listing publications by NATA’s Safety 1st logo as seen above.

Dogs At Work



Cricket visited NATA’s offices with her owner, Shannon Chambers, and is taking an afternoon siesta after an exhausting day of marketing discussions.

We thought it’d be fun to start highlighting dogs at work. If you have a story to share, please email a picture to safety1st@nata.aero with a short write-up for our readers.



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USAIG 2nd In A Series Of NATA Safety 1st Workers' Compensation Webinars –Slips And Falls

USAIG's webinar, **Slips and Falls**, is the second in a series of webinars that highlights losses that NATA Safety 1st Workers' Compensation Program participants have experienced. The webinar series began with USAIG's Dave McKay reviewing lifting and straining accidents. The second webinar, lead by John Matthews and Vic D'Avanzo, will discuss slips and falls, and the resulting injuries that workers' compensation insurance participants have experienced.

USAIG will discuss the statistics from two categories of slips and falls as well as falls from elevations. Matthews and D'Avanzo will delve into real-world case studies, review the accident circumstances and provide commentary on what can be done to prevent these accidents in the future with resources and available training.

Take an hour out of your day to keep your employees safe, reduce insurance and loss claims/costs and maximize your good experience return as an NATA Safety 1st Workers' Compensation Plan participant. Join USAIG and NATA on **November 22 from 1:00 – 2:00 PM eastern**. [Click here to register for this free webinar.](#)

NATA's Spring Training Week – Coming To Las Vegas March 5-7, 2012

The National Air Transportation Association (NATA) is pleased to host our 4th annual Spring Training Week in conjunction with the Cygnus Aviation Expo in Las Vegas. Spring Training is an aviation industry educational camp featuring all-star seminars designed to enhance safety practices, provide major league knowledge and help you coach your team to a winning season.

NATA's Spring Training Week provides all-star skill-building and conditioning for your whole team.

You're safe...The skills and techniques learned at NATA's Spring Training Week help to ensure safer operations for your team. Don't miss the opportunity to complete FAA required 14 CFR 139.321 Fire Safety Training and strengthen safety and team synergy with enhanced leadership skills at the Line Service Supervisor Training Seminar (March 5-6).

Hit a home-run... with NATA's FBO Finance Fundamentals Seminar (March 6-7). One of the great things about our industry is that we frequently see people work their way up through the ranks from the line to management positions. It's the American dream writ large across the general aviation industry, but it also presents a challenge: These are good, hard-working people who deserve to be promoted, but they are frequently also people with no real financial management training to speak of. Give them opportunities to learn about the business side of things and give them tools to empower them to be better managers.

Meet the team... As part of the Safety 1st Trainer seminar (March 7), NATA's own PLST Online program and admin experts will walk participants through the trainee and trainer functions of PLST Online and answer questions about the program as well as the administration. When you call NATA's Safety 1st with a question about PLST Online, they are the professionals you will talk to and are among your most valuable PLST Online resources.



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Cover your bases... NATA's Environmental Compliance Seminar (March 8) is designed to provide FBO, Air Charter, Cooperate Flight department and airport facility managers and staff with the latest information and techniques for ensuring that their facility remains fully compliant with State and Federal environmental regulations.

Slide into home... attend all the seminars for full coverage of safety, environmental, training and financial issues.

On the field... stop by NATA's booth to meet the Spring Training Week team and participate in the "Sports Trivia Challenge." [Click here for additional details.](#)

INDUSTRY CORNER

NATA President James K. Coyne Comments On Airport's Plan To Compete With Private Business

In a letter to Corpus Christi Mayor Joe Adame, NATA President and CEO James K. Coyne warned the city of the dangers of blindly approving the Corpus Christi International Airport's proposed plan to enter into direct competition with private business by owning and operating an FBO on the airport. "NATA is extremely concerned about the possibility that the Corpus Christi International Airport will place itself in the unique position of both competitor with and regulator of private enterprise," said Coyne. "When combined with the loss of private investment in airport development, increased liability for the city and exposure to marketplace volatility speak loudly about the dangers of an airport assuming the role of marketplace competitor with existing private business."

Last month, Corpus Christi International Airport Director Fred Segundo presented a plan titled "Proposed FBO Development Plan" to the city council for approval. This plan called for a dramatic shift in policy for the airport upon the conclusion of the existing leases of the two private FBOs located on the field later this year. The new plan envisions offering one of the two FBO leaseholds out to bid for a private business, while the airport retains ownership and operational control of the second FBO, creating a situation where the airport would be acting as both landlord and competitor to a private business. The airport's plan cites one of the primary benefits of this plan as being "competitive pricing alternatives," a mysterious term considering there are currently two private FBOs already competing for business on the field. "Since there are currently two separate businesses providing competing FBO services at the airport, it must be assumed that the "competitive pricing alternatives" will be derived from the airport sponsor utilizing its advantages as a governmental entity and landlord to allow its own FBO to provide lower prices for fuel and ground handling than would otherwise result from fair market competition," noted Coyne in his letter to the Mayor.

NATA strongly believes that airport sponsors utilizing their advantageous position as a sponsor and governmental entity to gain an economic advantage over private business while in direct competition on an airfield is a clear violation of the federal grant assurances. Because the harm to existing private businesses begins the moment they are subjected to economic discrimination by an airport sponsor, NATA further believes that sponsors must be required to demonstrate that they are not economically discriminating against their own tenants prior to engaging those tenants in market place competition.



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Coyne Addresses NBAA Convention Audience On California Avgas Issue

NATA President and CEO James K. Coyne participated in an NBAA 2011 Annual Meeting and Convention panel of association leaders discussing the most pressing issues faced by general aviation (GA). Listed in the order in which they appeared on stage, the leaders were NATA President and CEO James K. Coyne, Aircraft Owners and Pilots Association (AOPA) President and CEO Craig Fuller, General Aviation Manufacturers Association (GAMA) President and CEO Pete Bunce, National Business Aviation Association President and CEO Ed Bolen (roundtable host), Experimental Aircraft Association President and CEO Rod Hightower, Helicopter Association International President Matt Zuccaro and Alliance for Aviation Across America Executive Director Selena Shilad.

AOPA's Fuller began by addressing how the pilot community is responding to the administration's recent targeting of GA with a proposal for per-flight user fees. GAMA's Bunce spoke about the administration's reversal on bonus depreciation for GA aircraft and the panel also addressed the legal threat to suppliers of aviation gasoline (avgas) in California and proposed legislation in the House and Senate that could shut down urban airspace to helicopters based on unverified noise complaints. Bolen introduced the discussion on avgas by calling it a state level proposal with the ability to devastate or destroy the industry.

NATA's Coyne said, "The avgas issue is a very serious attack on a fundamental component of our industry, aviation fuel." Proposition 65 passed by California voters about 25 years ago is designed to give concerned citizens the right to take actions against those who might be exposing the community to hazardous chemicals. This past May, a law firm/environmental group began an action against FBOs, distributors and manufacturers of avgas due to lead content.

Coyne noted that this environmental group in California believes that it knows best and is attempting to ban avgas in the state unilaterally. However, NATA, in partnership with the other industry associations, has been working with the FAA and the U.S. Environmental Protection Agency on the issue of leaded avgas for a number of years and firmly believes that the federal forum is where this issue belongs. Coyne went on to discuss the lawsuit brought against the environmental group and the state by those named in the Proposition 65 action, saying, "[FBOs] and distributors are arguing that the state doesn't have the authority to undertake this unilateral effort. The federal government has a pre-emption, and the federal government should be the body for the debate, research and development of alternative fuels...the battle will be long and expensive. I want to congratulate everyone who has been working on this."

Coyne also pointed out that this Proposition 65 action result in requiring every airport that sells avgas to have to warn every individual who lives near or passes by an airport about the lead that is emitted from piston-engine airplanes. "It would be a public relations catastrophe for airports in California on which we are critically dependant and ones we have been fighting for years to preserve. We would be required to send out information to the community that could raise unnecessary fears and promote an anti-aircraft backlash with the potential of affecting every airport. Organizations like Alliance for Aviation Across America and others will have to come back stronger to support these local airports against one of the worst public relations nightmares," said Coyne.



Coyne stressed that we have to become more active in dealing with Congress, especially as there will be a lot of newly elected Members of Congress. It is important that we help them understand the vast importance of our industry. We need to be even more active on the airport level and hold more events to get the association leaders, community members, Chambers Of Commerce, safety and health officials, and universities together to talk about how crucial the industry is to the local level. "Yesterday, Senator Manchin said that if we don't shape the importance of our community, someone else will," Coyne concluded.

Judge Dismisses California Avgas Coalition Lawsuit On Legal Technicalities

U.S. District Court Judge Anthony Ishii granted the Center for Environmental Health's (CEH) and California State Attorney General's Office's motion to dismiss the lawsuit filed by the California Avgas Coalition. The coalition's lawsuit had asked Judge Ishii to issue an injunction preventing the CEH from utilizing a California state law known as Proposition 65 to sue the FBOs and avgas distributors that compose the coalition over the lead content of aviation gasoline. Judge Ishii's decision to dismiss the coalition's lawsuit was narrowly tailored on two legal technicalities and did not include an opinion on whether the application of Proposition 65 to an aviation fuel was preempted by federal law, as the coalition had claimed.

With the coalition's lawsuit dismissed, the CEH immediately filed suit in state court on Thursday claiming 46 named and up to 200 unnamed companies had violated Proposition 65 by selling avgas and not providing warnings to individuals living near the airport. In its suit, the CEH asks the court to prohibit the sale of leaded avgas unless the companies provide detailed warnings explaining that the companies are exposing the individuals residing near the airport to lead. Additionally, the CEH demanded that the companies pay the CEH's legal fees and significant civil penalties (by statute, the CEH is allowed to keep 25% of any civil penalty with the balance going to the state).

The California Avgas Coalition is currently weighing its legal options in response to the CEH's suit.

"We are deeply disappointed with the judge's ruling last week that dismissed the coalition's federal suit on two technicalities," stated NATA Vice President of Government and Industry Affairs Eric Byer. "We are extremely concerned about the impact this ruling has on FBOs and fuel providers throughout the state of California that are now facing additional litigation and escalating costs as a result of the CEH's complaint. And for the first time, there are serious concerns about the future availability of avgas in California. All of these concerns have been brought to bear because of Proposition 65 and a private group's relentless effort to penalize FBOs for doing what the FAA and the airports require them to do -- sell leaded avgas to general aviation aircraft."



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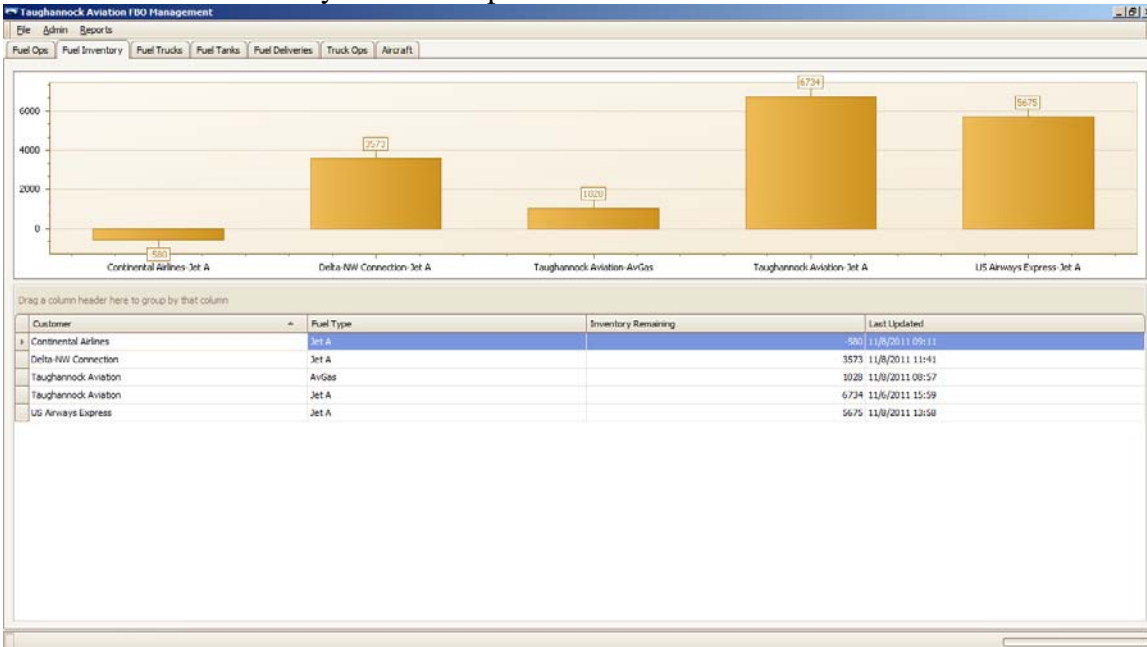
Taughannock Aviation debuted their *PerformaFuel*© Integrated Inventory Control software at the 2011 NBAA convention. Designed specifically for aviation fueling operations which manage joint-use (or co-mingled) fuel systems, *PerformaFuel*© makes your operation's fuel accountability and administrative tasks seamless and efficient. Electronically generated fuel meter tickets. Inventory specific allocations calculated on the fly. Effortless product balancing, gain/loss monitoring, and refueler/storage tank volume tracking. End of Month reconciliation, adjustments and reporting automated. Allow inventory holders (customers) to retrieve their own into-plane fueling data and print their own meter tickets. Monitor inventories and itemized fueling activity from anywhere. Fuel need forecasting at the click of a button (time your deliveries!). Boundless reporting flexibility. User /admin rights controlled as you see fit. Fully editable database with simple user interfaces. Data capturing on the ramp achieved through Mobile Demand's Rugged Tablet.

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PerformaFuel© Inventory Screen Snap Shot



Rugged Tablet in F800 JetA Refueler



Rugged Tablet in Crane Carrier JetA Refueler





Tentative Interim Amendment

NFPA[®] 407

Standard for Aircraft Fuel Servicing

2012 Edition

Reference: 4.1.6.3 (New), A.4.1.6.1, and A.4.1.6.3 (New)

TIA 12-1

(SC 11-10-6/TIA Log #1029)

Pursuant to Section 5 of the NFPA Regulations Governing Committee Projects, the National Fire Protection Association has issued the following Tentative Interim Amendment to NFPA 407, *Standard for Aircraft Fuel Servicing*, 2012 edition. The TIA was processed by the Technical Committee on Aircraft Fuel Servicing, and was issued by the Standards Council on October 19, 2011, with an effective date of November 8, 2011.

A Tentative Interim Amendment is tentative because it has not been processed through the entire standards-making procedures. It is interim because it is effective only between editions of the standard. A TIA automatically becomes a proposal of the proponent for the next edition of the standard; as such, it then is subject to all of the procedures of the standards-making process.

1. Add a new 4.1.6.3 to read as follows:

4.1.6.3* ABC multipurpose dry chemical fire extinguishers (ammonium phosphate) shall not be placed on aircraft fueling vehicles, airport fuel servicing ramps, or aprons, or at airport fuel facilities.

2. Revise A.4.1.6.1 to read as follows:

A.4.1.6.1 Carbon dioxide extinguishers should not be selected due to their limited range and effectiveness in windy conditions.

3. Add a new A.4.1.6.3 to read as follows:

A.4.1.6.3 Multipurpose dry chemical (ammonium phosphate) fire extinguishing agent is known to cause corrosion to aluminum aircraft components. Although the agent is capable of extinguishing fires on or near aircraft, it is likely that the agent will spread to other, uninvolved aircraft, causing damage from corrosion.

Issue Date: October 19, 2011

Effective Date: November 8, 2011

(Note: For further information on NFPA Codes and Standards, please see www.nfpa.org/codelist)

Runway Status Lights Are Coming to an Airport Near You

What Are Runway Status Lights?

Runway Status Lights (RWSL) are a series of red in-pavement lights that warn pilots of high-speed aircraft or vehicles on runways. They operate independently of Air Traffic Control. Runway Status Lights have two states: ON (lights are illuminated **red**) and OFF (lights are off) and are switched automatically based on information from the airport surface surveillance systems. RWSL will improve airport safety by indicating when it is unsafe to enter, cross, or takeoff from a runway.

The RWSL system has two types of lights. Runway Entrance Lights (RELs) are installed at taxiways and Takeoff Hold Lights (THLs) on runways.

Runway Entrance Lights

Runway Entrance Lights (RELs) are a series of **red** in-pavement lights spaced evenly along the taxiway centerline from the taxiway hold line to the runway edge. One REL is placed before the hold line and one REL is placed near the runway centerline. RELs are directed toward the **runway hold line** and are oriented to be visible only to pilots entering or crossing the runway from that location. RELs that are ON (illuminated **red**) indicate that the runway ahead is not safe to enter or cross. Pilots should remain clear of a runway when RELs along their taxi route are illuminated. Lights that are off convey no meaning.

The system is not, at any time, intended to convey approval or clearance to proceed into a runway.

Pilots remain obligated to comply with all ATC clearances, except when compliance would require crossing illuminated red RELs. In such a case, the crews should **hold short** of the runway for RELs, contact ATC, and await further instructions.



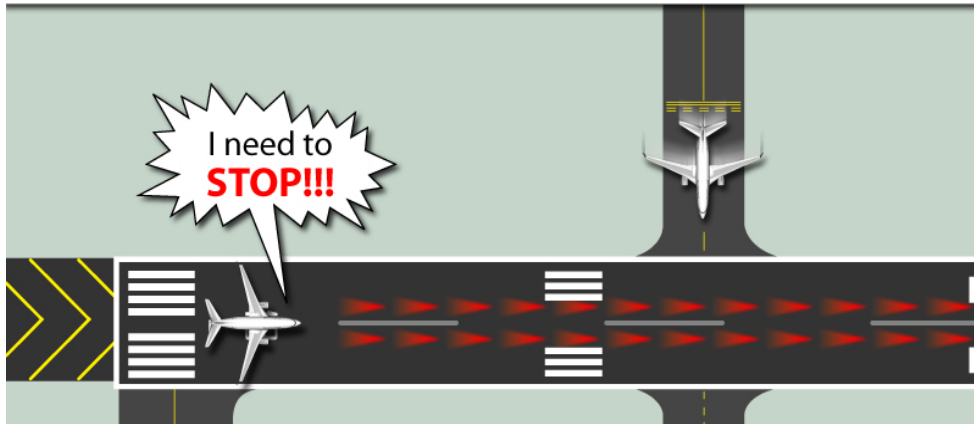
Takeoff Hold Lights

The Takeoff Hold Light (THLs) system is composed of red in-pavement fixtures in a double row on either side of the runway centerline lighting. Fixtures are focused toward the arrival end of the runway at the “Line Up and Wait” point and extend in front of the holding aircraft beginning 375’ beyond the runway threshold and extending for 1,500’. Illuminated red lights provide a signal, to an aircraft in position for takeoff or rolling, that it is unsafe to takeoff because the runway is occupied or about to be occupied by another aircraft or ground vehicle. THLs that are ON (illuminated **red**) indicate that the runway ahead is not safe to takeoff. Pilots should refuse takeoff clearance if THLs are illuminated. **Red**

THLs mean do not takeoff. Whenever a pilot observes the red lights of the THLs, the pilot will stop or remain stopped. The pilot will contact ATC for resolution if any clearance is in conflict with the lights. Lights that are off convey no meaning. **The system is not, at any time, intended to convey approval or clearance to takeoff.** Pilots must still receive an ATC clearance to takeoff.

Takeoff Hold Lights (THLs)

THLs mean **STOP!** The runway is unsafe for takeoff.



RWSL are in operation at DFW, SAN, LAX, BOS, and MCO. The system will be operational at PHX, IAH, SEA, IAD, and LAS in 2012 and will be installed at 23 major airports nationwide by 2016.

Pilots are encouraged to learn more about RWSL at:
http://www.faa.gov/air_traffic/technology/rwsl/.



eTOOLKIT



The NATA Safety 1st Management System (SMS) for Ground Operations will facilitate safety at your company. Many of the tools discussed in the eToolkit provide SMS and PLST participants with guidance to continuously assess and assist with safety processes and procedures.

Runway Status Lights Program Information

http://www.faa.gov/air_traffic/technology/rwsl/

Runway Status Lights SAFO

http://www.faa.gov/other_visit/aviation_industry/airline_operators/airline_safety/safo/all_safos/

CONTINUING EDUCATION

2011 Offerings: Aviation Safety and Security Offerings

Embry-Riddle Aeronautical University's Center for Aerospace Safety/Security Education (CASE)

Details online:

<http://www.erau.edu/academic/ep-case.html>

National Safety Council

Certificate Programs

http://www.nsc.org/products_training/Training/certifications/Pages/certifications.aspx

Southern California Safety Institute

Website: <http://www.scsi-inc.com/>

Transportation Safety Institute

Details online:

<http://www.tsi.dot.gov/Catalog/Default.aspx?value=DTI-20>

University of Southern California

Aviation Safety and Security Program

Details online: <http://vitserbi.usc.edu/aviation/>

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Byer's Inside Washington Blog

<http://www.natablogs.wordpress.com>

Coyne's Capitol View Blog

<http://natapresidentsblog.wordpress.com/>

NATA Policy Playbook Blog

<http://nataspolicyplaybook.wordpress.com/>

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The National Air Transportation Association (NATA), the voice of aviation business, is committed to raising the standard on ground safety. [Subscribe to NATA Safety 1st eToolkit.](#)

