



# NATA Safety 1st eToolkit

Welcome to the 36th issue of the NATA Safety 1st eToolkit, our online safety newsletter, supporting the NATA Safety 1st Management System (SMS) for Ground Operations.

The NATA Safety 1st Management System (SMS) for Ground Operations is underway and many of the tools discussed in this and other eToolkits will be provided to SMS and PLST participants.



This newsletter highlights known and emerging trends, environmental and geographical matters, as well as advances in operational efficiency and safety. Flight and ground safety have been enhanced and many accidents prevented because of shared experiences.

## Winter is Just Around the Corner

### Holdover Time Tables (HOT) For 2007-2008 Season Available

The Federal Aviation Administration has released the De-icing Holdover Time Tables (HOT) Guidelines for winter 2007-2008. See link on page 3 to download your copy.

### ICE PELLET ALLOWANCE TIMES WINTER 2007-2008

During the winter of 2006-2007, operations in ice pellets were approved for "light ice pellets" with an allowance time of 25 minutes. That time was based on limited research conducted late in the winter of 2005-2006 at the request of various industry groups. Additional and more comprehensive ice pellet research was conducted

jointly by the research teams of the FAA and Transport Canada this past winter season. This research consisted of extensive climatic chamber, wind tunnel, and live aircraft testing with ice pellets (light and moderate) and light ice pellets mixed with other forms of precipitation. Additionally, Type IV anti-icing fluid with ice pellets embedded was evaluated for its aging qualities over periods of time beyond the allowance times, when the active precipitation time was limited to the allowance times. Results of this research provide the basis for extended allowance times extended allowance times for operations in light ice pellets, as well as allowance times for operations in moderate ice pellets and light ice pellets mixed with other forms of precipitation. Also guidance is provided for Type IV anti-icing fluid with embedded ice pellets "aged" beyond its allowance time when the precipitation stops at or prior to the expiration of the allowance time.

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## Operations in Light and Moderate Ice Pellets and Light Ice Pellets mixed with other forms of precipitation.

(1) Tests have shown that ice pellets generally remain in the frozen state imbedded in Type IV anti-icing fluid, and are not absorbed by the fluid in the same manner as other forms of precipitation. Using current guidelines for determining anti-icing fluid failure, the presence of a contaminant not absorbed by the fluid (remaining imbedded) would be an indication that the fluid has failed. These imbedded ice pellets are generally not readily detectable by the human eye during pre-takeoff contamination check procedures. Therefore, a visual pre-takeoff contamination check in ice pellet conditions may not be of value and is not required.

(2) The research data have also shown that after proper deicing and anti-icing, the accumulation of light ice pellets, moderate ice pellets, and ice pellets mixed with other forms of precipitation in Type IV fluid will not prevent the fluid from flowing off the aerodynamic surfaces during takeoff. This flow due to shearing occurs with rotation speeds consistent with Type IV anti-icing fluid recommended applications for up to the applicable allowance time listed in Table-1. These allowance times are from the start of the Type IV anti-icing fluid application. Additionally, if the ice pellet condition stops, and the allowance time has not been exceeded, and the OAT has remained constant or increased from the temperature on which the allowance time was based, the operator is permitted to consider the Type IV anti-icing fluid effective without any further action up to 90 minutes after the start of the application time of the Type IV anti-icing fluid.

Examples: a) Type IV anti-icing fluid is applied with a start of application time of 10:00, OAT is 0°C, light ice pellets fall until 10:20 and stop and do not restart. The allowance time stops at 10:50; however, provided that the OAT remains constant or increases and that no precipitation restarts after the allowance time of 10:50 the aircraft may takeoff without any further action up to 11:30.

b) Type IV anti-icing fluid is applied with a start of application time of 10:00, OAT is 0°C, light ice pellets mixed with freezing drizzle falls until 10:10 and stops and restarts at 10:15 and stops at 10:20. The allowance time stops at 10:25, however provided that the OAT remains constant or increases and that no precipitation restarts after the allowance time of 10:25, the aircraft may takeoff without any further action up to 11:30.

c) On the other hand, if Type IV anti-icing fluid is applied with a start of application time of 10:00, OAT is 0°C, light ice pellets mixed with freezing drizzle falls until 10:10 and stops and restarts at 10:30 with the allowance time stopping at 10:25 the aircraft may not takeoff, no matter how short the time or type of precipitation after 10:25, without being deiced and anti-iced if precipitation is present.

(3) Operators with a deicing program approved in accordance with Title 14 of the Code of Federal Regulations (14 CFR) part 121, section 121.629, will be allowed, in the specified ice pellet conditions and corresponding outside air temperatures (OAT) listed in Table-1 "Ice Pellet Allowance Times Winter 2007-2008" (see page 3), up to the specific allowance time listed in Table-1 after the start of the anti-icing fluid application to commence the takeoff with the following restrictions:

(a) The aircraft critical surfaces must be free of contaminants before applying Type IV anti-icing fluid. If not, the aircraft must be properly deiced and checked to be free of contaminants before the application of Type IV anti-icing fluid.

(b) The allowance time is valid only if the aircraft is anti-iced with undiluted Type IV fluid.

(c) Due to the shearing qualities of Type IV fluids with imbedded ice pellets, this allowance is limited to aircraft with a rotation speed of 100 knots or greater.

(d) If the takeoff is not accomplished within the applicable allowance time in Table-1, the aircraft must be completely deiced, and if precipitation is still present, anti-iced again prior to



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a subsequent takeoff. If the precipitation stops at or before the time limits of the applicable allowance time in Table-1 and does not restart the aircraft may takeoff up to 90 minutes after the start of the application of the Type IV anti-icing fluid provided the temperature on which the allowance time was based remains constant or increases.

(e) A pre-takeoff contamination check is not required. The allowance time cannot be extended by an internal or external check of the aircraft critical surfaces.

(f) If ice pellet precipitation becomes heavier than moderate or if the light ice pellets mixed with other forms of allowable precipitation exceeds the listed intensities or temperature range, the allowance time cannot be used.

(g) If the temperature decreases below the temperature on which the allowance time was based,

1. And the new lower temperature has an associated allowance time for the precipitation condition and the present time is within the new allowance time, then that new time must be used as the allowance time limit.

2. And the allowance time has expired (within the 90 minute post anti-icing window if the precipitation has stopped within the allowance time), the aircraft may not takeoff and must be completely deiced and, if applicable, anti-iced before a subsequent takeoff.

**Table 1 Ice Pellet Allowance Times Winter 2007-2008**

|  | OAT $-5^{\circ}$ C or above | OAT Less Than $-5^{\circ}$ C | OAT Less than $-5^{\circ}$ to $-10^{\circ}$ C | OAT Less than $-10^{\circ}$ C | OAT $0^{\circ}$ C and Above |
|--|-----------------------------|------------------------------|---|-------------------------------|-----------------------------|
| <b>Light Ice Pellets</b>   | 50 Minutes                  | 30 Minutes                   | N/A   | N/A                           | N/A                         |
| <b>Moderate Ice Pellets</b>  | 25 Minutes                  | 10 Minutes                   | N/A   | N/A                           | N/A                         |
| <b>Light Ice Pellets Mixed with Light or Moderate Snow</b>                                     | 25 Minutes                  | Operations Not Authorized    | N/A   | N/A                           | N/A                         |
| <b>Light Ice Pellets Mixed with Light or Moderate Freezing Drizzle, or Light Freezing Rain</b> | 25 Minutes                  | N/A                          | 10 Minutes                                    | Operations Not Authorized     | N/A                         |
| <b>Light Ice Pellets Mixed with Light Rain</b>   | N/A                         | N/A                          | N/A   | N/A                           | 25 Minutes                  |

**Download FAA 2007-08 Holdover Tables:**

[http://www.faa.gov/other\\_visit/aviation\\_industry/airline\\_operators/airline\\_safety/media/FAA\\_2007-08\\_Holdover\\_Tables.doc](http://www.faa.gov/other_visit/aviation_industry/airline_operators/airline_safety/media/FAA_2007-08_Holdover_Tables.doc)



## Facet International

### *Monitor Change Out Pressure*

As mentioned in previous bulletins Facet has been working together with the API/IP Aviation Fuel Filtration Committee on testing 2" and 6" fuel monitor elements. One of the tests includes a method for isolating and identifying super absorbent polymer (SAP) found downstream of monitor elements.

The Facet bulletin issued October 2006 addressed lowering the differential pressure for change out of monitors to 15 psi because of the concerns over media migration. Substantial work has been done since then regarding media migration on monitors both at the beginning and end of cartridge life. The results of these tests indicate that the potential for media migration has been substantially lowered with the addition of numerous manufacturing changes. In addition, quality control testing is now being performed with the sole purpose of identifying media migration. Based on this information, the change out pressure for 2 inch monitors and 6 inch outside-in (FG-O) can be returned to 22.5 psid (1.5 bar).

To date, there is insufficient test data on 6 inch inside-out (FG-I) monitors to draw the same conclusion, so the change out pressure for FG-I series 6 inch monitors will remain at 15 psid.

We will continue to work on developing innovative media, new media combinations and improved manufacturing techniques.

As always Facet encourages operators to diligently follow all recommended quality control procedures.

### Reader Corner

**Q.** Are you familiar with other FBOs policies and whether their refuelers have to wear fuel resistant gloves? We instituted a policy here that all refuelers

must wear neoprene gloves due to the long term exposure risks. Can you give me any insight on what others do?

**A.** Safety 1<sup>st</sup> recommends using fuel-resistant gloves constructed of non-latex nitrile material when conducting fueling tasks because fuel products can be highly irritating to bare skin.

*We welcome your questions and always encourage responses from our readers. If you have any additional input, please send your responses to [Safety1st@nata.aero](mailto:Safety1st@nata.aero) or by FAX: (703) 845-0396. Your input will be anonymously shared in an upcoming issue of the Safety 1<sup>st</sup> eToolkit. Thank you for taking the time to share your questions and concerns with others.*

### Incident Roundup

#### *Flight Mechanic Fatally Injured*

The Federal Aviation Administration (FAA) and the National Transportation Safety Board (NTSB) are looking into the death of a worker at an airport. A flight mechanic died in an accident at the airport mid-July.

According to a preliminary NTSB report, the flight mechanic was attempting to close the main cabin door on a flight that was preparing to take off when he lost his grip and fell ten feet to the ground.

The flight mechanic suffered a skull fracture and broken ribs, and died the next day at the hospital.

The NTSB report says it was very windy and raining the afternoon of the fall, but does not say if weather was a factor in the mechanic's fall.

Closing the main cabin door was not part of the flight mechanic's normal duties. According to a company official, he was doing a favor for a flight attendant.

The flight mechanic's death was called a tragic accident, further stating, "he was a highly skilled flight mechanic who dedicated his work to the safety of our aircraft.



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Boeing 757 was parked at the gate when it was struck by a food and beverage truck. No one was onboard at the time and the aircraft suffered minor damages. Weather at the time of the incident was unknown.

## **Fuel Truck Incident**

### **August 2007**

A plane parked on the runway at an International Airport was damaged when a fuel truck ran into it. The incident took place at 6:45 a.m.

The plane was on the runway, with only the pilot aboard, waiting to be fueled. The fuel truck was approaching the plane when the driver apparently fell asleep at the wheel.

As the pilot watched, the truck slowly approached the plane, and then ran into it, hitting the propeller, the engine and the plane itself. The plane was grounded at the airport, pending repairs.

## **Catering Truck Incident**

A Boeing 757 was parked at the gate and was hit by a catering truck. No injuries were reported.

## **Propeller Strike**

An MU2 was started with an APU and lineman was removing wheel chock when struck in the head by the propeller sustaining serious injuries.

## **Marshaling Incident**

A Boeing 767 aircraft was being marshaled to the ramp area when the left engine struck a belt loader. No injuries reported and damage unknown at time of report.

## **Belt Loader Incident**

A Boeing 737 aircraft was parked when a belt loader struck the cargo door. No injuries were reported with minor damage to the aircraft.

## **Pushback Incident**

A Boeing 737 aircraft was being pushed back from the gate and the tug struck the nose gear. No

injuries were reported and damage to the aircraft was unknown at the time of the report.

## **Bits & Bytes**

### ***NATA Comments on FAA Draft Advisory Circular: Airport Winter Safety and Operations***

In comments the association sent to the Federal Aviation Administration (FAA) regarding Draft AC 150/5200-30B, *Airport Winter Safety and Operations*, NATA complimented the agency on the draft AC but made one suggestion.

The association proposed that a subsection be added to Chapter 1-4, section A, stating, "While all snow is being plowed and cleared for Priority 1 airport areas, airport employees should pay special attention to keeping all runway markings and signs clear of snow and ice. Signs should always be of the highest visibility and readability." NATA's suggestion aims to reduce runway incursions and potential aircraft collisions during high-risk weather conditions such as snow or ice.

NATA thanked the FAA for considering its comments and noted that winter safety operations affect all airport businesses during times of high-risk weather.

### ***NATA 2007 Compensation Survey – Now Available***



NATA has published its 2007 annual survey of general aviation service employee compensation. The survey includes salaries and benefits for pilots, line-service personnel and maintenance technicians. It is based upon data collected from 290 companies employing nearly 10,000 people.

Employee compensation is broken down by geographic region of the country, company gross sales, size of the town or city in which the company is located and by the number of employees in the

company. In addition to pilots and maintenance technicians, the survey includes compensation for inspectors, dispatchers, customer service representatives and stock clerks, among others.

Association Research Inc., a leading economic research firm based in Rockville, Maryland, conducted the study. To ensure participant privacy, only aggregated data are provided to NATA.

The study was provided to NATA members who participated in the survey at no cost.

The study is downloadable in PDF format from NATA's Web site for non-participating members for \$50 or \$100 for non-members.

The report may be found on the NATA Web site under Publications.

## ***De/Anti-Icing Seminar – Winter is Approaching!***



Flying is inherently safe, although winter brings an additional dimension. Flight safety may be compromised if de/anti-icing is improperly performed.

It is crucial that all personnel receive both initial and recurrent training, in order to ensure their thorough understanding of aircraft ground de/anti-icing policies and procedures. Critical issues such as training, procedures and responsibilities must be reviewed on an annual basis, to guarantee that all persons involved are fully briefed and competent. NATA will be offering a De/Anti-Icing Seminar September 27<sup>th</sup> in Hartford, CT. Click here for online details:

[http://www.nata.aero/events/event\\_detail.jsp?EVENT\\_ID=1143](http://www.nata.aero/events/event_detail.jsp?EVENT_ID=1143)

## ***GAO Publishes Study on Secondary Containment Cost Studies***

The U.S. Government Accountability Office (GAO) last week issued a report examining cost analyses conducted when the U.S. Environmental Protection Agency's (EPA) issued amendments to the Spill Prevention, Control and Countermeasure regulations in 2002 and 2006. The GAO concluded that the EPA's cost analysis methods were significantly limited when issuing the 2002 amendments to the SPCC rule, and those limitations led to miscalculations regarding the total cost of compliance for some affected businesses when complying with the SPCC amendments. The report also states that the EPA addressed many of these limitations in the subsequent 2006 amendments to the SPCC rule, but that those changes contained limitations as well. Specifically, the GAO reports that the EPA did not take into account the additional costs of industries (such as airport refuelers) that were not originally included in the SPCC rule of 1973, and would therefore be required to spend much more to draft and certify an SPCC plan than companies already covered under the regulations.

The 2002 amendments to the SPCC rule originally stated that airport mobile refuelers were covered by the SPCC regulations and would therefore have to construct costly sized containment facilities in which to store the trucks when not in use. Revisions to the 2002 amendments, finalized in December 2006, removed the sized containment provisions of the 2002 rule and provided much greater flexibility for compliance with the SPCC regulations. Industries affected by the SPCC rule must have an SPCC plan in place by July 1, 2009.

NATA was one of several organizations participating in the survey. NATA staff responded to a lengthy questionnaire on the SPCC amendments and participated in a conference call with GAO officials to clarify NATA's position on the new regulations.

For more information, contact:

[sbeaulieu@nata.aero](mailto:sbeaulieu@nata.aero).

## *Fuel and Hazardous Materials Safety Workshop*



**October 4-5, 2007 in Pittsburgh, Pennsylvania**

NATA, AAAE and Air BP are pleased to present a workshop that specifically addresses the fuel and hazardous materials training requirements mandated by the Federal Aviation Administration (FAA) for airports certified under Part 139.

This two-day workshop is designed for all airport personnel responsible for the safe fueling of aircraft and complies with FAA regulation 139.321. In addition to comprehensive fire safety

training, participants will gain the skill and knowledge required to deal with fuel spills, conduct quarterly inspections and handle hazardous materials. This course will also enable attendees to gain valuable hands-on fire extinguisher training in the heat of a real fire.

For further program information, call Jennifer Klass, C.M., AAAE, at (703) 824-0504 ext 225 or email at [jennifer.klass@aaae.org](mailto:jennifer.klass@aaae.org).

For further registration information, call Christy Hicks, AAAE, at (703) 824-0500 ext 174 or email at [christy.hicks@aaae.org](mailto:christy.hicks@aaae.org).

Register online today: [http://www.aaae.org/products/meeting\\_details.html?Record\\_id=469](http://www.aaae.org/products/meeting_details.html?Record_id=469)



# NATA Safety 1st eToolkit

## Advanced Line Service Supervisor Training (ALSST)

**WHAT:** The ALSST explores topics that Line Service Supervisors face daily, in a lot more detail than our popular LSST Seminar. It is meant for professionals that wish to reach the next level in line service excellence.

**Oct 1 & 2, 2007** at the New England Air Museum in **Windsor Locks, CT**

Additional Details: [http://www.nata.aero/events/event\\_detail.jsp?EVENT\\_ID=1122](http://www.nata.aero/events/event_detail.jsp?EVENT_ID=1122)

**WHO SHOULD ATTEND:** Line Service Personnel  
Supervisors  
Line Service Technicians  
Line Manager

The ALSST provides the tools necessary to turn good supervisors into great supervisors. This seminar will significantly increase the performance of line crew supervisors and set them apart from others in the industry by expanding their knowledge base and enabling them to better communicate as leading members of the management team. Advanced topics include; dealing with challenging employees, managing your manager, communicating as a leader, managing risk, hiring practices, performance evaluations, terminations, and many other exciting yet challenging topics.

**Yes, sign me up!**

- \$650 / NATA Members or
- \$750 / Non- NATA member

Name: \_\_\_\_\_

Address: \_\_\_\_\_

City: \_\_\_\_\_ State: \_\_\_\_\_ Zip: \_\_\_\_\_

Phone: \_\_\_\_\_ Fax: \_\_\_\_\_

Email: \_\_\_\_\_

VISA - MasterCard - AMEX

My check is enclosed \_\_\_\_\_

**Card Number:** \_\_\_\_\_ **Exp. Date:** \_\_\_\_\_

**Name On card** \_\_\_\_\_

**Signature** \_\_\_\_\_

Fax to: 703/845-0396  
Email:  
[Safety1st@nata.aero](mailto:Safety1st@nata.aero)  
Mail: NATA  
4226 King Street  
Alexandria, VA 22302



# NATA Safety 1st eToolkit

## **De/Anti-Icing Seminar**

**WHAT:** Flying is inherently safe, although winter adds another dimension. Flight safety may be compromised if de/anti-icing is improperly performed. It is therefore mandatory that all personnel involved receive both initial and recurrent training, in order to ensure they obtain a thorough understanding of aircraft ground de/anti-icing policies and procedures. Critical issues such as training, procedures and responsibilities must be reviewed on an annual basis, to guarantee that all persons involved are fully briefed and competent.

**September 27, 2007 in Windsor Locks, CT**

Additional Details: [http://www.nata.aero/events/event\\_detail.jsp?EVENT\\_ID=1143](http://www.nata.aero/events/event_detail.jsp?EVENT_ID=1143)

**WHO SHOULD ATTEND:** Line Technicians  
Ground Personnel  
Flight Crews  
Dispatch Personnel

**Yes, sign me up!**

- \$475 / NATA Members or
- \$575 / Non- NATA member

Name: \_\_\_\_\_

Address: \_\_\_\_\_

City: \_\_\_\_\_ State: \_\_\_\_\_ Zip: \_\_\_\_\_

Phone: \_\_\_\_\_ Fax: \_\_\_\_\_

Email: \_\_\_\_\_

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| <input type="checkbox"/> VISA - MasterCard - AMEX | <input type="checkbox"/> My check is enclosed _____ |
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Fax to: 703/845-0396  
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 Mail: NATA  
 4226 King Street  
 Alexandria, VA  
 22302



# NATA Safety 1st eToolkit

## Line Service Supervisor Training (LSST)

**WHAT:** NATA's Line Service Supervisor Training Seminar, taught by industry experts, is a mix of the latest technical and managerial skills needed by every supervisor. Supervisors will learn everything they need to know about fuel production and distribution, fuel quality, filtration, fuel delivery systems, fuel additives, and managerial skills needed by every great supervisor.

**WHEN:** *Please check the Seminar You Will Attend*

- September 19/20, 2007 in Prospect Heights, IL**  
Online: [http://www.nata.aero/events/event\\_detail.jsp?EVENT\\_ID=1104](http://www.nata.aero/events/event_detail.jsp?EVENT_ID=1104)
- November 14/15, 2007 in Baltimore, MD**  
Online: [http://www.nata.aero/events/event\\_detail.jsp?EVENT\\_ID=1105](http://www.nata.aero/events/event_detail.jsp?EVENT_ID=1105)

**WHO SHOULD ATTEND:** Line Service Personnel  
Supervisors  
Line Service Technicians  
Line Managers  
Ramp Personnel

**Yes, sign me up!**

- \$445 / NATA Members or
- \$545 / Non- NATA member

Name: \_\_\_\_\_

Address: \_\_\_\_\_

City: \_\_\_\_\_ State: \_\_\_\_\_ Zip: \_\_\_\_\_

Phone: \_\_\_\_\_ Fax: \_\_\_\_\_

Email: \_\_\_\_\_

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| <input type="checkbox"/> VISA - MasterCard - AMEX | <input type="checkbox"/> My check is enclosed _____ |
| <b>Card Number:</b> _____                         | <b>Exp. Date:</b> _____                             |
| <b>Name On card</b> _____                         |   |
| <b>Signature</b> _____                            |   |

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# NATA Safety 1st eToolkit

## CONTINUING EDUCATION

### General Educational Offerings

#### [Line Service Supervisor Training \(LSST\) Seminar](#)

September 19 & 20, 2007 in Prospect Heights, IL near Palwaukee Airport

Website:

[http://www.nata.aero/events/event\\_detail.jsp?EVENT\\_ID=1104](http://www.nata.aero/events/event_detail.jsp?EVENT_ID=1104)

#### [De/Anti-Icing Seminar](#)

September 27, 2007 in Windsor Locks, CT

Website:

[http://www.nata.aero/events/event\\_detail.jsp?EVENT\\_ID=1143](http://www.nata.aero/events/event_detail.jsp?EVENT_ID=1143)

#### [Advanced Line Service Supervisor Training \(ALSST\) Seminar](#)

October 1 & 2, 2007 in Windsor Locks (Hartford), CT

Additional Details & Registration Online:

Windsor Locks:

[http://www.nata.aero/events/event\\_detail.jsp?EVENT\\_ID=1122](http://www.nata.aero/events/event_detail.jsp?EVENT_ID=1122)

#### [NATA 2007 Flight Training Business Success Seminar](#)

October 3, 2007 in Windsor Locks (Hartford), CT

Website:

[http://www.nata.aero/events/event\\_detail.jsp?EVENT\\_ID=1461](http://www.nata.aero/events/event_detail.jsp?EVENT_ID=1461)

#### [NATA/AAAE Fuel and Hazardous Materials Safety Workshop](#)

October 4 & 5, 2007 in Pittsburgh, PA

Website:

[http://www.nata.aero/events/event\\_detail.jsp?EVENT\\_ID=1222](http://www.nata.aero/events/event_detail.jsp?EVENT_ID=1222)

#### [Line Service Supervisor Training \(LSST\) Seminar](#)

November 14 & 15, 2007 in Baltimore, MD

Website:

[http://www.nata.aero/events/event\\_detail.jsp?EVENT\\_ID=1105](http://www.nata.aero/events/event_detail.jsp?EVENT_ID=1105)

## 2007 Schedules: Aviation Safety and Security Offerings

**Embry-Riddle Aeronautical University's Center for Aerospace**

**Safety/Security Education (CASE)**

Website: <http://www.erau.edu/pr/academics/case.html>

**Southern California Safety Institute**

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

**The GW Aviation Institute**

**Aviation Safety and Security Certificate Program**

Website:

[http://www2.gwu.edu/~aviation/safetyandsecurity/ss\\_courses.html](http://www2.gwu.edu/~aviation/safetyandsecurity/ss_courses.html)

**Transportation Safety Institute**

Website: <http://www.tsi.dot.gov/Catalog/Default.aspx>

**University of Southern California**

**Aviation Safety and Security Program**

Website: <http://viterbi.usc.edu/aviation/>



The National Air Transportation Association (NATA), **The Voice of Aviation Business**, is committed to raising the standard on ground safety. NATA began with the Safety 1<sup>st</sup> Professional Line Service Training (PLST) Program in 2000 and expanded with the adoption and implementation of the NATA Safety 1<sup>st</sup> Management System (SMS) for Ground Operations in 2004. The eToolkit provides continuing education in support of the PLST and SMS programs.

**Subscribe to NATA Safety 1<sup>st</sup> eToolkit.** If you are not currently a subscriber to NATA Safety 1<sup>st</sup> eToolkit and would like to receive it on a regular basis, please [click here](#). The NATA Safety 1<sup>st</sup> eToolkit is distributed free of charge to NATA member companies and NATA Safety 1<sup>st</sup> participants.