



NATA Safety 1st eToolkit

Welcome to the 39th 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 monthly 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.

SAFETY AND COMPLACENCY

Just as oil and water don't mix, neither do safety nor complacency. An overriding belief about safety has been that if you perform a task in accordance with established procedures and processes, you will always be safe. But how can you make sure that established procedures and processes are done every time and that your employees don't become complacent by taking short cuts? We often confuse confidence, gained as we become more familiar with performing a task safely and correctly, with complacency and this can be disastrous. Complacency is defined as "a feeling of quiet pleasure or security, often while unaware of some potential danger, defect, or the like: self-satisfaction or smug satisfaction with an existing situation, condition, etc." This self-satisfaction is where the danger exists.

It is hard to imagine, as sophisticated as our world has become, nearly 15 people lose their lives every day as a result of workplace injuries. This means that in the course of a year, families must deal with the loss of a loved one, companies are forced to train approximately 5,400 new employees and our industry has lost experienced workers. These numbers beg the question, "What is the cause?" A number of studies have been conducted, and they overwhelmingly conclude that the most common cause of these injuries is familiarity with the job at hand leading to complacency and carelessness in job tasks and procedures. Complacency has its roots in the old adage "familiarity breeds contempt," implying that as one becomes more comfortable in their job knowledge and the environment, they also have a tendency to overlook or disregard the

procedures that have been developed to ensure their safety.

In the aviation industry, complacency can have a devastating impact. As we have heard for years, an accident is the result of a chain of events that if allowed to progress, can result in a catastrophe. On the other hand, if one link in the chain is broken the incident/accident will not happen.

With this in mind, the primary goal of a well grounded safety program would be to eliminate complacency in the workplace. On the surface, the solution seems easy; we mandate the use of checklists, train our employees to follow correct procedures and monitor for non-conformance. But in the aviation business, as in any other endeavor, this simple approach does not eliminate the problem because every company is in business to not only get the job done but to also make a profit. This subtle pressure can, and often leads, to cutting corners to produce results.

Studies have shown that all too often profit motivation leads individuals and companies to become complacent when it comes to safety. Management condones the attitude that less than sound and proven safety practices are acceptable because the job is getting done.

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Employees then become content because their actions did not end in an accident or incident, at least not this time. They are soon convinced that management's priorities are only focused on the end result and do not include safety. The result of this confusing message is that employees begin to focus on getting the job done rather than getting the job done safely. The danger here is that this method of conducting business then becomes an organizational norm or the way business always gets done. As a result of this attitude, people become careless, incidents go unreported, management loses focus on safety issues and the potential for serious injury rises. The unfortunate outcome of this approach is that it often takes a serious injury or a fatality before the organization turns its focus on safety once again.

When management does not make safety a core value, employees tend to disregard personal safety and the end result can lead to accidents, incidents and injuries. What can be done to reverse this downward spiral? Management must be committed to a safe work environment and employees must take responsibility to get the job done safely.

An organization's safety culture is very important to the success of this endeavor and the establishment of this culture starts at the very top of the management chain. Management is responsible for establishing safety policies, goals, expectations and fostering a positive safety culture. **Once the policies and goals are established, it is management's responsibility to ensure that they are followed.** They must be visible both in the workplace and at company safety meetings. They must lead by setting an exemplary example.

There are a number of ways to accomplish this, but first and foremost, top management must be accessible and take time to speak with employees about their safety concerns and then take action to correct deficiencies. They must encourage everyone in the company to report injuries, incidents and near misses without fear of retribution. They must then take time to review the reports and provide feedback to all pertinent personnel on changes that should be implemented to prevent a repeat occurrence. Top management must continue to do this on a consistent basis and also review the policies and goals as the company grows and changes. They must continually encourage and enable employees to be actively involved in this safety process. By doing all of this, top management will favorably impact the company's safety culture. As employees observe this commitment and involvement, they will follow the lead and become engaged in safety. To further encourage employee participation, management must provide opportunities for everyone to become involved. This can be accomplished through encouraging employees to:

- Actively find and report unsafe conditions
- Actively participate in safety meetings either as a member of the safety committee or as an observer/contributor
- Participate in accident/incident investigations and facility inspections to identify and correct unsafe conditions
- Encourage employee input for continuous improvement

Ultimately you want to create an environment where employees are encouraged to provide ideas and suggestions that will lead to a better safety culture in the organization. In the final analysis, you must never forget that complacency, can and will, have disastrous consequences. One of the best ways to eliminate this in an organization is through the establishment of a strong safety culture.

OSHA REMINDER FOR THE NEW YEAR!

You are required to post the 2007 OSHA 300A injury summary by February 1st. For 2008, you must also log all incidents of work-related injury and illness within seven days (form 300) and provide detailed injury and illness reports for each entry (form 301).



LEGISLATIVE & REGULATORY UPDATE

Legislative Report Available On GAO Runway Safety Study

The Government Accountability Office (GAO) has published a Legislative Report to Congress assessing the Federal Aviation Administration's (FAA's) runway safety initiatives. The report found that in fiscal year 2007, overall runway incursions rose 12 percent, but that the most serious incidents actually declined 25 from the previous year's levels. The report cites increased air traffic, delays in new technology implementation, and air traffic controller staffing issues as all factors in the rise in runway incursions. The report also found that there is little data available regarding incidents on airport ramps, and cited NATA as an industry source in compiling such data for the first time.

The report recommends that the FAA designate the Office of Runway Safety as the lead office in coordinating efforts to reduce runway incursions, and also recommends the development of a data collection process for ramp incidents.

The Government Accountability Office (GAO) today released the following report and testimony:

Aviation Runway and Ramp Safety: Sustained Efforts to Address Leadership, Technology, and Other Challenges Needed to Reduce Accidents and Incidents. GAO-08-29, November 20.

Full report: <http://www.gao.gov/cgi-bin/getrpt?GAO-08-29>
One page highlight - <http://www.gao.gov/highlights/d0829high.pdf>

TSA's Sammon Sends Notice to Airport Operators Encouraging Use of E-Verify Program

On December 17, 2007, John Sammon, Transportation Security Administration (TSA) Assistant Administrator for Transportation Sector Network Management, sent a letter to airport operators and tenants encouraging the use of the U.S. Citizenship and Immigration Services (USCIS) E-Verify

Program. According to the letter, the E-Verify Program is a free online tool that allows employers to verify electronically the employment eligibility of all newly hired employees, both U.S. citizens and non-citizens. The letter states that the E-Verify program also limits subjectivity otherwise required in the employer review process of the documents in accordance with the I-9 form.

Members can visit the E-Verify program's Web site at: <https://www.vis-dhs.com/EmployerRegistration/StartPage.aspx?JS=YES>.

NATA Goes To Bat for GA Airports & FBOs

NATA has recently sent letters to the Federal Aviation Administration (FAA) and members of Congress addressing the needs of three general aviation organizations. Among the three are Platinum Jet Center BMI, Montrose Regional Airport, and Smith Reynolds Airport.

Platinum Jet Center BMI in Bloomington, Illinois, requested that the association write a letter to the FAA and their respective members of Congress to shed some light on the contractual relationship between the FBO and the Bloomington-Normal Airport Authority (BNAA). The letter highlights the BNAA's breach of contract with Platinum Jet Center BMI in the past and their continual unlawful behavior today. Platinum Jet Center BMI is seeking fair relief.

The letter written on behalf of Montrose Regional Airport in Montrose, Colorado, is in response to a public notice regarding construction that will limit the usage capabilities of the airport's Very High Frequency Omni-Directional Radio Range (VOR) system. Montrose Regional Airport is seeking relief under Federal Aviation Regulation Part 77.

Smith Reynolds Airport in Winston-Salem, North Carolina, is seeking an answer as to when their Instrument Landing System (ILS) will be operational. Smith Reynolds Airport has now been without an ILS for more than a year. This has had an adverse effect on their airport and surrounding businesses.



Foreign Object Debris Technology at TF Green Airport

TF Green Airport in Warwick, Rhode Island, is the first commercial airport in the United States to install and operate the latest Tarsier Foreign Object Debris (FOD) technology. Developed by QinetiQ, an international defense and security technology company, Tarsier is a 24-hour runway debris detection system. The system is currently being tested and evaluated at TF Green Airport on behalf of the Federal Aviation Administration (FAA) by the University of Illinois Centre of Excellence in Airport Technology (CEAT) under the direction of Professor Edwin Herricks.

Checking for runway debris is currently performed manually with visual inspections several times a day. The new, fully automated system provides continuous scanning of the runway area and alerts airport operations specialists about foreign objects that are detected. Operations specialists then recover and keep a record of all debris that is recovered.

"We are honored that TF Green is the test-site for such a monumental technology for the aviation industry," said Mark Brewer, president and CEO of the Rhode Island Airport Corporation (RIAC) that operates the airport. "Tools such as QinetiQ's FOD system improve the way we operate and help improve the safety conditions of air travel."

Foreign Object Debris (FOD) is problematic, dangerous and costly. Debris can be drawn into engines or cause problems from damage of landing gear or control mechanisms.

The FAA has initiated a program to evaluate the performance of FOD detection systems at commercial airports. Studies are being led by the FAA's William A. Hughes Technical Centre in Atlantic City, New Jersey, Airport Safety Management Program in partnership with the University of Illinois, Centre of Excellence in Airport Technology.

"FOD has been identified as a major problem for the aerospace industry with cost estimates ranging up to \$4 billion per year globally," said Professor Edwin Herricks, director of the CEAT. "The performance evaluation program at TF Green Airport began in June and will continue until next spring. Upon completion it is expected that the FAA will publish an Advisory Circular that will assist airports in safety management activities related to FOD."

Two Tarsier radar units are in place at TF Green Airport's North-South runway for the six-month long performance

assessment that will test the FOD system in a variety of weather and lighting conditions, including wind, rain, snow and darkness. These units are housed in towers that resemble small lighthouse beacons. A display unit (a high tech computer) in the airport's operations centre provides a visual image of the runway and radar imagery. Upon detection of FOD, an alarm sounds and the TF Green Operations Team proceeds to the area in question and performs a visual inspection and recovery in a matter of minutes.

The full article may be found:

http://www.epicos.com/epicos/portal/media-type/html/user/anon/page/default.psml/js_panename/News+Information+Article+View?articleid=83911&showfull=false

Workplace Health and Safety Affects Returns

Goldman Sachs JBWere has released a report that shows valuation links between workplace health and safety factors and investment performance. The report builds on previous Environmental Social Governance (ESG) research from Andrew Gray, Head of ESG Research, which looks to determine whether investors can improve their investment risk and/or return outcome by incorporating ESG issues. The research shows that over a period from November 2004 to October 2007 companies that did not adequately manage workplace safety and health under performed those who did.

Full report:

<http://www.gsibw.com/documents/About/MediaRoom/GSJBW-WHS-Report-Media-Release.pdf>

House Passes Airport Employee Screening Legislation

December 13, 2007

What's at Issue

The U.S. House of Representatives has passed legislation that would establish a pilot program in which seven airports across the country would experiment with different methods for screening 100 percent of all airport employees. H.R. 1413, introduced by Rep. Nita Lowey (D-NY), was introduced in the House earlier this spring following the high-profile arrests of several airport employees at Orlando International Airport (MCO).

Why It's Important

Following the arrest in March of Comair employees at MCO



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for smuggling drugs and weapons aboard an aircraft bound for Puerto Rico, Congressional scrutiny regarding the screening of all airport employees was once again brought to the forefront. Several Senators and Representatives, including some members of the House Committee on Homeland Security, have remained outspoken proponents of screening all airport employees since the creation of the Transportation Security Administration (TSA) in 2001. Additional arrests at other airports, including New York's JFK International Airport and Chicago O'Hare International Airport, have further increased the demand from Members of Congress to step up screening of all airport employees.

Major Provisions

H.R. 1413 establishes a pilot program whereby seven airports across the country would engage in varying methods to reach a goal of 100 percent screening of employees in the same manner as airline passengers. Of the seven airports selected to participate in the program, at least two would be large hub airports, at least one would be a category III airport, and four will come from different risk categories as determined by the TSA.

The pilot program lays out several scenarios for screening employee, in order to test which methods are most effective. Under the legislation, at least one airport will screen employees with the assistance of a private screening company. At least one of the airports will be required to establish a dedicated lane to screen all employees in the same manner as passengers. And, at least one airport will be given the option to implement alternative programs, such as biometric technology implementation, behavior recognition programs, and the use of canines.

The program shall last for 180 days, after which the TSA will report to Congress on the results. The report will include items such as the effects of increased screening on terminal congestion, average wait times for both passengers and employees, lost productivity, and success rates for detecting prohibited items. The report is due to Congress within 90 days of the program's completion.

NATA Position

NATA has concerns that H.R. 1413 could open the door to a 100 percent employee screening mandate from Congress, which would dramatically slow the flow of commerce at our nation's airports and incur untenable costs on airport ground service providers. It is not feasible to screen all employees in the same manner as airline passengers. Such a policy will drive up costs for both the government and the industry, and do little to improve aviation safety. A more reasonable

approach would be a combination of targeted and random inspections on the airport property to ensure that airport employees are properly credentialed and cleared for access to the secure area of an airport.

Since the March incident at MCO and the introduction of H.R. 1413, NATA, along with other aviation industry organizations, has worked with the TSA to establish a working group to discuss improvements to airport employee screening. NATA encourages Congress to work with the TSA and the industry in implementing the recommendations of the working group in regards to strengthened employee screening.

Status

The House of Representatives unanimously passed H.R. 1413 on December 11, 2007. The legislation still awaits action in the U.S. Senate, which has not yet scheduled a vote on the bill.

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Congress Approves Funding and Extends FAA Reauthorization

Recently, Congress approved a sweeping omnibus appropriations bill, funding the federal government for the rest of the 2008 fiscal year. Included in the legislation was an extension of current Federal Aviation Administration (FAA) programs until February 29, 2008.

The newest extension will give lawmakers an additional two months to attempt to finalize the FAA reauthorization legislation, which is currently stalled in the U.S. Senate. The legislation remains stalled over differences between the Senate Committee on Finance and the Senate Committee on Commerce, Science and Transportation over funding to support the Airport and Airway Trust Fund.

Hutchison to Replace Lott on Aviation Subcommittee

Recently, Senator Kay Bailey Hutchison (R-TX) was officially selected to replace outgoing Senator Trent Lott (R-MS) as the Ranking Member of the U.S. Senate Committee on



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Commerce, Science and Transportation's (Commerce Committee) Subcommittee on Aviation Operations, Safety and Security. Lott's resignation is effective at the end of the year. Hutchison chaired the subcommittee during the 107th Congress, from 2001-2002.

Hutchison's selection raises questions regarding the direction of the stalled Federal Aviation Administration reauthorization bill in the Senate. Lott and Subcommittee Chairman John Rockefeller (D-WV) have worked closely together in supporting a flat fee for turbine and turboprop flights, and are locked in a debate over the fee with the Senate Committee on Finance. During the markup of the bill in the Commerce Committee earlier this year, Hutchison voted in favor of striking the fee from the bill.

NATA President James K. Coyne congratulated Hutchison on her selection. "NATA has maintained a strong working relationship with the Senator during her tenure on the Commerce Committee, including her previous tenure as Chairman of the Subcommittee on Aviation. Senator Hutchison has taken an active interest in aviation issues throughout her Senate career; and with a large number of NATA members based in Texas, we have always been able to count on her for support," Coyne said.

For more information, contact [Stephen Beaulieu](#).

NATA Creates New Committee to Address Pressing Environmental Issues

The Environmental Committee, approved by the NATA Board of Directors during its last meeting in early November in Washington, D.C., will be a regular standing committee within the NATA committee structure and will meet in conjunction with the association's Air Charter, Aircraft Maintenance and System Technology, Airports, Business Management, Flight Training, and Safety and Security Committees.

While the tasks for this new committee will be developed during initial meetings in 2008, a number of issues are already being considered including:

- Aircraft emissions and carbon offset programs
- Spill prevention and containment
- Changes to the Clean Water Act as they affect aviation businesses
- Concerns on the over usage and environmental impact of de-icing fluid

An initial background paper on the committee's mission can be reviewed by clicking here:

http://www.nata.aero/about/documents/EnvironCommBrief_2_.pdf

The Environmental Committee will conduct its first meeting on January 28, 2008, in Savannah, GA. The association has already received widespread support for this new panel with more than 15 member companies from across the industry joining. Members include organizations involved in fractional ownership, air charter, maintenance, flight training, and manufacturing as well as fixed base operators and fuel companies.

Leading the new panel as its chairman will be DayJet Vice President of Strategic Operations Traver Gruen-Kennedy. Commenting on the association's initiative in creating this panel, Kennedy stated, "As an industry, we are now seeing an enormous amount of activity on environmental matters. Whether it is carbon offset programs to reduce aircraft emissions or the concerns about de-icing fluids' impact on the environment, we are just being inundated with potential conflicts. The creation of this new committee is critical to ensuring that NATA and its members stay ahead of the curve, supporting environmental preservation while continuing to be a strong financial force within our nation's economy."

NATA's Coyne agreed, stating, "There is no doubt that the environmental movement we are seeing today could be the greatest challenge confronting our industry in quite some time. By establishing this new committee, we hope to take a proactive step so that we, as an industry, are prepared to meet any calls for new environmental standards while making certain that common sense and practicability are applied."

Any member interested in joining the NATA Environmental Committee may do so by emailing [Eric R. Byer](#), NATA's vice president of government and industry affairs.



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2008 FBO Leadership Conference

March 17-20, 2008

Dallas, TX

Plan now to attend the only annual industry Conference designed exclusively to improve the performance and profitability of your FBO.

Through a series of top-notch sessions, the Conference will introduce you to nationally recognized experts who provide the latest intelligence, tactics and strategies to maximize your business success. Interaction with industry peers – both during and after the sessions – will provide leading edge expertise and invaluable real-world experience.

For FBO owners, executives or managers (or managers in training), no event is as in-depth or as dedicated to acquiring the newest and best FBO business practices.

In addition to the sessions and materials, registration includes admittance to the Welcome Reception, Industry Excellence Awards Presentation and the Chairman's Reception & Dinner.

Maximize your FBO's business success! Join us for the only conference uniquely designed from the ground up for the FBO community.

In depth information: http://www.nata.aero/events/event_detail.jsp?EVENT_ID=1301.



NATA Charter Members Encouraged to Attend Air Charter Safety Symposium

NATA encourages its charter members to attend the 2008 ACSF Air Charter Safety Symposium. For this first-of-its-kind event, the Air Charter Safety Foundation is partnering with the National Transportation Safety Board (NTSB). The symposium will focus on safety culture in charter operations.

The 2008 ACSF Air Charter Safety Symposium will take place February 19-20 at the NTSB Training Center in Ashburn, VA, just west of Washington, DC.

NATA members will recognize many of the experts scheduled to speak with attendees.

Robert Sumwalt, Vice Chairman of the NTSB, will be a featured speaker. Sumwalt is an internationally recognized safety expert, and will share with attendees his experience with and knowledge of safety cultures.

Other speakers include James Oberg, retired NASA space engineer and current NBC space consultant; Federal Aviation Administration (FAA) accident analysis expert Peter Devaris; Transport Canada and FAA safety management systems experts Jacqueline Booth-Bourdeau and Don Arendt; Continental Airlines safety representative Don Gunther; and top industry safety professional Dave Hewitt of NetJets International, Dennis Keith of Jet Solutions, LLC, and Peter Stein of Johnson Controls, Inc.

Register online at www.acsf.aero.



INCIDENT ROUNDUP

Probe after Qantas Pumps Wrong Gas into Jets

POTENTIALLY fatal gas being pumped into passenger jet emergency oxygen tanks in Australia has sparked a worldwide safety investigation.

The Australian Safety Transport Bureau confirmed yesterday that Qantas engineers accidentally put nitrogen into the emergency oxygen tanks of a Boeing 747 passenger jet at Melbourne Airport.

The Australian carrier immediately checked the oxygen supplies of more than 50 of its planes that had been serviced by the mislabelled nitrogen cart at the airport. But an aviation source said: "This could have affected hundreds of planes worldwide. Any international jet that passed through Melbourne and was serviced by Qantas could have had nitrogen pumped into its oxygen tanks."

Health experts warned that in an emergency the effects of nitrogen in the oxygen tanks could have potentially fatal results.

Dr Ian Millar, hyperbaric medicine unit director at The Alfred hospital, said: "If there was an emergency and the pilot took nitrogen instead of oxygen, instead of gaining control of the aircraft he would black out and it would be all over. It's a pretty serious mistake."

Nitrogen, which is non-flammable, is commonly used at airports to fill aircraft tyres. The aviation source said: "Qantas took delivery of the new nitrogen cart 10 months ago. It looked exactly like the old oxygen cart. When the attachments did not fit they went and took them off the old oxygen cart and started using it."

The mistake was eventually spotted by an aircraft engineer. "He was walking around the plane and asked what they were doing. When they said they were topping up the oxygen, he said, 'No you're not, that's a nitrogen cart'," said the source.

The incident was reported to the Civil Aviation Safety Bureau, which confirmed that an investigation detected nitrogen in the crew oxygen tanks on the Boeing 747-300. A bureau spokeswoman said it was a one-off incident.

But the aviation source said: "This has affected at least 175 planes and Qantas has had to tell any other airline that has

been serviced in Melbourne to check out its oxygen supplies."

Air New Zealand was told about the problem six weeks ago. "As a result of receiving that letter we did take some precautionary measures," a spokeswoman said. "The oxygen tanks on a small number of planes were removed, checked, reserviced and refilled. No irregularities were found." A spokeswoman for the Australian Transport Safety Bureau said: "Very clearly they (Qantas) needed to carry out a risk assessment because there was a chance that other aircraft were affected.

"They identified 21 that were at risk because they had had a reasonable amount of oxygen top-up, so there was a reasonable chance they had been contaminated. There were another 30 aircraft at minor risk because they have had minor top ups," said the spokeswoman. The planes were inspected and no positive results found.

She said the airline had turned the error into a learning exercise and informed engineers all over the world about the mistake. "They have talked to thousands of their engineers around Australia and overseas, informing them about this lesson that has been learnt," she said.

Qantas engineering executive general manager David Cox said: "We had a guy using a new rig and he inadvertently serviced the crew oxygen with nitrogen. He realised what he was doing and flagged it."

Mr Cox said that once the mistake had been realised, extensive safety checks were put in place to ensure no other aircraft had been contaminated and that it could never happen again.

"Every aircraft, including customer aircraft that could have been touched with this rig has been checked," he said after confirming the rig had been in use at the airport for several months. Mr Cox said the airline had been completely open in informing all safety authorities, staff and other airlines about the mistake.

A Canadair CRJ -200 Regional Jet, while pushing off at the gate, had the tow bar break and the nose of the aircraft went through the tug. No injuries were reported.

One person was injured after a tug vehicle that was towing baggage collided with an Embraer 145 during push back at O'Hare International Airport. The aircraft was struck at the left nose gear door by the tug and had some damage, but no

one on the airplane was injured. The tug driver sustained unknown injuries to wrist.

A Bombardier CL-600 aircraft was struck on its wing tip by a fuel truck. No injuries reported.

An Embraer 145R express jet reported its wing tip had been struck by a fueling truck while parked at the gate.

A PC 12 was parking when a line technician was struck by the moving prop. (See below)



NTSB Identification: **DFW08LA055**
14 CFR Part 91: General Aviation
Accident occurred Thursday, January 03, 2008 in Oklahoma City, OK
Aircraft: Pilatus PC-12/45, registration: N398J
Injuries: 1 Fatal.

This is preliminary information, subject to change, and may contain errors. Any errors in this report will be corrected when the final report has been completed.

On January 3, 2008, approximately 0300 central standard time, a Pilatus PC-12/45, N398J, a single-engine turbo-prop airplane, was not damaged when a line technician was struck and killed by its moving propeller while parked at the ramp at Wiley Post Airport, Oklahoma City (PWA), Oklahoma. The commercial pilot and the 7 passengers were not injured. The airplane was operated by and registered to Oklahoma Cardiovascular Associates, Oklahoma City, Oklahoma. An instrument flight rules flight plan was filed for the flight that had departed the Phoenix Sky Harbor International Airport (PHX), Phoenix, Arizona, about 2200. Night visual meteorological conditions prevailed for the cross country flight that was conducted under 14 Code of Federal Regulations Part 91.

In a written statement, the pilot said that after landing he taxied the airplane to the fixed base operator (FBO) based at the airport. When he reached the ramp at the FBO, the line technician guided him to a full stop. The pilot then began to shut down the engine when the line technician walked into the propeller. At that point, the pilot and a passenger, who was a physician, exited the aircraft. The physician immediately administered first aid to the technician until emergency response personnel arrived.

The FBO's third shift supervisor was on the ramp when the accident occurred, but he did not witness the line technician being struck by the propeller. According to the supervisor, he was operating an airplane tug and had last observed the line technician marshalling the airplane. The supervisor had turned away from the airplane when he heard a loud "thud." When he turned around, he saw that the line technician was critically injured and was rolling on the ground toward the airplane's left wing tip. At the time the accident occurred, the pilot was already in the process of shutting down the engine.

Weather reported at Wiley Post Airport at 0253 included wind from 170 degrees at 16 knots, visibility 10 miles, clear skies, and a barometric pressure setting of 30.65 inches of Mercury.



NATF Scholarship Deadlines Extended Until January 31st – Don't Miss an Opportunity

The National Air Transportation Foundation's mission is to enhance the safety and quality of service provided to the flying public by assisting deserving individuals to reach their academic and flight training goals. One way of achieving this mission is through scholarships.

NATF provides an academic scholarship, flight training scholarship and a scholarship for employees of NATA member companies to continue their education. By awarding these scholarships annually, NATF hopes to achieve its goal of assisting outstanding candidates to pursue careers in aviation service businesses.

The "Pioneers of Flight Scholarship" is given annually to deserving college students enrolled in aviation programs to be used in the pursuit of their academic goals. Our flight training scholarship, the "Dan L. Meisinger Sr. Memorial Scholarship," is given annually to college students and anyone over the age of 18 to provide the opportunity to learn how to fly. The "NATA Business Scholarship," which is also given annually, is to fund studies directly related to furthering the skills applicable to working at an FBO, charter company maintenance facility or flight school.

NATF Scholarships: <http://www.nata.aero/about/scholarships.jsp>

Airline Worker's Death Prompts Fine

State officials fined American Eagle Airlines \$6,300 for violations that helped cause the death of a baggage handler at Raleigh-Durham International Airport this summer.

Lufuluabo Kalonji, 43, died July 31 when he was pinned between a plane and a ramp tug used to pull baggage, according to an autopsy report.

The state Division of Occupational Safety and Health (OSHA) fined the company, saying that Kalonji was **not trained to use the tug and that it was not properly marked** and this contributed to his death.

The company was fined \$3,150 for each violation. A spokeswoman said the company has not determined whether it will appeal the fines, but had ten calendar days to do so.

An internal investigation by American Eagle produced findings similar to those of the state investigation, company spokeswoman Andrea Huguely said.

In particular, Huguely said, the placards on the shifter of the machine Kalonji was operating that would indicate whether the machine was moving forward or in reverse were so badly worn that they could not be easily read.

The autopsy showed that Kalonji suffered blunt-force injuries to the chest after being crushed between the tug and the plane. No passengers were on the plane at the time.

Kalonji was servicing the septic tank on the aircraft when he was last seen alive at 8:31 p.m., the autopsy said. He was found unresponsive at 8:36 p.m. and pronounced dead at the scene.

RDU employees voted to dedicate an airplane to Kalonji, and the airline has set up a memorial fund for Kalonji's family. He is survived by his wife and infant daughter. "Our hearts still go out to his family," Huguely said.



Chehalis-Centralia Airport in Washington

The Northwest, especially at this time of year, experiences rain like few other places! The local residents, including the flying fraternity and sorority, have come up with some interesting coping mechanisms. This picture illustrates the work of the Chehalis -Centralia airport folks in Washington. They built a raised gravel area to park their planes when the nearby Chehalis and Newaukum rivers get over filled because of the weather, as they did on December 3rd. As shown in this picture, this parking took quite a bit of creative maneuvering for 49 aircraft to park on the dry gravel!

2008 NATA AIRPORTS & FBO SYMPOSIUM – MARCH 17TH!

Mark your calendar for the NATA Airports & FBO Symposium scheduled for Monday, March 17, 2008, at the Hyatt Regency in Dallas, Texas, just prior to the 2008 FBO Leadership Conference.

This interactive event will bring attendees face to face with industry experts to discuss hot industry topics and trends, new rulemaking, and other critical issues affecting the business of airports and fixed base operators nationwide.

The event provides a unique opportunity to cultivate lasting professional relationships with your peers, as well as other business and regulatory leaders. Attendees will gain insight into how "the other side" of the airport operates. The symposium's open sessions allow the sharing of best practices information and opinions among colleagues.

Mark your calendar for this important event today!

For more information, including sponsorship opportunities, please contact [Justin Bryant](#).



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CONTINUING EDUCATION

NATA FBO Leadership Conference

March 17-20, 2008

Held during the Aviation Industry Expo in Dallas, TX

Additional Details & Registration Online:

http://www.nata.aero/events/event_detail.jsp?EVENT_ID=1301

General Education Offerings

Accident Prevention via Human Factors Training

May 1, 2008 in Dulles, VA (Near Washington DC)

Additional Details & Registration Online:

http://www.nata.aero/events/event_detail.jsp?EVENT_ID=1581

Advanced Line Service Supervisor Training (ALSST) Seminar

January 22-23, 2008 in Phoenix, AZ

Additional Details & Registration Online:

http://www.nata.aero/events/event_detail.jsp?EVENT_ID=1121

April 29-30, 2008 in Washington, DC

Additional Details & Registration Online:

http://www.nata.aero/events/event_detail.jsp?EVENT_ID=1541

Line Service Supervisor Training Seminar

February 6-7, 2008 in Atlanta, GA

Additional Details & Registration Online:

http://www.nata.aero/events/event_detail.jsp?EVENT_ID=1104

March 16-17, 2008 in Dallas, TX

Additional Details & Registration Online:

http://www.nata.aero/events/event_detail.jsp?EVENT_ID=1542

May 14-15, 2008 in Indianapolis, IN

Additional Details & Registration Online:

http://www.nata.aero/events/event_detail.jsp?EVENT_ID=1543

NATA Safety 1st Trainer Seminar

March 18, 2008 in Dallas, TX

Additional Details & Registration Online:

http://www.nata.aero/events/event_detail.jsp?EVENT_ID=1547

2007/8 Schedules: Aviation Safety and Security Offerings

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

Details online:

http://www.avsaf.org/programs_events.html

Southern California Safety Institute

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

The GW Aviation Institute

Aviation Safety and Security Certificate Program

http://www2.gwu.edu/~aviation/safetyandsecurity/ss_courses.html

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/>



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 1st Professional Line Service Training (PLST) Program in 2000 and expanded with the adoption and implementation of the NATA Safety 1st Management System (SMS) for Ground Operations in 2004. The eToolkit provides continuing education in support of the PLST and SMS programs.



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