



NATA Safety 1st eToolkit

Welcome to the 33rd issue of the NATA Safety 1st eToolkit, our monthly 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.

READ ABOUT NATA's NEW ONLINE 139 FIRE SAFETY TRAINING OPTIONS

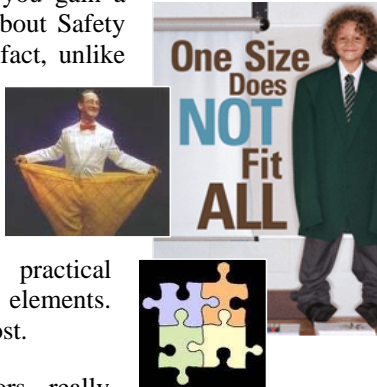
ONE SIZE DOES NOT FIT ALL

By Roger Ramey

Director, Safety, SH&E, Inc. – San Francisco

“I’m stuck. I’ve participated in all eight of the SMS Webcasts and I need help to build my SMS. Wouldn’t it have been easier if they had just given me a SMS manual?”

Does that sound like you? By participating in the NATA Safety1st SMS Webcasts you gain a great deal of knowledge about Safety Management Systems. In fact, unlike most operators within the United States, you are a rare breed. You have something that most do not possess, and that is a solid foundation in the theoretical and practical applications of the SMS elements. You know it better than most.



Surprisingly few operators really understand all of the components of the SMS. And that is why you weren’t given a one-size-fits-all manual. Why not? The answer is obvious of course; one size does not fit all. Every organization is different. When viewed from size, scope of operations, geographical reach, services offered and cultural issues; every organization has differences.

And if a safety program, to be effective and sustainable, reflects, “how things are done around here” – then differences can spell either success or failure. So unless the people, culture and responsibilities align, some other organization’s program will not work for your organization. The journey toward a robust safety program, therefore, must begin with a good hard look at where you are and where you want to go.

Let’s begin this journey by getting ourselves organized. Start by preparing a checklist of the things you will need to do first. For example, on slide 19 of Webcast 1 you will find a list of the components of a SMS. These components include a company safety policy, safety duties/responsibilities, safety focal point, hazard identification, self-disclosure, safety committee, safety communications, accident/incident reporting, safety investigation, accident prevention program, safety data management and a quality system oversight This list will keep you focused and allow you to manage the process more easily. Additionally, the development of your SMS won’t seem so overwhelming when you break it down into smaller pieces.

The next step is to compare where your company is with respect to each of the SMS components on your list. This will require you to review company manuals and documents and possibly interview key personnel in the company. Make lots of notes and observations. If you meet some of the requirements, note it. If you don’t meet the requirements, write that down as well. You don’t have to be too detailed the first time around. Remember you are just trying to get a feel for where you are in the process. This isn’t a test so don’t feel badly if you don’t already have all the components in place. Completing a good “gap analysis” is critical because it tells you where you are and points out what you need to do to develop a robust SMS.

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As you work through your assessment of each component on the checklist, engage your colleagues throughout the process. Remember, you need their help to implement the SMS and once the program is in place, they will be responsible for managing it in their respective departments. Start building teamwork early!

In the next eToolkit, we will discuss what comes next after completing your gap analysis.

For now, don't forget to make use of the information and tools provided to you in the NATA SMS Guidebook and in the Webcast presentations. You are also encouraged to participate in one of the many SMS workshops being offered by NATA around the country. But most important, if you get stuck, please contact a member of your NATA Safety 1st Team to get you back on track right away. The NATA Safety 1st Team members are available to support you as promised. We want you and your company to be successful.

INCIDENT ROUNDUP

- ❑ B-747 After Push back and disconnect from towbar, Captain (on last flight before retirement), proceeded to taxi aircraft and ran over paymover, destroying paymover and No. 3 engine. No injuries except Captain's ego.
- ❑ In two events, two narrow body air carriers were damaged by ground support equipments (beltloaders) during turn around operations.
- ❑ Jetway damaged by arriving aircraft. Jetway was not positioned in clear zone and aircrew proceeded without clearance to final servicing position.
- ❑ Hi-Lift vehicle damaged narrow body aircraft during servicing.
- ❑ Hangar Door Accident - Employees at an airport mourned the loss of a longtime worker who was killed by hangar doors. He was killed when two hangar doors closed in on him without warning. The line service employee was performing routine duties when the accident happened. The door appeared to be functioning normally, and no one had reported any problems with the door. Further investigation will take place to determine the cause of the accident.

- ❑ Tug Accident - A line worker was killed when he was crushed after another worker backed a tug into him when his back was turned. The line worker had worked for the company for approximately six months. The tug that struck the man was not attached to a plane. It was unknown whether he was wearing protective vest and ear gear at the time of the accident.
- ❑ Pushback Incident - The roof of a tug struck the radome of a Boeing McDonnell Douglas DC-9 during push back from the gate. No injuries were reported.

INSURANCE CORNER

We received the following comments from last month's article, "Choose Your Aviation Insurance Broker Wisely." We always appreciate hearing from our readers! Thank you for reading and submitting comments.

I think your publication is first rate and I will forward it to FBO's quite often.

I am a senior aviation insurance broker located about 50 miles SW of Toronto. My firm is active coast to coast.

I suggest that insurance buyers should look for two important items in their broker:

1. Does he have CAIP after his name, or is there a CAIP in his firm? CAIP is the world standard for insurance brokers involved in aviation insurance. "CERTIFIED AVIATION INSURANCE PROFESSIONAL". The second thing to look for is "MEMBER "AIA" This is the recognized World body, and they arrange education programs for those involved in aviation and related fields.
2. I would suggest that everybody involved buy a subscription to a very fine magazine: "AVIATION INSURANCE & RISK MANAGEMENT" go to editors@nextdimensionllc.com or phone 615 435 8330.

As far as quoting any class of insurance, price is a factor, but like those who live by the sword, you can really do your client harm with excessive shopping. The key is great service, and coverage that suits. The commission is earned in full on the expiry date, not inception.

Finally if it is felt that the client is paying too much, then the broker should try convincing the market that the client has a



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good record, with an add on to his marketing plan, and that would be a 5 to 10 year summary of annual premiums paid and claims paid and outstanding. Add up both columns and you have your proof.

I feel that in addition to being an insurance broker, he should be an airplane guy. In our office the West Coast office, the president has an SR20 and I had a BE23. This helps make you part of the group. When you mention things like O-360 you should know that in Cu Inches that is a good size engine. In addition related continuing education especially in the developing classes will allow you not only to keep up with the times, but to counsel your client well in addition.

Bob McIvor, CAIP, Senior Account Manager with PARK AVIATION SERVICES LTD. rmcivor@parkaviation.ca Direct email rgmcivor@sympatico.ca www.parkaviation.ca head office: #380 – 11465 Baynes Road, Pitt Meadows, BC Canada V3Y 2B4 (1 604 526 1890 fax., ph. 1 604 659 3150).

CLARIFYING TRAINING REQUIREMENTS OF 14 CFR 139.321

Adam Coulby
Manager, Education & Training

Understanding the training required by 14 CFR 139.321 can be difficult. If your airport holds a 139 certificate, you are required to abide by this regulation. If your airport does not hold a 139 certificate, it is recommended that you follow these guidelines as a best practice.

One of the main requirements of 139.321 is that **at least one supervisor shall have completed an aviation fuel training course in fire safety that is authorized by the Administrator prior to initiating duties or be enrolled in an approved course that will be completed within 90 days of initiating duties.** As a best practice, NATA recommends having at least one supervisor from each shift complete an approved aviation fuel-training course. Having additional employees complete an approved aviation fuel-training course is always a good practice too. Supervisors completing FAA-approved training courses have the authority to provide on the job training to other employees in the company.

It is important to remember the recurrent training requirements under 14 CFR 139.321. The regulation states, **such an individual shall receive recurrent training at least every 24**

consecutive calendar months. This training must be an aviation fuel-training course in fire safety that is authorized by the Administrator.

The regulation continues on to stipulate that other employees must be trained. The regulation states, **all other employees who fuel aircraft, accept fuel shipments, or otherwise handle fuel shall receive at least initial on-the-job training and recurrent instruction every 24 consecutive calendar months in fire safety from your trained supervisor.**

The FAA and/or airport authority may request to see your fire safety certification. It is very important that training records and certifications be kept on file.

PLST 139 Training - www.nata.aero/plst

The Fire Safety Training required by the FAA in 14 CFR 139.321 can now be completed online through NATA's new Online PLST Program.

Seminar 139 Training - www.139firesafetytraining.com

NATA has also created a special online fire safety training course specifically for seminar participants. You can now complete the fire safety training classroom portion online at your own pace prior to attending. Seminars offering this training can be found at www.nata.aero/events

BITS AND BYTES

NATA Raises Concern With Knoxville Decision To Provide Ground Handling

On April 25, NATA President James K. Coyne sent a letter to the Metropolitan Knoxville Airport Authority Board of Commissioners Chairman regarding the airport authority's acceptance of a feasibility study on the viability of providing underwing services to airlines at McGhee Tyson Airport in Knoxville, Tennessee. The letter expressed NATA's concerns with the airport providing underwing services and encouraged the airport authority to issue a request for proposal (RFP), an invitation for suppliers to submit a proposal to provide services, typically through a bidding process.

The airport authority is interested in providing ramp operations, aircraft marshalling and parking, baggage loading and unloading, cabin cleaning, and other related ancillary services. Currently, the airlines provide these services.

The feasibility study, created by the Masters Group, provides an analysis of the issues and the costs associated with providing underwing services at the airport. In addition to



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having the feasibility study conducted, the airport authority has joined the Aviation Ground Services Association (AGSA).

NATA Members: [View NATA letter to Metropolitan Knoxville Airport Authority Board of Commissioners Chairman.](#)

House Subcommittee Approves Airport Employee Screening Legislation

On April 25, the U.S. House of Representatives Committee on Homeland Security's Sub Committee on Transportation Security and Infrastructure Protection approved legislation that would establish a pilot program to screen all airport employees at a select number of airports across the country. The legislation, H.R. 1413, was introduced by Rep. Nita Lowey (D-NY) in March following the arrest of Comair employees at Orlando International Airport (MCO) for smuggling drugs and weapons aboard a flight bound for Puerto Rico. Subcommittee approved Lowey's legislation via voice vote with an amendment.

The amended legislation would establish a pilot program whereby seven airports of varying sizes would implement programs that would screen all employees with access to the secure and sterile areas of an airport. Employee screening at these airports would be at the same level as passengers entering the terminal. One of the seven airports would screen employees at a level consistent with the government-industry partnership created by the Transportation Security Administration (TSA) on April 20 in which NATA is actively participating.

At the conclusion of the pilot program, which would begin within four months of the bill's passage and last for 180 days, the TSA would be required to submit a report to Congress regarding the results of the program, including the costs of the additional screening and the wait times to clear employees passing through screening checkpoints.

NATA has concerns with the legislation and its potential impact on airline ground services providers and fixed base operators, who could suffer significant logistical and financial hardships if a 100 percent screening mandate was implemented at all commercial-service airports. The association does, however, appreciate the willingness of Rep. Lowey and the leadership of the Committee on Homeland Security to work with industry representatives to evaluate other options during this proposed pilot program.

Sen. Charles Schumer (D-NY) has introduced much stronger legislation, S. 1095, which would require all commercial-

service airports to screen employees with access to the secure area of an airport. Schumer's bill has not yet been scheduled for consideration in the U.S. Senate.

NATA has published an Action Call encouraging members to contact their Senators and Representatives and explain the difficulties associated with a 100 percent screening mandate for all airport employees. The Action Call also includes a form letter for members to download, customize, and send to their elected officials.

NATA members: [Click here to read the Action Call.](#)

Aviation Ground Services Association (AGSA)

According to the American Association of Airport Executives (AAAE), the Aviation Ground Services Association (AGSA) is responding to the growing need, expressed both by airports and airlines, for greater efficiencies and enhanced networking regarding airline ground handling activities (both above and below wing) at airports around the country. Formed late last year, AGSA is chaired by Bruce Carter of Moline, Illinois, and currently has approximately 50 members.

Two key focus areas for AGSA are development and implementation of Web-enabled training for all ground-based service requirements and a procurement program for ground support equipment. Discussions during last week's meeting included the exploration of military surplus procurement programs and the implementation of the same minimum standards applicable to airport tenants for an airport authority planning to provide ground services. The later was actually pushback from several airport tenants at locations where the airport authority is considering providing ground services to the air carriers.

A point raised by a participating small airport authority representative was for the AGSA to develop a closer working relationship with the Transportation Security Administration (TSA) in an effort to develop and implement more effective and efficient security and passenger-screening processes at the lower-tiered airports, those with fewer passenger enplanements.

NATA and AAAE are exploring the possibility and benefits of using NATA's Safety 1st ground handling and security training material and AAAE's Web-enabled information and training delivery infrastructure to support the needed training at the lower-tiered airports. No agreements have been reached to date regarding this possible joint venture opportunity.

COST OF ACCIDENTS

Did you know that the average cost of an eye injury is \$1,463, when you consider all the hidden costs?

Accidents are more expensive than most people realize because of the hidden costs. Some costs are obvious — for example, Workers' Compensation claims which cover medical costs and indemnity payments for an injured or ill worker. These are the direct costs of accidents.

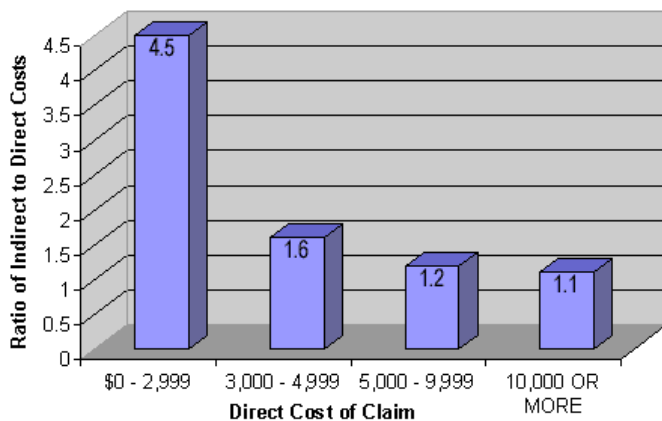


But what about the costs to train and compensate a replacement worker, repair damaged property, investigate the accident and implement corrective action, and to maintain insurance coverage? Even less apparent are the costs related to schedule delays, added administrative time, lower morale, increased absenteeism, and poorer customer relations. These are the indirect costs — costs that aren't so obvious until we take a closer look.

Annual Cost [Here's a quick way to estimate the annual cost of accidents in your workplace.](#)

Studies show that the ratio of indirect costs to direct costs varies widely, from a high of 20:1 to a low of 1:1. OSHA's approach is shown here and says that the lower the direct costs of an accident, the higher the ratio of indirect to direct costs.

OSHA's Ratio of Indirect to Direct Costs



Source: Business Roundtable, *Improving Construction Safety Performance: A Construction Industry Cost Effectiveness Project Report*, Report A-3, January, 1982.

The more accidents that occur in a workplace, the higher the

costs – both in increased insurance premiums and greater indirect costs.

Coming next month:
Reducing the costs of accidents

MEMBER TO MEMBER RESPONSES

In the April 17, 2007 NATA Safety 1st eToolkit, a fellow reader posed a question to the group. We received several answers and wanted to publish them. Your comments help our industry a great deal. Thank you for reading and responding!

The question was:

Q. Please poll our members to determine the use of reflective safety vests? I would like to know what type vest they are using, such as Class I, Class II or Class III. Also please include policies regarding who is required to wear them and when.

The responses received:

A. Our PPE policy requires that all employees wear high visibility vest while working on the ramp. We do not have a requirement on which ANSI Class our high visibility vests are. I've done some research and found the following:

ANSI/ISEA 107-2004

There are three classes of garments specified in the standard that are based on the wearer's activities.

Class 3: These garments provide the highest level of conspicuity for workers. These are for workers with high task loads in a wide range of weather conditions where traffic exceeds 50 mph. The standard "recommends these garments for all roadway construction personnel, vehicle operators, utility workers, survey crews, emergency responders, railway workers and accident site investigators".



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Class 2: These garments are for workers who work near roadways where traffic exceeds 25 mph and need greater visibility in inclement weather. Workers who would typically wear these garments are: railway workers, school crossing guards, parking and toll gate personnel, airport ground crews and law enforcement personnel directing traffic.

Class 1: These garments are worn by workers where traffic does not exceed 25 mph and there is ample separation from the traffic. These workers typically are parking service attendants, warehouse workers in equipment traffic, shopping cart retrievers and those doing sidewalk maintenance.

...Class 2 would be appropriate on most ramps.

A. ...The other issue that comes up regarding Reflective Vests is Static Conductivity...

Many Reflective Garments are constructed of materials that are not recommended when working with flammable liquids.

We are working with...safety apparel companies to offer materials treated with flame retardant chemicals or to incorporate Graphite fibers that dissipate any static charge.

A. ... Our company uses Class II vests for all employees exposed to traffic (aircraft & vehicular) IAW MN OSHA & ANSI/ISEA 107-1999 Standards.

A. ...We're a corporate ramp op, not a busy FBO or other commercial-use facility. We use a safety vest on our marshaller only, 24/7, supplemented by wands at night, not the techs doing the wing walking. Occasionally we'll transfer pax from one a/c to another or put them into ground transportation from an a/c, but 99% of our ramp activity is single a/c arrival or departure ops with no pax. We use Occulux's LUX-SSG2TZ Class 2 on a very well lit ramp.

I believe in the need to visually separate the marshaller from the wingwalkers for the benefit of the person operating the a/c. Considering the flight crew is seeking out their parking spot/marshaller well in advance of actually approaching the parking spot, I maintain that vesting the wingwalkers as well as the marshaller muddies the safety water. The wing walkers are there to signal the marshaller, not the flight crew – the marshaller has the point in communicating to the flight crew. The wing walkers are giving the thumbs up to the marshaller who in turn is giving signals to the crew. So here, only the marshaller wears a vest.

It is still not too late to respond to this question. If you have any additional input, please send your responses to Safety1st@nata.aero or by FAX: (703) 845-0396. Your input will be anonymously shared in an upcoming issue of NATA's eToolkit. Thank you for taking the time to share your practices with others.



AIR CHARTER SUMMIT

NATA 2007

June 27-29, 2007

Lansdowne Resort • Leesburg, Virginia

This first-of-its-kind event, co-sponsored by the Federal Aviation Administration (FAA), will cover a wide array of regulatory, legislative and business issues unique to the Part 135 on-demand air charter industry.

Preliminary Schedule of Events

Wednesday, June 27							
7:00 a.m. - 11:30 a.m. & 11:30 a.m. - 4:00 p.m.	President's Golf Tournament						
1:00 p.m. - 5:30 p.m.	FAA, TSA & NTSB Center Tours						
6:30 p.m. - 9:00 p.m.	Welcome BBQ						
Thursday, June 28							
7:30 a.m. - 8:00 a.m.	Continental Breakfast						
8:00 a.m. - 9:00 a.m.	Welcome and Keynote Speaker James K. Coyne, President National Air Transportation Association Christopher Buckley Author, <i>Thank You For Not Smoking & "What's Your Tail Number?"</i>						
9:20 a.m. - 11:00 a.m.	FAA Regulatory Review <i>Sponsored by the Federal Aviation Administration</i> <table border="1" data-bbox="402 1528 1523 1759"> <tr> <td>Nicholas Sabatini Associate Administrator for Safety Federal Aviation Administration</td> <td>Hooper Harris Manager Commuter, On-Demand, and Training Center Branch Federal Aviation Administration</td> </tr> <tr> <td>James J. Ballough Director Flight Standards Service Federal Aviation Administration</td> <td></td> </tr> </table> <p><i>An introduction to NATA's "In Compliance Check" Software provided by</i></p> <table border="1" data-bbox="402 1864 1523 1948"> <tr> <td>Dennis Keith President & CEO Jet Solutions, LLC</td> <td>David W. Almy Vice President, Membership, Marketing & Communications National Air Transportation Association</td> </tr> </table>	Nicholas Sabatini Associate Administrator for Safety Federal Aviation Administration	Hooper Harris Manager Commuter, On-Demand, and Training Center Branch Federal Aviation Administration	James J. Ballough Director Flight Standards Service Federal Aviation Administration		Dennis Keith President & CEO Jet Solutions, LLC	David W. Almy Vice President, Membership, Marketing & Communications National Air Transportation Association
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11:15 a.m. - 12:00 p.m.	<p>Charter Brokering: Is A New Regulation In The Future? Sponsorship Opportunity Available</p> <table border="0"> <tr> <td data-bbox="412 170 1068 275">Dayton Lehman Deputy Assistant General Counsel Aviation Enforcement & Proceedings Department of Transportation</td> <td data-bbox="1081 170 1523 275">Kent Jackson Partner Jackson, Wade & Blanck</td> </tr> <tr> <td data-bbox="412 285 1068 390">Joseph Conte Operations Law Manager Regulations Division Federal Aviation Administration</td> <td data-bbox="1081 285 1523 390">Andy Priester President Priester Aviation, LLC</td> </tr> </table>	Dayton Lehman Deputy Assistant General Counsel Aviation Enforcement & Proceedings Department of Transportation	Kent Jackson Partner Jackson, Wade & Blanck	Joseph Conte Operations Law Manager Regulations Division Federal Aviation Administration	Andy Priester President Priester Aviation, LLC
Dayton Lehman Deputy Assistant General Counsel Aviation Enforcement & Proceedings Department of Transportation	Kent Jackson Partner Jackson, Wade & Blanck				
Joseph Conte Operations Law Manager Regulations Division Federal Aviation Administration	Andy Priester President Priester Aviation, LLC				
1:15 p.m. - 2:15 p.m.	<p>International Operations: Expect the Unexpected</p> <p>David Rimmer Senior Vice President Excelaire Service, Inc.</p>				
2:45 p.m. - 3:45 p.m.	<p>Turbulence Ahead? Forecasting The Financial Prospects For Air Charter</p>				
4:00 p.m. - 5:00 p.m.	<p>TSA Charter Security Briefing <i>(This is a special session open only to persons employed by a TFSSP air carrier with full access to that program.)</i></p> <p>Lon Siro Branch Chief Charter and Air Cargo Operations Transportation Sector Network Management Transportation Security Administration.</p>				
<p>Friday, June 29</p>					
7:30 a.m. - 9:00 a.m.	<p>Optimizing Vendor Relations (Includes Breakfast)</p> <table border="0"> <tr> <td data-bbox="412 947 857 1020">James Christiansen President NetJets Aviation</td> <td data-bbox="870 947 1523 1020">David W. Gross Vice President of Operations Bombardier Flexjet</td> </tr> <tr> <td data-bbox="412 1031 857 1104">Steve Hankin President and COO Jet Direct - Sentient</td> <td data-bbox="870 1031 1523 1104">James P. Miller Executive Vice President Flight Options</td> </tr> </table>	James Christiansen President NetJets Aviation	David W. Gross Vice President of Operations Bombardier Flexjet	Steve Hankin President and COO Jet Direct - Sentient	James P. Miller Executive Vice President Flight Options
James Christiansen President NetJets Aviation	David W. Gross Vice President of Operations Bombardier Flexjet				
Steve Hankin President and COO Jet Direct - Sentient	James P. Miller Executive Vice President Flight Options				
9:20 a.m. - 10:20 a.m.	<p>The Impact Of FAA Reauthorization On Air Charter</p> <p>James K. Coyne President National Air Transportation Association</p>				
10:45 a.m. - 11:45 p.m.	<p>Charter Safety Under A Microscope...Is the Industry Prepared?</p> <table border="0"> <tr> <td data-bbox="412 1346 1019 1451">Robert Hager NBC Nightly News</td> <td data-bbox="1032 1346 1523 1451">James J. Ballough Director Flight Standards Service Federal Aviation Administration</td> </tr> <tr> <td data-bbox="412 1461 1019 1535">James K. Coyne President National Air Transportation Association</td> <td></td> </tr> </table>	Robert Hager NBC Nightly News	James J. Ballough Director Flight Standards Service Federal Aviation Administration	James K. Coyne President National Air Transportation Association	
Robert Hager NBC Nightly News	James J. Ballough Director Flight Standards Service Federal Aviation Administration				
James K. Coyne President National Air Transportation Association					
12:00 p.m. - 1:00 p.m.	<p>Air Charter Safety Foundation - Informational Lunch</p>				
1:30 p.m.	<p>Air Charter Safety Foundation - Board of Governors Initial Meeting</p>				

The 2007 NATA Air Charter Summit is co-sponsored by:





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CONTINUING EDUCATION

NATA Air Charter Summit

June 27th –29th, 2007

at the Landsdowne Resort in Leesburg, VA

Additional Details & Registration Online:

[http://www.nata.aero/events/event_detail.jsp?](http://www.nata.aero/events/event_detail.jsp?EVENT_ID=1281)

[EVENT_ID=1281](http://www.nata.aero/events/event_detail.jsp?EVENT_ID=1281)

General Education Offerings

Financial Management Tools and Techniques for Aviation Service Businesses

May 21 & 22, 2007 in Houston, TX

October 1 & 2, 2007 in Windsor Locks, CT

Additional Details & Registration Online:

Houston: [http://www.nata.aero/events/event_detail.jsp?](http://www.nata.aero/events/event_detail.jsp?EVENT_ID=1121)

[EVENT_ID=1121](http://www.nata.aero/events/event_detail.jsp?EVENT_ID=1121)

Windsor Locks: [http://www.nata.aero/events/event_detail.jsp?](http://www.nata.aero/events/event_detail.jsp?EVENT_ID=1122)

[EVENT_ID=1122](http://www.nata.aero/events/event_detail.jsp?EVENT_ID=1122)

Line Service Supervisor Training Seminar June 12 & 13, 2007 in Tampa, FL

Additional Details & Registration Online:

[http://www.nata.aero/events/event_detail.jsp?](http://www.nata.aero/events/event_detail.jsp?EVENT_ID=1103)

[EVENT_ID=1103](http://www.nata.aero/events/event_detail.jsp?EVENT_ID=1103)

2007 Schedules: Aviation Safety and Security Offerings

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

Website: http://www.avsaf.org/case/programs_events.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

Transportation Safety Institute

Website: <http://www.tsi.dot.gov/divisions/Aviation/aviation.htm>

University of Southern California

Aviation Safety and Security Program

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

SH&E

The NATA Safety 1st *eToolkit* is brought to you by NATA Safety 1st SMS and SH&E. SH&E is the leading expert in safety and operational integrity evaluations and safety management consulting. SH&E has developed a proprietary evaluation methodology, called Safety Architecture, which is unique within the industry as it focuses on systemic surveillance and process evaluation. This is a systems and controls look at how an operator manages those technical functions that support aviation operations.

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

Order Form

NATA Safety 1st[®] Management System (SMS) for Ground



4226 King Street
Alexandria, VA 22302
(703) 845-9000
Fax: (703) 845-0396

Yes, we want to sign up for the NATA SMS for Ground! We understand the following will be included in the price of our participation in the SMS:

- ▶ SMS Guide
- ▶ SMS Webcast Tutorials
- ▶ SMS Consultation by Telephone or email
- ▶ SMS Secure, Online Event Reporting Form
- ▶ SMS Monthly Online Newsletter
- ▶ SMS Root Cause Analysis

Contact Information (please print legibly)

CEO/Owner _____ Email _____

Safety Coordinator _____ Email _____

Company _____

Street Address _____

City _____ State _____ Zip _____

Phone _____ Fax _____ Email _____

Pricing

The prices below reflect the total number of employees at your facility. This number should include all you FBO locations. Please note that we will correspond with one Safety Coordinator per company and will require additional company information once established in the program. Please check appropriate box below.

- \$600 for NATA Safety 1st participants / NATA Members with 0-50 employees
- \$1,200 for NATA Safety 1st participants / NATA Members with 51-150 employees
- \$1,800 for NATA Safety 1st participants / NATA Members with more than 150 employees

Payment

Check enclosed (Please make payable to Aviation Training Institute, LLC.)

Please charge my MasterCard Visa American Express

Credit card number _____ Expiration _____

Signature _____ Name on card _____

Fax to (703) 845-8176 or mail to NATA Safety 1st[®] SMS, 4226 King Street, Alexandria, VA 22302

Agreement

I understand as CEO/Manager of this facility, Safety is our #1 priority. As such, the authority and responsibility to implement this program is placed with me. I will provide the resources necessary to ensure the safety of our customers, their equipment, our employees and the environment in our daily operations

Signed this date _____ CEO/Owner Signature _____