


 


General Aviation Ramp Safety

NATA Safety 1st & Operational Best Practices





Civilian Pilot Training Program
December 27, 1938






Civilian Pilot Training Program

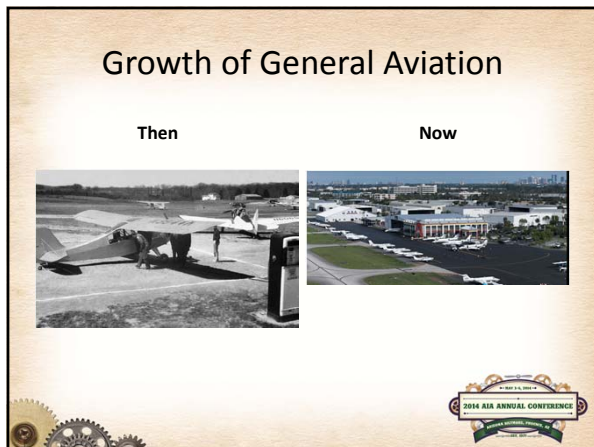
Student, Instructor, and Piper Cubs Students & a Waco UPF-7













NATA's Current Membership

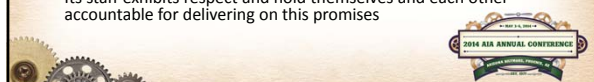
- FBO's
- Air Charter
- Maintenance Facilities
- Flight Training
- Misc. Service Companies
- Airports
- Associate Members



Organizational Values

NATA:

- Is passionate about the industry and making a difference
- Offers genuine value and relevance to all stakeholders
- Represents knowledge, expertise and competence
- Acts with integrity, impartiality and fairness
- Operates in a creative, nimble, flexible and responsive manner
- Its staff exhibits respect and hold themselves and each other accountable for delivering on this promises



Mission

To empower our members to be safe and successful aviation businesses







NATA Safety 1st



A Bit of History

- 1980's AMR Combs PLST
- 1990's PLST Transitions to Video
- 2000 – NATA Purchases and Upgrades PLST – The Birth of Safety 1st
- 2008 Online PLST Released
- 2008 - 2012 – New Safety 1st Programs Complementing PLST Released



PLST By The Numbers

- 770 – The number of companies participating in Safety 1st programs
- 7100 – The number of students certified by Safety 1st PLST today!
- >16,000 – The number of students that have participated in Safety 1st online programs!



Programs

- PLST – Initial/ Recurrent
- Supervisor Online
- Supplemental Modules
 - CSSS
 - Deicing
 - OSHA
- Seminars
- Ground Audit
- Member Resources

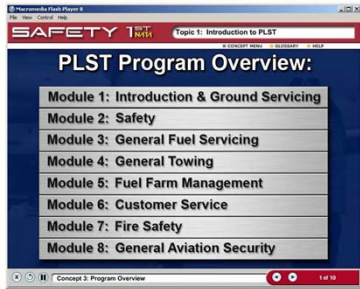


Professional Line Service Training Program

A screenshot of a presentation slide from a software application. The slide is titled "Purpose of PLST:" and lists three bullet points: "Introduce you to the Line Service Specialist job", "Gain the knowledge and skills required to perform your job safely, responsibly and effectively", and "Refresh and review your Line Service Specialist skills". The slide also features two small images: one of a person in a yellow safety vest working on an aircraft, and another of a person in a red shirt working on a document. The presentation software interface includes a title bar, a navigation bar, and a status bar.



Professional Line Service Training Program



More than just videos!

- Interactive experience
- Hands-on training
- Practical Exams





Safety 1st PLST

Course	Enr	Status	Completion Date	Time	Score
Subtopic: Line Servicing 101010					
Introduction to PLST	01/29/2012	Complete	04/28/2008	00:02:05	-
General Aviation Industry	01/29/2012	Complete	04/23/2008	00:11:38	-
Customer Service of Line Service Specialist	01/29/2012	Complete	04/23/2008	00:09:18	-
Aviation Operations Terminology	01/29/2012	Complete	04/23/2008	00:19:28	-
General Terminology	01/29/2012	Complete	03/12/2008	00:03:42	-
General Terminology	01/29/2012	Complete	01/12/2008	00:21:14	-
EXAMINATION - Introduction	01/29/2012	Incomplete	12/02/2009	00:02:15	48
Practical Exams - Other Ground Service Equipment Procedures	01/29/2012	Complete	02/23/2008	-	100
Introduction to Safety	01/29/2012	Complete	04/16/2008	00:05:36	-
Introduction to Safety	01/29/2012	Complete	04/24/2008	00:12:38	-
Personal Safety and Servicing Damages	01/29/2012	Complete	04/16/2008	00:16:35	-



Training Resources

- Trainers Guide
- Fire Safety Manual
- PLST .pdf Files



Supervisor Online

- Online Delivery
 - 7 online modules
 - Supervision
 - Training Management
 - Fire Safety
 - Refueler Safety
 - Hazard Communication
 - Personal Protective Equipment
 - Fire Prevention & Evacuation
 - Hands-on training



Supplementary Online Programs

- Customer Service, Safety and Security
- Deicing
- OSHA



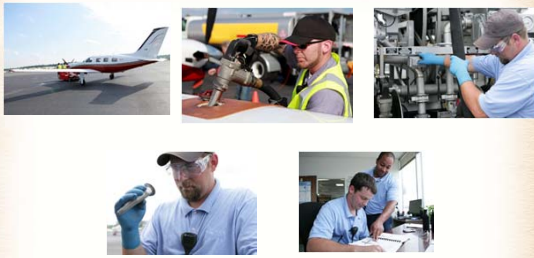
Aircraft Ground Service Online (AGSO)

- Approx. 250 airplanes listed

- Picture of plane
- Fuel & Oil Types
- Dimensions
- Videos



Ramp Safety




The Reality of the Caveman

- Risk vs. Reward
- To whom is the risk allocated?
- Absent proper direction even high performing employees will resort to the reality of the caveman




The Truth of Socks & Shoes!





What is an SOP?

- A decision on how best to perform a task
 - Increase efficiency
 - Decrease Risk
- May involve tradeoffs
- *The decision will be made – Make sure it is made by you.*



Developing an SOP

- It is not a turnkey solution
- Involve others
 - Staff
 - Industry colleagues
 - Never compete on safety
- Make the decision and then stick to it!






Implementing your SOP

- Train, train, train!
- Explain the rationale
 - It is all in how you sell it
- Monitor & enforce compliance





Don't stop there!

- Regularly review and revise your SOPs
- Create a process where staff can input ideas
 - Create ownership




NATA Safety 1st Operational Best Practices

- Created by the NATA Safety 1st Committee
 - Formerly the Safety & Security Committee
- Designed to be the minimum standard for safety
 - You still have to make the decision
- All 34 OBPs are available on www.nata.aero






OBP Topics

- [OBP-1 Safety Management System](#)
- [OBP-2 Safety Committee](#)
- [OBP-3 Vehicle Seats](#)
- [OBP-4 50/10 Circle of Safety](#)
- [OBP-5 Propeller Handling](#)
- [OBP-6 Chock Aircraft in Hangars](#)
- [OBP-7 Safety Cones](#)
- [OBP-8 Securing Aircraft](#)
- [OBP-9 GA Aircraft Towing](#)
- [OBP-10 Foreign Object Damage \(FOD\) Prevention](#)
- [OBP-11 Cell Phone/Media Device Use in Working Areas](#)
- [OBP-12 Motorized/Mobile Equipment Checklist](#)
- [OBP-13 Adverse Weather Monitoring](#)
- [OBP-14 High Winds](#)
- [OBP-15 Thunderstorms](#)
- [OBP-16 Refueler Preventive Maintenance](#)
- [OBP-17 Walking Working Surfaces Fall Protection](#)



OBP Topics


- [OBP-18 Equipment Safety Checks](#)
- [OBP-19-30 Daily Equipment Checks](#)
- [OBP-31 Wearing Of Reflective Gear](#)
- [OBP-32 Hangar Towing And Stacking](#)
- [OBP-33 Safety Zone](#)
- [OBP-34 Ground Deicing Anti-Icing](#)

OBP Structure

- Purpose
- Policy Responsibility
- Policy
- PPE


All OBP are in Word format



OBP 2 – Safety Committee


- Requires the establishment of a company wide safety committee

- Outlines roles and process for that committee
 - Membership
 - Meetings
 - Authority (Spending)
 - Records



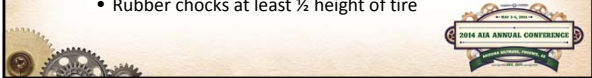
OBP 4 – 50/10 Circle of Safety

- Procedure for operating mobile equipment around aircraft
- 50' Circle – All vehicles must come to a complete stop
- 10' circle – no unnecessary operations within the 10' circle
 - Necessary operations may only be conducted with a spotter.



OBP 6 – Chock Aircraft In Hangars

- Governs proper use of chocks in an aircraft hangar
- Mandates the use of rubber chocks (anti-slip)
- Main gear should be chocked
- Chock size by aircraft size
 - Over 12,500lbs
 - 6 inch 6-8 lbs rubber chocks
 - Under 12,500 lbs
 - Rubber chocks at least ¼ height of tire



OBP 11 – Cell Phone/Media Devices Use in Working Areas

- Identifies cell phones and other media devices as potential hazards to safe operations
- Prohibits the use of personal cell phones or media devices during work
- Establishes policies for the use of work related cell phones/media devices
- References NFPA 407 standard for communications devices used near fueling operations
 - Class 1, Division 1, Group D – Explosion proof



OBP 33 – Safety Zones



- Establishes a 5' buffer around the interior of a hangar for aircraft storage
 - Red stripe should be painted on hangar floor
 - Stripe should be 5' from walls or any other permanent fixture (stairwell, storage area, etc)
- No portion of an aircraft may extend into the Safety Zone (including elevated stairs)

Note: OBP 9 (aircraft towing) prohibits overlapping aircraft structures in hangars







It is all about training!
(or the lack of it)





Training

- Our goal is to use training effectively
 - Transfer knowledge
 - Build skill
 - Create positive habits
- Why focus on training effectively
 - Increased safety
 - Increased efficiency
 - Better customer service
 - Increased employee morale



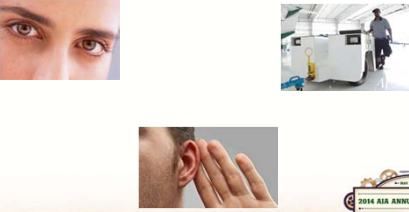


Training is about the trainee!



How do you learn?



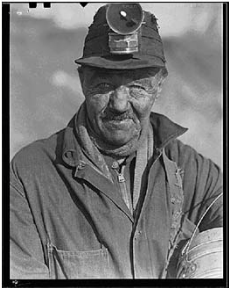
Training is most effective when it hits all three modalities



Train Your Trainers!



Don't forget about the grizzled veterans



NATA Safety 1st
Ground Audit Standard



Ground Audit Beginning

- Members companies approached NATA Safety 1st asking for assistance
- Safety & Security Committee comprised of
 - On-demand charter operators
 - Large & small FBOs
 - Insurance
 - Fuel companies
- Launched in January 2012



Ground Audit Objectives

- Create a consistent operational safety standard for FBOs while increasing overall safety.
- Achieve a standardized and consistent audit product acceptable to:
 - On-demand air charter operators
 - Business aircraft operators
 - Other ground handling facilities

