

Aviation Human Factors Industry News

Volume V. Issue 16, June 26, 2009



Hello all,

In this weeks edition of *Aviation Human Factors Industry News* you will read the following stories:

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★Fall Proves Fatal To FAA Employee

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★IATA SAFETY REPORT – 2008

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★NTSB Expands Release of Accident Investigation Public Dockets Available on Website Beginning June 1

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Ramp design error a setback for remodeled airport

With major construction at the Medford airport in its final phases, airport are trying to figure out **how to work around** a jet ramp that **no longer matches** up with the passenger terminal. The mechanical ramp that connects jets to the building is about **three feet too tall** for the new terminal and will either have to be retrofitted or sold in order to purchase a ramp that will work.



"It was a little bit of a setback," said Airport Director Bern Case.

He said there was a **design error** that didn't take into account the height of the old ramp. The airport is working with the manufacturer to see whether there is some way to modify it, Case said.

In any event, the jet ramp **can't be used** at this point because the old terminal is in the way, he said. The jet ramp allows passengers to load and unload directly from the plane into the terminal, rather than using stairs and walking across the tarmac.

Case said a replacement jet ramp that is the right height would cost about \$750,000. The airport could sell its existing ramp for as much as \$200,000 and use the funds to purchase a less-expensive, manually powered ramp, he said.

Fall Proves Fatal To FAA Employee

Safety Requirements A Longstanding Issue

The Palm Beach Sheriffs Office and FAA authorities continue to investigate the death of a Federal Aviation Administration employee **who fell to his death** recently while working on a tower at Palm Beach Airport. The

employee fell sometime after 1100 from a decommissioned radar antenna at the airport.

The employee's job was to install and maintain FAA equipment at Palm Airport. Safety of tower climbers has been a matter of concern for several months, according to minutes taken at the FAA's Southern Region Occupational Safety, Health, and Environmental Compliance Committee. At the February 25th meeting this year, Engineering Services Representative Steve Hardee gave a presentation about the "two person" rule and the creation of a national fall protection standard.

The rules would require two people for all climbs, that they all be First Aid and CPR trained, and that one be rescue trained for climbs that are off the safety ladder system and on towers over 100 feet tall. The committee recommended that both climbers be rescue trained.

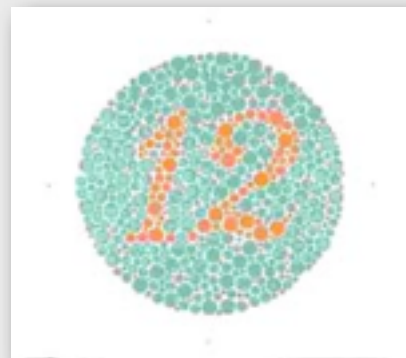
The rules are not yet finalized, and it was recommended that the "corporate impacts regarding staffing this requirement" be discussed with



FMI: https://employees.faa.gov/org/regional_offices/aso/safety/OSHECCOM/meeting_minutes/index.cfm

New Test Would Reduce Color-Blindness Barrier For Pilots. Then what about Technicians?

Using new tests that have been developed by researchers in London, 35 percent of pilot applicants who now fail color-blindness exams would pass, the UK's Civil Aviation Authority said recently. "The CAA intends to this internationally with a view to gaining acceptance of the [new] test and its incorporation in worldwide medical standards for pilots," said Dr. Sally Evans, chief medical



officer at the CAA. The research, which was **co-sponsored by the FAA**, was conducted at City University London.

Under current guidelines, pilot applicants with minimal color deficiencies will often fail traditional tests, the CAA said. However, researchers found that some of these individuals may be **able to perform safety critical tasks** just as well as those with normal color vision. About 8 percent of men and fewer than 1 percent of women have some level of color vision deficiency. Current color vision requirements **are open to interpretation** and often vary between countries. The new test developed in London is accurate and thorough, the CAA said.

IATA SAFETY REPORT – 2008

	 Jet	 Turboprop	 Western-built Jet Hull Loss Rate	 Fatal Accidents	 Fatalities
2008	66	43	0.81	23	502
2007	57	43	0.75	20	692

Looking Back at Last Year's Accidents

The recently released 45th Edition of the Safety Report contains **in-depth analysis** of the year 2008 accidents. It focuses on current issues such as runway excursions, Controlled Flight into Terrain (CFIT), loss of control in-flight and tail strikes. Here is a look at last year's accidents in comparison to the previous year.

Runway Excursions Top the List

Runway excursions were the most frequent type of accident in 2008, accounting for 25% of accidents. Over half of runway excursions resulted in a hull loss and less than 15% of them involved fatalities. Flight crew **handling errors**, deficient airport facilities and **aircraft malfunctions** were among the top **contributing factors** in this type of accident.

IATA will launch the [Runway Excursion Risk Reduction Toolkit](#) in 2009, which will address runway excursions.

[Safety Management Deficiencies Cited in Accidents](#)

In almost a third of accidents last year, [deficient airline safety management](#) was noted as a contributing factor. This includes deficiencies with regards to the airline's safety policies and objectives, risk management, safety assurance and safety promotion. The majority of accidents involving deficiencies in the [airline's safety management](#) also implicated deficient regulatory oversight by the regulatory authorities.

IATA will deliver new guidance material on [Safety Management System \(SMS\)](#) implementation in September and continue to assist airlines with SMS implementation at an individual and a regional level.

Special price for 45th Edition

IATA Safety Report is now available at a special price of USD 150.00 (for member airlines). Obtain a copy of the Safety Report at this new low price (insert link) (http://www.iata.org/ps/publications/safety_report.htm)

[Engine on Navy E-6 sets military aviation record](#)

Strategic Communications Wing ONE is celebrating a military aviation record after one of its [CFM56 engines logged 19,655 hours](#) on an E-6 aircraft before its first removal.

Navy leadership and representatives of CFM International, the engine's manufacturer, marked the milestone recently with a ceremony at Tinker Air Force Base.



“I’m not sure if the original developers of this engine knew the many years of service that their creation would yield,” said Rear Admiral Mark Skinner, program executive officer of Tactical Aircraft Programs, “but I do know that this piece of stellar engineering coupled with a **solid maintenance program by outstanding maintenance technicians** ... has resulted in this engine serving the fleet for the last **20 years.**”

Previously, the record number of hours flown by an engine before removal stood at 15,000. “This is an incredible accomplishment,” said Capt. Dwight Shepherd, commander of Strategic Communications Wing ONE. “This was truly a **team effort** between the (Oklahoma City Air Logistics Center), the wing and our contractors.”

The Berlin Wall was still standing and the first GPS satellites were being launched when the record-breaking engine, a CFM56-2A-2, was produced, said CFM International President Eric Bachelet. Most of the team members who removed the engine were just learning to walk or **entering preschool** when it was placed on wing.

The engine’s 19,655 hours on wing equates to more than **six million miles traveled**, enough to circumnavigate the earth more than 250 times. The engine was **maintained regularly** while remaining on the aircraft. The most recent maintenance required the engine to be removed.

“The time on wing and reliability achieved are testaments to the **excellent job accomplished** by all those men and women of the Navy who deal with the engines, the crews who fly them, **the mechanics who maintain them**, and the program office in charge of managing all the support,” Mr. Bachelet said.

The engine manufacturer, CFM International, is a 50/50 joint company of General Electric and Snecma of France.

NTSB Expands Release of Accident Investigation Public Dockets Available on Website Beginning June 1

The National Transportation Safety Board today announced that it will to **release all accident investigation public dockets** to the NTSB website... beginning June 1, 2009, in accordance with the NTSB Freedom of Information Act (FOIA) Improvement Plan.

This effort serves to further bring the Safety Board **into compliance** with a number of legislative and executive mandates aimed at improving the U.S. government's use of electronic media to foster a more open and transparent government.

In order to access the NTSB's public docket, interested website visitors may visit the FOIA Electronic Reading Room on the NTSB website and select the list of dockets that are organized by transportation mode. The link to the list of public dockets may be found here:



http://www.nts.gov/Info/foia_fri-dockets.htm

Farewell to Joint Aviation Authorities (JAA)

Last Week the **Joint Aviation Authorities** held their Farewell event to conclude 40 years of serving European civil aviation. The official closing date is 30 June 2009. JAAs mission to improve overall civil aviation safety by establishing uniform rules and regulations, and harmonization with parties outside of Europe, will be continued by the **European Aviation Safety Agency (EASA)** which is located in Cologne, Germany.



In his speech Mr Rob van Lint, Deputy Inspector-General for Transport and Water Management, addressed the importance of aviation safety and JAAs role in the past years. The Dutch Government was particularly proud of having the JAA based in The Netherlands and will continue to support JAA-TO, which remains in Hoofddorp.

This is the best I have ever heard on “life explained”!

TWO WOLVES

One evening an old Cherokee Indian told his grandson about a **battle** that goes on inside people. He said, "My son, the battle is between the **two wolves** inside us all.

"One is Evil - It is anger, envy, jealousy, sorrow, regret, greed, arrogance, self-pity, guilt, resentment, inferiority, lies, false pride, superiority, and ego.

"The other is Good - It is joy, peace, love, hope, serenity, humility, kindness, benevolence, empathy, generosity, truth, compassion and faith."

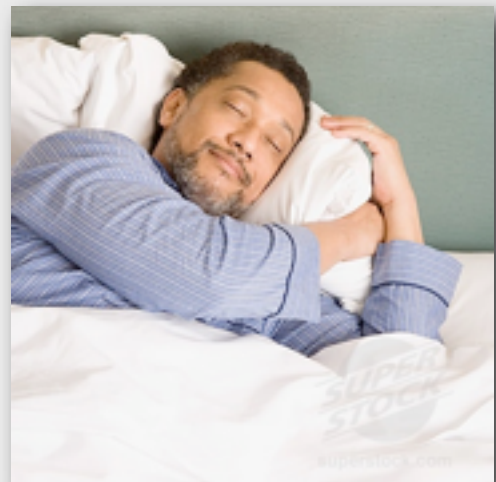
The grandson thought about it for a minute and then asked his grandfather: "Which wolf wins?"

The old Cherokee simply replied, **"The one that you feed."**



What Kind of Sleeper Are You?

Do you ever look at the person driving the car next to yours or the person sitting on the subway next to you and wonder **"what kind of sleeper is he/she?"** Probably not. But what if you could determine even more about a by just a little about his/her sleep habits. Using data derived from the answers to the 2005 Sleep in America poll, the **National Sleep Foundation** found five clusters or "sleep personality" types. The commonalities are based on sleep habits and more than 40 other



factors including age, marital status, gender, employment status, diagnosed medical conditions, how often they feel tired/fatigued/not up to par, and the amount of caffeinated beverages consumed daily.

Personalities were grouped into the following:

* **Healthy, Lively Larks:** You almost always get the sleep you need and you almost never feel tired or fatigued. You are younger than the other groups, often married or partnered and working full time. You consider yourself a morning person who is not diagnosed with a medical condition.

* **Sleep Savvy Seniors:** You are the most mature of the five groups (average age 60), about half are 65 or older. As a sleep savvy senior, you get the most sleep of any group, averaging **7.3 hours/night compared to 6.8 overall**. Although many Sleep Savvy Seniors have been diagnosed with at least one medical condition, you do not feel you have a sleep problem, and you are less likely than other groups to be at risk for any sleep disorder.

* **Dragging Duos:** Dragging Duos are most likely to be partnered and employed, working more than 40 hours a week, and often doing job-related work within an hour of going to bed. As an early riser, you are nearly twice as likely as the other groups to get less sleep than you need to function at your best. More than one-third of Dragging Duos say they feel tired/fatigued at least three days each week.

* **Overworked, Overweight and Over caffeinated:** As an evening person or "owl" who is employed, you have the longest work week of all the groups, and you are least likely to work regular day shifts. You sleep less than other groups but nap more, with two-thirds taking two or more naps each week. You feel like you need fewer hours of sleep each night to function at your best compared to the other groups and you believe you get as much or more sleep than you need.

* **Sleepless and Missin' the Kissin':** Your group has the largest proportion of "owls" and people who think they have a sleep problem or a symptom of insomnia. You are the least likely to say you frequently get a good night's sleep. Nearly one-half of your group feels they are getting less sleep than they need, and the same number says they usually feel tired/fatigued.

Read the study abstract: <http://pediatrics.aappublications.org/cgi/content/abstract/123/6/e1005>

Picture This!

Going nowhere in a hurry but those flashing lights are impressive.

