



Aviation Human Factors Industry News

May 08, 2007

Vol. III, Issue 15

2007 HF Symposium



19th FAA/ATA International Symposium

Human Factors

Maintenance and Ramp Safety

The 19th FAA/ATA International Symposium on Human Factors in Maintenance and Ramp Safety

September 5-6, 2007

Evening "Kick-Off" Reception on September 4, 2007

Hyatt Regency Orlando International Airport Hotel
Orlando, Florida, USA

The 19th FAA/ATA International Symposium enables industry leaders to meet and discuss pertinent maintenance and ramp human factors (HF) issues, methodologies, and safety. This educational symposium draws participants from the world's HF experts, regulatory authorities, and airlines.

Symposium Goals:

- Invigorate attention to the value of addressing human factors in the maintenance and ramp environments

- Provide proven solutions that can be shared in both the maintenance and ramp environments
- Address human factor issues where services are shared by operators and contract service providers
- Assimilate the growing international collective wisdom on human factors in aviation
- Discuss methods to ensure regulatory compliance and high quality in all technical work
- Showcase FAA and industry policy, projects, and management commitment to better understanding in the maintenance and ramp environments

Program for HF Symposium

Registration for the 19th FAA/ATA International Symposium on Human Factors in Maintenance and Ramp Operations begins at 3:00 p.m. on Tuesday, September 4, 2007, followed by a "Kick-Off Reception" at 5:30 p.m. [Click here](#) to view the entire program for the FAA/ATA Human Factors Symposium.

[NTSB's Rosenker Repeats Call For Improved Runway Safety](#)

[Cites Tenerife Accident Before AAE Conference](#)

National Transportation Safety Board Chairman Mark V. Rosenker told a gathering of airport executives that **prompt action is needed to prevent potentially catastrophic accidents on the nation's runways.**



Speaking at a conference on new developments in airport technology -- jointly hosted by the American Association of Airport Executives and the FAA in Atlantic City, NJ -- **Rosenker noted that the worst accident in aviation history was a runway collision that cost 583 lives on the island of Tenerife... and that the number of serious runway incursions continues to climb.**

Rosenker repeated his **earlier comments regarding several recent near-collisions that were avoided only "through flight crew actions sometimes bordering on the heroic -- along with a lot of luck.** That is not good enough," he said.

Rosenker stated that airport surface operations present some of the most challenging situations for pilots and controllers, and in many cases leave the **least**

room for error. The potential for traffic conflicts, he said, are exacerbated by the numbers of **ground support vehicles, including maintenance vehicles, baggage**

carts, catering trucks, fuel tankers, snow plows and other ground traffic vying for space on a busy airport.

"In the air," said Rosenker, **"we try to maintain miles of space between aircraft. But on the tarmac, taxiways and runways, the tolerances are comparatively small; the difference between being in a safe place and an unsafe place is measured in feet, not miles."**

Rosenker said that the hazards of airport surface operations have been a concern of the Safety Board for many years, noting that the **runway incursion** issue has been on the Board's Most Wanted List of safety improvements since its inception in 1990. Board recommendations related to runway incursions have addressed improvements in air traffic control operations, training and hardware, pilot training, airport signage, lighting and markings, aircraft visibility, and incident reporting.

To ensure that all commercial passengers are effectively protected against the dangers of **runway incursions**, Rosenker said, the Board has urged FAA to develop and demonstrate ground movement safety systems appropriate for use at airports ranging from large international facilities to the smaller regional fields served only by commuter airlines.

He said the Board did not expect the answer to be a one- size-fits-all system but would instead **"require creative use of different combinations of sensors, processors, and warning methods tailored to the requirements of each situation."** Rosenker acknowledged that delivering effective technological solutions takes time but noted that there are some technologies already available that could help prevent **runway incursions**. The dangers of incursions are here now, he said, and "the continuing occurrence of hazardous incidents show that we still have work to do."

Helicopter in crash recently repaired

PONTE VEDRA BEACH -- The helicopter that crashed and burned on Ponte Vedra Beach last month **had returned from routine maintenance one day before the crash.**

The Robinson R44 training helicopter had also been the second option for flight instructor Tamara Williams and student pilot Justin Duncan.

The helicopter they wanted to use was not available.



The preliminary report from the NTSB shows the helicopter underwent a 100-hour maintenance inspection and 30-minute maintenance flight before being cleared to fly.

Crews made repairs on the swash plate, which "translates the pilot's commands through the flight controls into the operation of the aircraft," according to aviation expert Bob Spohrer who looked over the crash report for First Coast News.

The NTSB preliminary report also mentions an eyewitness who may be helpful in determining what happened that day.

His name is David Coleman and he spoke to First Coast News the day of the crash. He was working on a house near the beach. He's also a former army helicopter crew chief. He heard a loud mechanical noise while the helicopter was in the air. Witnesses also say the chopper rolled over before hitting the ground.

That noise and the fact the chopper overturned are events that point to a mechanical failure, according to Spohrer.

Both Williams and Duncan died in the crash. Williams worked for Silver State Helicopters Training Academy at Craig Field.

Fatigue Blamed in Plane Crash

Investigators blame pilot error, fatigue and impairment by a sleep medication for an airplane crash that killed four at Visalia Municipal Airport more than a year ago.

A report issued by the National Transportation Safety Board concludes that Bernard Sinor, a Visalia businessman and experienced pilot, flew too slowly in his Piper Twin Comanche during his landing approach on the evening of Jan. 13, causing the plane to stall and crash.



Sinor, 67, died along with his wife, Betty, 57, and grandchildren Jorjanna and Kyndall Plumlee, ages 6 and 3, of the San Francisco Bay Area town of Brentwood.

The safety board's "probable cause" report also states that "extremely high levels" of doxylamine -- an antihistamine found in some over-the-counter sleep aids -- were discovered in toxicology tests of Sinor's blood.

"Contributing factors ... were the pilot's impairment due to his prolonged use of a highly sedating over-the-counter sleep aid and fatigue due to lack of sleep," the report states.

Medical records showed Sinor complained of **back pain that interfered with his sleep**. The report suggests Sinor was using a sleep aid.

Doxylamine, the report said, "**had likely accumulated [in Sinor's body] due to daily use and/or use in excess of the maximum recommended dose.**"

Investigators inspected the wreckage of Sinor's twin-engine airplane, built in 1964, for mechanical troubles. "Examination of the wreckage **did not reveal any mechanical anomaly** to preclude normal operation of the engine or the airplane control systems," the report states.

Van Collides With Aircraft At O'Hare

No Injuries Reported

CHICAGO -- United Airlines is investigating to determine how a **van and an aircraft collided as the plane was backing up from the gate** last Thursday morning. There were no reports of injuries.

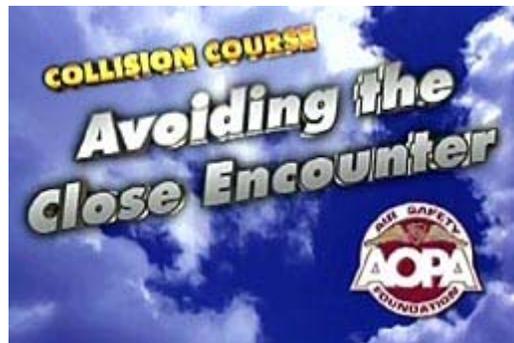
At 6:40 a.m., a van collided with the plane that was pushing back from the gate on its way to Charlotte, N.C., according to United Airlines spokesman Jeff Kovick.

There were no injuries, Kovick said. The passengers were taken off the aircraft and will be placed on another plane, said Kovick, who did not know the extent of the damage to the plane or van.

It was unclear who was at fault, and United is conducting a full investigation of how and why it happened.

"Safety is an important priority semicolon we're working to try and prevent it from happening again," Kovick said.

At 7 a.m., the Fire Department responded to reports that a "tug," or **vehicle that pulls luggage, clipped the fuselage of an aircraft**, according to Fire Media Affairs spokesman Richard Rosado. The crews left the scene at 7:09 a.m. because there were no fuel leaks, no injuries and no fires reported, Rosado said.



Disaster averted with landing mishap at Gander airport

An incident involving the landing of a Russian aircraft at Gander International Airport late last month **could have been a disaster**, according to an official with the Transportation Safety Board.



In the early hours of March 31, a Russian Antonov 124 aircraft en route from Greer, S.C.,

and making its way to its final destination in China, arrived in Gander for a fuel stop.

During the landing, the **aircraft somehow was not able to stop and overran the runway**. The plane swerved to the left to avoid antenna and navigation equipment at the airport, and eventually stopped some 122 metres from the runway, **but not before turning 180 degrees and facing in the opposite direction when it finally came to a rest**.

None of the 18 crew onboard the aircraft were injured and the plane experienced damage only to its tires during the landing.

However, Paul Traversy, a senior investigator with the Transportation Safety Board, who is also in charge of the investigation into this incident, said it could have been much worse.

“It is a serious incident because it could have been disastrous,” said Mr. Traversy. “It was just a fortunate incident, but it’s still very, very serious and we need to get to the bottom of why this happened. The potential for a serious incident is there. **We do treat it very seriously.**”

The aircraft, which was carrying a turbine generator for an electromagnetic project in the Asian country, could be seen close to the terminal last week as onlookers, airport staff and visitors dropped by for closer looks.

By Tuesday, another aircraft owned by the company, Volga-Dnepr, had arrived in Gander with new tires, equipment and staff to repair the plane, according to Mr. Traversy. The cargo was moved to the second plane, which then departed.

Investigation underway

Despite the lack of major damage and no injuries to those onboard, Mr. Traversy said the investigation into the incident is still ongoing and estimated it would take about a year to finish.

All facets of the landing, including the condition of the runway, weather, and operation of the aircraft, Nav Canada air traffic controllers and response time of the airport's fire hall staff will all be investigated. However, it's too early to say what caused the incident to occur.

[Boeing 747 Crushes Tow Tractor](#)

A Boeing 747-400 operated by Israeli airline El Al has been badly damaged after it ran over a tow tractor while preparing to take off from Charles de Gaulle airport in France en route to Tel Aviv.

The tractor had disconnected after pushing the aircraft back but had not cleared the area. It was struck and crushed by the number three engine which also took heavy damage. The plane is the newest in the El Al fleet.

"During the departure the tractor had pushed back the aircraft. It was still under the aircraft and the pilot decided to go without authorization... Normally the pilot has to wait for ground staff authorization before moving," a spokesperson said.



TOP 10 LIST

Preventable Health Risks

All around the world, preventable health conditions like obesity and alcoholism are killing millions of people per year and causing tens of millions of others to age prematurely. According to the World Health Organization, efforts to eliminate or control these conditions could add an average of up to 5 to 10 years of healthy life expectancy. Here's a list of the top 10 global preventable health risks:



The World Health Organization

1. Childhood and maternal underweight;
2. Unsafe sex;
3. High blood pressure;
4. Tobacco use;
5. Alcohol use;
6. Unsafe water, sanitation and hygiene;
7. High cholesterol;
8. Indoor smoke from solid fuels;
9. Iron deficiency; and
10. Overweight/obesity.

Together, these conditions account for 40% of the 56 million deaths that occur worldwide every year, according to WHO.

Source: [World Health Organization](#) Report, 2002.

One in Four Depression Diagnoses Wrong: Study

Clinical depression - characterized by profound feelings of sadness that persist for more than two weeks - is a potentially life-threatening condition affecting millions of people. But a new study suggests 25 percent of people diagnosed with the condition do not actually have a chemical imbalance in their brains.

Rather, they are just reacting normally (with intense sadness) to traumatic events such as job loss,



unraveling marriages or other relationships, or

finding out that they or loved ones have serious illnesses. That's the finding of a study of 8,000 people published in the Archives of General Psychiatry.

Depression-like symptoms, including sadness, irritability, fatigue, sleep problems and feelings of being unable to cope can persist for weeks or months in people who are dealing with life's "downs" but are not actually clinically depressed. There is concern among mental health professionals that prescribing antidepressants to people - particularly teenagers - who are not clinically depressed, could be dangerous.

That's because the drugs have been linked to increased likelihood of suicide attempts among young people. People who have the blues because of negative events in their lives should be exercising regularly and vigorously and taking counseling - not antidepressants, according to mental health experts.

Lead author of the study was Dr. Jerome Wakefield, a professor of social work at New York University.

Picture This!



END