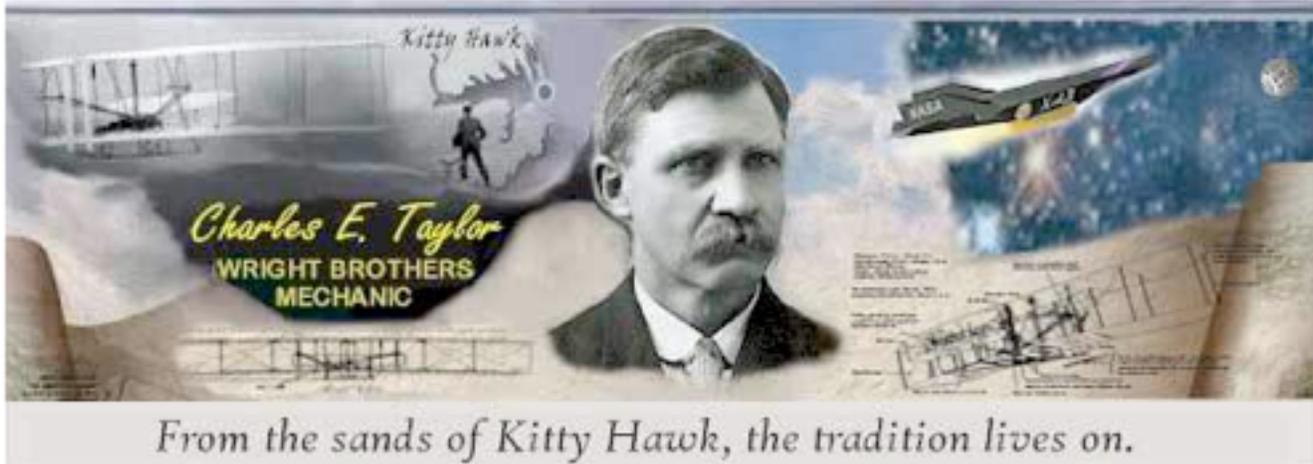


# Aviation Human Factors Industry News

Volume XVI. Issue 08, April 12, 2020



Hello all,

To subscribe send an email to: [rhughes@humanfactorsedu.com](mailto:rhughes@humanfactorsedu.com)

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

**FAA Aviation Mx Human Factors  
Quarterly, March 2020**

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Management System (SMS)**

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**ASA debuts Drone Logbook**

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Together Through COVID-19

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A heartfelt note to our readers.

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Aviation Maintenance Human Factors Training - A Historical Perspective

Dr. Bill Johnson

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Describes how HF training programs have moved from early emphasis on human  
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Attitude is Key to Aviation Safety

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Underscores the importance of safe attitudes in the workplace, and provides tips to  
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How to Restore Attention to Detail in Safety-Critical Businesses

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The "CARE Checklist" - aiding business leaders with restoring attention to detail in safety-  
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Explores the theory behind how trust can impact job satisfaction and productivity, and  
offers suggestions for maintaining high trust in the workplace.

[https://www.faa.gov/about/initiatives/maintenance\\_hf/fatigue/publications/media/Aviation-Mx-HF-Newsletter-March-2020.pdf](https://www.faa.gov/about/initiatives/maintenance_hf/fatigue/publications/media/Aviation-Mx-HF-Newsletter-March-2020.pdf)

# Culture: The Foundation of a Safety Management System (SMS)

By Steve Brechter

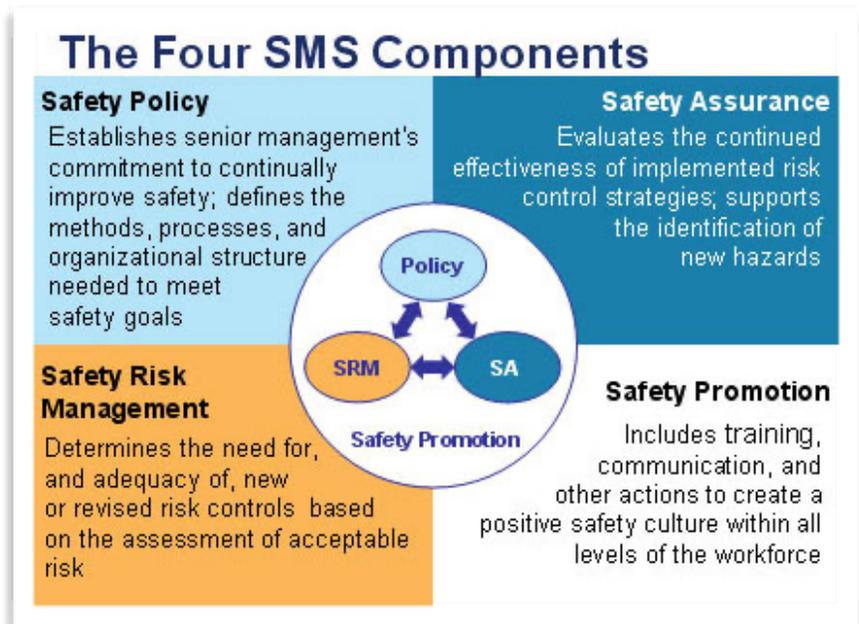
Senior Advisor of Operations, Gray Stone Advisors

## Detection vs. Prevention

Much has been written about the key elements of a Safety Management System (SMS).

According to the FAA, the key components are:

- **Safety Policy** – Establishes management’s commitment to safety. This includes policy, documented processes and hazard reporting.
- **Safety Risk Management** – Determines the need for and adequacy of risk controls. Includes risk assessment techniques and mitigation tools.
- **Safety Assurance** – Evaluates the continued effectiveness of implemented risk mitigation strategies and the identification of new hazards. Includes safety audits and data analysis.
- **Safety Promotion** – Training, communication and other actions to promote a positive safety culture. Includes education and lessons learned.



But what if all these elements are in place and your organization still primarily practices “detection” rather than “prevention” when it comes to safety? In other words, what if you’re finding out about safety issues after they happen rather than anticipating and preventing them beforehand?

If your SMS is built on sand, it will wash away with the first strong wave. If it is built on a firm foundation, such as bedrock, it will withstand any force imposed upon it. We recommend a pragmatic and reality-based approach to enhance your SMS.

### **Your Culture of Safety**

Here is a checklist of simple but powerful items to look at relative to the organizational culture (the bedrock) beneath your SMS to determine whether it is sitting on firm footing.

**Fear** – Nothing undermines an SMS like fear.

What impact does fear have in your aviation organization? Can all team members really speak up when it comes to safety? Or are there unspoken “norms” that prohibit unfiltered sharing of perspectives? Does everyone feel comfortable “pulling the red cord” if they think something is wrong?

Start modeling the desired behavior by voicing safety concerns in department meetings where there are many of your team members present.

You’ve got to model the behavior before you can expect anyone else to.

**Reinforcement** – Are team members in your flight department acknowledged and rewarded when they openly voice a safety concern?

When this happens, be ready to use the tools that are available to recognize individual accomplishment, such as company reward programs (cash and otherwise), gift certificates, celebratory lunches, etc. And remember to acknowledge the positive behavior as soon as possible.

**Inclusiveness** – Are safety team meetings in your department shrouded in secrecy or are they open to everyone?

If you as the leader (or anyone else in the organization) can’t join a safety team meeting at your will, something is seriously wrong. The door should always be open (figuratively and literally) and everyone should feel welcome and encouraged to participate.

**Participation** – Are all the functional groups within your aviation operation involved equally in the deployment of the SMS?

Flight ops, MX, scheduling, business administration, regular contract staff and vendors, must all be informed on the appropriate use of risk assessment tools,

submittal of hazard reports and the status of safety audits and reports. Look at the safety report submittals by functional group and assure yourself that a uniform SMS deployment has been established across the entire department.

**Opportunity** – Do you regularly rotate the role of safety manager to involve and make safety advocates of everyone in the department?

You must do all you can to combat the perception of “insiders” who can “control the message” of safety according to their own agenda. Rotate the safety manager role at regular intervals.

**Motivation** – Do you set “safety” as the primary organizational objective in every goal-setting cycle, both at the individual and organizational levels?

Meeting the department budget is “nice,” but it is subordinate to ensuring the highest levels of safety throughout the department. Adequate resources must be provided for your safety initiatives.

**Advocacy** – Are you personally involved as leader of the organization to champion safety? If so, can the same be said of each member in your leadership team?

Make overt and genuine safety advocacy a condition of membership on the leadership team. Watch for demonstrated behavior. Each of you needs to be the primary champions for safety. Remember, people are watching your feet not your mouth.

### **The Bottom Line**

As aviation professionals, ensuring a safe operating environment is the most important thing we do. Providing the “sense of assuredness” that our passengers want and deserve is best accomplished by providing them with a safe and comfortable travel environment.

Is your SMS delivering the desired level of safety?

Is your organization’s culture appropriately serving your SMS program?

Maybe it’s time to check.

Source: <https://www.faa.gov/about/initiatives/sms/explained/components/>

## Jet Blast Overturms Hangar

A hangar was destroyed and light aircraft were damaged at San Luis Obispo by the jet blast from an American Eagle CRJ recently. The airline was testing an engine on the aircraft and it worked well enough to flip at least one partially dismantled and parked Cessna and turn over a hangar on the general aviation ramp. Some aircraft in the hangar were damaged and other structures were damaged according to KSBY News. There were no injuries.



A video taken by local resident shows the RJ at the end of the runway with at least **one engine running at high power with the blast directed at a ramp** where several light aircraft were tied down. The hangar's doors were open and facing the jet blast, which got under the building and blew it over on its back. There's been no comment from American Eagle and the damage total wasn't immediately available.

blob:<https://www.youtube.com/87d4b222-872f-44dc-8c34-77d00f422cdd>

## ASA debuts Drone Logbook

New from ASA is the Drone Logbook.

The logbook is “**the perfect resource** for hobbyists and drone operators to begin recording their flight time and experience,” according to ASA officials.



It provides space to log flight or mission details, including date, aircraft identification, aircraft category (multi-rotor, single rotor, fixed wing), flight conditions, types of operating time, PIC time, takeoffs and landings, duration of flight and more.

A ground instruction log and maintenance log are also included, as well as a summary page to record flight time specific to make, model, dual instruction, and PIC time.

Room for remarks specific to each flight and a page for additional notes included.

The logbook is available for \$2.95.

Also available for Remote Pilots and UAS Operators is the hardcover UAS Operator Logbook for \$13.95.

<https://www.asa2fly.com/Drone-Logbook--P4253.aspx>

<https://www.asa2fly.com/Standard-UAS-Operator-Log-Gray-P3660.aspx>

## **DARTdrones Flight School**

DARTdrones provides the nation's highest quality drone training with a simple yet comprehensive model for enterprise clients, government agencies, public safety departments, and individuals.



Our comprehensive training programs are customizable and feature in-person hands-on training on flight training, instruction on attaining a commercial remote pilot license, scenario-based online training, >

and mission specific advanced training on search and rescue, thermal imaging, aerial mapping, inspections, aerial videography, and more.

We help organizations safely and effectively implement a drone program through customized pilot training, standard operating procedures development, pilot assessments, program management software, consulting, and new drone pilot support.

Our expert instructors are manned aviators with extensive experience in the field who utilize professionally developed curriculum.

<https://vimeo.com/245754207>

[www.dartdrones.com](http://www.dartdrones.com)

By Gene Benson



The Safety Initiative Update this month is longer than usual. It includes some of my thoughts on the health emergency, recent information regarding drug use among pilots, a bit about my "Pilot Talks" series, an upcoming webinar on aging pilots, links to useful online courses, and a note about updates to my website.

Brandon was understandably busy this month with the crisis in the airline industry, but Shawn provided a great blog on aircraft maintenance during the health crisis.

My blog this month addresses how we can apply our aviation knowledge and skills to dealing with the pandemic.

The accident analysis this month relates back to the NTSB report on drug use among pilots but also raises more interesting questions.

Click the button below to view the April 1, 2020 edition of "Vectors for Safety."

Please be an *"Evangelist for Safety"* by forwarding this to other pilots or by posting a link on your social media.

---Gene Benson

Click Below for Vector for Safety - April 2020

[https://2k32o.r.a.d.sendibm1.com/mk/cl/f/z14U0Ah-LXILZPsegilaT6P-cFPTUmbuxdyy\\_axfhzCcqTTGWpkFIZC-CUoXnh8Hpm-nUgSX4VizGUq6Oid3zn1AVe1n\\_byq1WliM\\_jmm-14kEaOgD5FYpYFeO1BA9A9hvelB2y8yrlaOG4AeLRbVo5QDvAE5o](https://2k32o.r.a.d.sendibm1.com/mk/cl/f/z14U0Ah-LXILZPsegilaT6P-cFPTUmbuxdyy_axfhzCcqTTGWpkFIZC-CUoXnh8Hpm-nUgSX4VizGUq6Oid3zn1AVe1n_byq1WliM_jmm-14kEaOgD5FYpYFeO1BA9A9hvelB2y8yrlaOG4AeLRbVo5QDvAE5o)

## Aviation Accidents app launches

Three years ago, Swiss software engineer and pilot Miklos Kozary set out to develop an app to make [aviation accident reports more accessible to pilots and aviation professionals](#).

“Most pilots I know study accident reports. [They provide valuable lessons](#) that can be applied to every day flying,” he said. “Unfortunately, there wasn’t a convenient way to access these reports, especially on mobile devices. The app makes it easy, so hopefully, more people will read them.”



The Aviation Accidents app allows its users to browse all the available information in the National Transportation Safety Board's public aviation accident database on the iPad or iPhone.

A cloud-based search function lets users find the accidents they'd like to learn about by using a variety of criteria, like make and model of aircraft, location, date range, words in the findings, and many more, he explained.

Accidents can be bookmarked for later review or put on a watchlist to receive notifications when they are updated.

The app also includes a way to read and search [Final Reports from the NTSB and its counterparts in Canada, Australia, the UK, and Germany](#). To stay up-to-date with the latest developments, the app can send out notifications when new Final Reports are released.

Users get a one-week free trial, then the app is \$9.99 a year.

[www.accidents.app/](http://www.accidents.app/)

## **FAA Safety Team | Safer Skies Through Education**

### **Runway Safety Pilot Simulator**

#### **New Animation @ Runway Safety Simulator**

**Notice Number: NOTC0078**

The FAA is happy to release the [newest animation to the Runway Safety Pilot Simulator \(www.runwaysafetysimulator.com\)](#). This animation, "The Anatomy of a Wrong Surface Event" is the [first in a three part series](#) focusing on causal factors for wrong surface events, such as the incorrect runway or taxiway approaches, landings, or departures. Specifically, this episode highlights the importance of guarding against certain [human factors and maintaining situational awareness](#). Stay tuned for the second episode coming this summer!

We continue to make improvements based on valuable feedback from airmen like you. Another recent improvement is the addition of several pertinent Advisory Circulars and SAFOs. The publications are located in the [Resources Tab](#) on the Runway Safety Simulator.

Get your Runway Safety Pilot Simulator WINGS credit today!

<https://www.runwaysafetysimulator.com>

[Click Here: Runway Safety Simulator - ALC-573](#)

Fly Safe,

Nick DeLotell

FAA Commercial Operations Branch

[nicholas.delotell@faa.gov](mailto:nicholas.delotell@faa.gov)

(609) 485-9500

## **Long EZ's canopy opens during takeoff**

According to the pilot in the experimental, amateur-built airplane, during takeoff climb about 200' above ground level (agl), the Long EZ's canopy fully opened.

He immediately turned downwind and eventually turned final for the runway at the airport in Wakefield, Virginia.

He reported his vision was [impaired by the wind and that he misjudged](#) the airplane's position to the runway. The

airplane hit a 10' fence that was about 70' from the approach end of the runway. He was able to land on the runway, and the airplane skidded to a stop.



The airplane sustained substantial damage to the fuselage and the right wing. [The first item in the Before Takeoff checklist stated:](#) Emergency Canopy access door — closed/locked. [The last item in the Before Takeoff checklist stated:](#) Canopy — Locked — visually confirm proper latch and safety engagement.

According to the In-flight Canopy Opening checklist emergency procedure, “should the canopy come fully open 90° in flight, immediately grab the canopy/rail handle and pull the canopy down. Be sure to maintain aircraft control. The aircraft is controllable and can be landed safely with the canopy being held down against the fingers. Remember to maintain aircraft control. [Do not be so concerned](#) with closing the canopy that you allow the aircraft to fly unnecessarily into the ground.” The pilot noted that the accident could have been prevented by [not deviating from the Before Takeoff checklist](#).

**Probable cause:** The pilot’s failure to secure the canopy before flight, which resulted in the airplane hitting a fence during the approach. Contributing to the accident was the pilot’s failure to follow the Before Takeoff checklist and In-flight Canopy Opening checklist emergency procedure.

NTSB Identification: [GAA18CA215](#)

This April 2018 accident report is provided by the National Transportation Safety Board. Published as an educational tool, it is intended to help pilots learn from the misfortunes of others.

## [Too Big To Revoke?](#)

by [John Goglia](#)

Many of us will always remember the “too big to fail” argument that was used to protect some major financial institutions from going under during the financial crisis of 2008. It was popularized in a book by that title by Andrew Ross Sorkin and later was made into a movie. Basically, the argument is that the government can’t allow certain major institutions to go under because they are so interwoven into the American economy that their failure will cause devastating ripple effects throughout the economy. While small companies can be allowed to suffer the consequences of their bad economic decisions—like taking on too much risk, >



which causes them to go belly up—the government will intervene to bail out those that are deemed “too big to fail,” no matter their culpability.

The “too big to fail” policy is one that many believe allowed those most responsible for the financial crisis to escape accountability.

With that in mind, I have to admit that reading the latest DOT Office of Inspector General’s report on the FAA’s oversight of Southwest Airlines [made my blood boil](#). For many reasons. For one, the report highlights an issue that has been percolating in aviation circles for as long as I can remember. Is there a different law for big carriers versus small carriers? In other words, are similar regulatory violations at the major carriers enforced differently by the FAA than they are against smaller airlines, especially Part 135 operators? And most especially when it comes to emergency revocation of Part 135 air carrier certificates? Is there such a thing as “too big to revoke” in the aviation industry?

By government report standards, OIG’s report is fairly short at 31 pages, and it’s truly startling. The report addresses the FAA’s oversight shortcomings but takes the opportunity to highlight Southwest’s alleged regulatory violations that demonstrate just how big those shortcomings are. [The two biggest conclusions of the report are](#): “First, Southwest Airlines continues to fly aircraft with unresolved safety concerns” and second, “The FAA cannot provide assurance that the carrier operates at the highest degree of safety in the public’s interest, as required by law.”

As far as unresolved safety issues, this is what the report states:

*For example, the FAA learned in 2018 that the carrier regularly and frequently communicated incorrect aircraft weight and balance data to its pilots—a violation of FAA regulations and an important safety issue. Southwest Airlines also operates aircraft in an unknown airworthiness state, including more than 150,000 flights on previously owned aircraft that did not meet U.S. aviation standards—putting 17.2 million passengers at risk. In both cases, the carrier **continues operating aircraft without ensuring compliance with regulations because the FAA accepted the air carrier’s justification** that the issues identified were low safety risks. [emphasis added]*

What? “...continues operating aircraft without ensuring compliance with regulations”! These are pretty startling allegations about any airline let alone a major carrier that transports millions of passengers annually.

Southwest has publicly disputed characterizations in the report about its safety culture and commitment to safety.

The allegations related to incorrect weight and balance data are now the subject of a recently announced proposed \$3.9 million FAA civil penalty. But a civil penalty doesn't cure the OIG's claim that aircraft are continuing to be operated "without ensuring compliance with the regulations."

In what universe would the FAA allow a small Part 121 or any Part 135 operation to fly with known violations of the federal aviation regulations? A look at recent revocations of Part 135 operators indicates the disparity in sanctions.

This past January, the FAA issued a press release announcing that it proposed to revoke a small carrier (I won't name the carrier because I don't know the status of the case, and I don't want to give it more bad publicity if the case has been withdrawn or settled) for allegedly operating numerous Part 135 flights using aircraft not listed on its operations specifications, using aircraft that had not undergone safety inspections and with unqualified pilots. Of course these sound like dangerous violations. [But not that different from the ones alleged against Southwest.](#) A careful reading indicates that the violations relate to operations without knowing the status of the aircraft and not knowing the status of the pilots. Aviation safety depends on affirmatively knowing whether an aircraft is safe to fly and whether the pilots are, in fact, qualified. The same is true for small airlines and big airlines, in my opinion.

Another recent FAA enforcement action involves the proposed revocation of a Part 135 operator's certificate for allegedly operating numerous flights in a Learjet that was not on the company OpsSpecs and continuing to operate the aircraft even when the FAA notified them of discrepancies that didn't allow the aircraft to be placed on the company's OpsSpecs. If true, these are significant safety violations. But how different are they from what the OIG has alleged against Southwest?

And there are more similar cases against small air carriers, many of whose certificates were revoked by emergency order. In other words, [the FAA grounded them first](#) and then they were given an opportunity to appeal, while not making any money to pay for their appeal.

I have no idea whether the allegations made by the DOT OIG against Southwest are true. And I don't know whether they are too big to revoke.

But at a minimum, the FAA should review whether individual aircraft that don't meet the requirements of the regulations should be grounded. The FAA can do this in several ways, but [ultimately by pulling the airworthiness certificate of the aircraft.](#)

At least then it would be protecting the safety of the traveling public and giving the appearance of treating small and big carriers the same when it comes to violations of the regulations

## **Incorrectly-sized parts found after Icelandair 757 gear collapse**

Investigators have found incorrectly-sized components on the landing-gear assembly of an Icelandair Boeing 757-200 which suffered a main landing-gear collapse at Reykjavik earlier this year.

Icelandic investigation authority RNSA has recommended specific safety checks on four aircraft serviced by Landing Gear Technologies, to ensure that parts which have undergone [undersizing work still mate properly.](#)



Examination of the 757 showed that the side strut of the landing gear had detached from the shock strut. The two are connected by a swivel.

RNSA says threads in the swivel twice underwent undersizing, during maintenance work in 2008 and 2019.

This reduction in the diameter of the swivel threads was permitted [but required a special undersized nut to be manufactured.](#)

Investigators' initial measurements, however, showed the nut from the landing-gear was "too large" for the undersized swivel threads, says RNSA.

Investigators found the main gear side strut detached from the shock strut.

Flight FI529, operated by the 20-year old TF-FIA, had been arriving from Berlin on 7 February.

Cockpit-voice recordings show the crew was "not aware of any problems" before the landing, and flight-data recorder information revealed no abnormal loading during touchdown.

The flare was normal and the jet initially touched down on its right, then left, main landing-gear. But as the nose was de-rotating an "abnormal sound" was heard and the jet listed to the right, its right-hand engine striking the runway before the nose-gear made contact.

Investigators found that the swivel nut and an associated washer were missing from the immediate scene, and were located near the aircraft's touchdown point. A locking bolt for the nut was also found to have sheared.

Full analysis work on the swivel and nut has been delayed by US travel restrictions imposed as a result of the coronavirus outbreak, but RNSA has made interim safety recommendations to Icelandair and its associate operator Cabo Verde Airlines regarding landing-gear checks. Landing Gear Technologies has yet to comment on RNSA's preliminary findings.

## **IATA Releases 2019 Airline Safety Report**

### **IATA Safety Report**

The International Air Transport Association (IATA) announced the release of the 2019 Safety Report showing continuing improvements in airline safety compared to 2018 and to the preceding five years.

All major 2019 safety performance indicators improved compared to 2018 and to the average of the 2014-2018 period.

“The safety and well-being of our passengers and crew is aviation’s highest priority. The release of the 2019 Safety Report is a reminder that even as aviation faces its deepest crisis, we are committed to making aviation even safer. Based on the 2019 fatality risk, [on average, a passenger could take a flight every day for 535 years before experiencing an accident with one fatality on board](#). But we know that one accident is one too many. Every fatality is a tragedy and it is vital that we learn the correct lessons to make aviation even safer,” said Alexandre de Juniac, IATA’s Director General and CEO.

### **Jet hull loss rates by region of operator (per million departures)**

Five regions showed improvement in 2019 compared to the previous five years (2014-2018) in terms of the jet hull loss rate.

### **Turboprop hull loss rates by region of operator (per million departures)**

All regions except for Latin America and the Caribbean showed improvement when compared to their respective five-year rates. Accidents involving turboprop aircraft represented 41.5% of all accidents in 2019 and 50% of fatal accidents.

### **IOSA**

In 2019, the all accident rate for airlines on the IOSA registry was nearly two times better than that of non-IOSA airlines (0.92 vs. 1.63) and it was more than two-and-a-half times better over the 2014-18 period (1.03 vs. 2.71). All IATA member airlines are required to maintain their IOSA registration. There are currently 439 airlines on the IOSA Registry of which 139 are non-IATA Members.

### **Fatality Risk**

Fatality risk measures the exposure of a passenger or crew to a catastrophic accident with no survivors. The calculation of fatality risk does not consider aircraft size or how many were on board. What is measured is the percentage of fatalities among those on-board. This is expressed as fatality risk per millions of flights. The 2019 fatality risk of 0.09 means that on average, a person would have to travel by air every day for 535 years before experiencing an accident with at least one fatality. On average, a person would have to travel every day for 29,586 years to experience a 100% fatal accident.

[Download the 2019 Safety Report](#)

## Engine thrust incidents spur safety alert over biocides

European and US safety regulators are cautioning operators over the potential effects of [misapplying biocides to aircraft fuel, including multi-engine loss of thrust control](#).

The manufacturer of one type of biocide, however, has ordered a suspension to using the product after an incident which appeared not to have resulted specifically from misapplication.



[Biocides are used to](#) counter the spread of waterborne micro-organisms which, if water accumulates in fuel tanks, feed off hydrocarbons in the fuel.

While the European Union Aviation Safety Agency says that “good housekeeping” to prevent water accumulation is the primary defense, it acknowledges that biocides are necessary if contamination is detected and states that personnel must follow correct procedures regarding method and dosage.

EASA says that “several” recent events have been recorded involving “adverse engine effects”, both in flight and on the ground, after biocide treatment. [While two of these resulted from overdose of the fuel system](#), one incident – involving the use of DuPont’s Kathon FP 1.5 biocide – has revealed “no evidence” of misapplication.

DuPont has instructed operators and distributors to cease using the product immediately for aviation fuel treatment, says EASA, while investigators probe a possible “higher susceptibility” of some engine fuel-control systems to the biocide. The US FAA states that General Electric is following up the DuPont instruction by taking measures to remove Kathon FP 1.5 from its list of approved fuel additives across all its engines, pending further testing.

Neither EASA nor the FAA has yet resorted to issuing a specific airworthiness directive, limiting their responses to safety bulletins, but the FAA says that “some individual [directive] action” might be necessary on certain aircraft-engine combinations.

The FAA notes that Kathon FP 1.5 is one of the two most common biocides in operation, the other being Biobor JF. It says that concentrations of these additives in uplifted fuel should be respectively limited to 0.135ml and 0.269ml per litre.

Both EASA and the FAA are recommending that relevant parties should ensure they have adequate procedures in place for biocide treatment and, after Kathon FP 1.5 discontinuance, measures are taken to prevent biological risks – including non-use of contaminated fuel.

## **Pilot record database takes another step forward**

A pilot record database – [designed to prevent airlines from hiring incompetent pilots](#) – moved one step closer to becoming law Friday, as the Federal Aviation Administration published the proposed rule governing the database in the Federal Register.

The database is the last uncompleted safety measure stemming from a 2010 law Congress passed in reaction to the February 2009 crash of Continental Connection Flight 3407 in Clarence, which claimed 50 lives.

The FAA's move opens a 90-day public comment period that must be completed before the database can begin operation.

“This proposed rule would enhance aviation safety by assisting air carriers in [making informed hiring and personnel management decisions](#) using the most accurate and complete pilot records available and electronically accessible,” the FAA said.



Technical and privacy issues stalled the creation of the database, but the Families of Continental Flight 3407 kept pushing for it, as did Rep. Brian Higgins, a Buffalo Democrat, and other lawmakers who represent metro Buffalo.

"Some fights don't come easy," Higgins said. "We look forward to having the Pilot Record Database in place, delivering greater transparency, accountability and ultimately safer skies for the flying public."

## **NEW AIRPORT HANGAR GETS COVERED IN FOAM AFTER 'ACCIDENTAL DISCHARGE'**

Incident occurred in Delta Air Lines' new hangar

An airport hangar was completely covered in foam after an "accidental discharge" earlier this week.

The incident occurred at Delta Air Lines' new hangar at Los Angeles International Airport, reports *Simply Flying*.



Video and photos shared on social media show the tarmac outside the hangar completely covered in several inches of foam, with an aircraft parked in the middle of it.

The deluge looks like fresh snow, and appears to extend tens of meters from the hangar.

Jason Rabinowitz shared a picture of the spectacle on Twitter with the caption: "Found on anet and totally unconfirmed, the fire suppression foam system at Delta's LAX hangar was accidentally triggered and made a very big >

(and expensive) mess.” Twitter user Alex replied: “Video posted on Snapchat seems to confirm that the fire suppression foam system was activated last night.”

The story and pictures were originally shared on aviation forum Airliners.net.

“Delta’s LAX new hanger had an accidental foam discharge overnight. It was pretty thick, [up to the wings of some smaller aircraft](#),” read the original post.

One forum user posited it was caused by an aircraft that was backed into the hangar with an [auxiliary power unit \(APU\)](#), which triggered the fire suppression system. A Delta spokesperson confirmed that the fire suppression system in the hangar malfunctioned and that this triggered the foam dispersal.

The airline said it is investigating the incident but that it caused no disruption to scheduled services.

Delta is working with its local environmental contractor to clean up the foam as quickly as possible.

## [Dewitt's Inspirations for Right Now](#)

# Be like a sunset

[Password for video: Dewitt2001](#)

Now, more than ever, [we need to Celebrate What's Right with the World](#). The daily celebration of what's right in our lives creates the hope and optimism essential in sustaining us in these challenging times.

Beauty is a great place to start. Finding it anywhere in our day and taking a moment to really let it sink in.



As an example, let me share with you this short video I made in the hope that it may bring you a moment of peace and reflection.

By celebrating what's right we find the energy to fix what's wrong.

Click below to view the video. Password: Dewitt2001

[http://r20.rs6.net/tn.jsp?f=0010BG1z9P598xynUAQiqWm5Jret5lqlsrmayyfTiQJo9EL9qy4O2iyj2a4BVFwPsbLJpX9MixzHREFe\\_JHO00eCsRMPUAcS4EJa4EIEud8vI7xHRGPLsSpRbgbpVvnhTJHeND9mNTFqWD40E-Vrr8pzRuV3XBKgSfB&c=R3aTQmg3D\\_XX5pJ0zoDdt\\_js5h-f3KKI2sEvUq887ZjXeitCLoGWyw==&ch=Qi9QRYkvgn2OGROV92ittYaMh1yJYk1dRNqK6XS2qiNzUC98TvWjXQ==](http://r20.rs6.net/tn.jsp?f=0010BG1z9P598xynUAQiqWm5Jret5lqlsrmayyfTiQJo9EL9qy4O2iyj2a4BVFwPsbLJpX9MixzHREFe_JHO00eCsRMPUAcS4EJa4EIEud8vI7xHRGPLsSpRbgbpVvnhTJHeND9mNTFqWD40E-Vrr8pzRuV3XBKgSfB&c=R3aTQmg3D_XX5pJ0zoDdt_js5h-f3KKI2sEvUq887ZjXeitCLoGWyw==&ch=Qi9QRYkvgn2OGROV92ittYaMh1yJYk1dRNqK6XS2qiNzUC98TvWjXQ==)

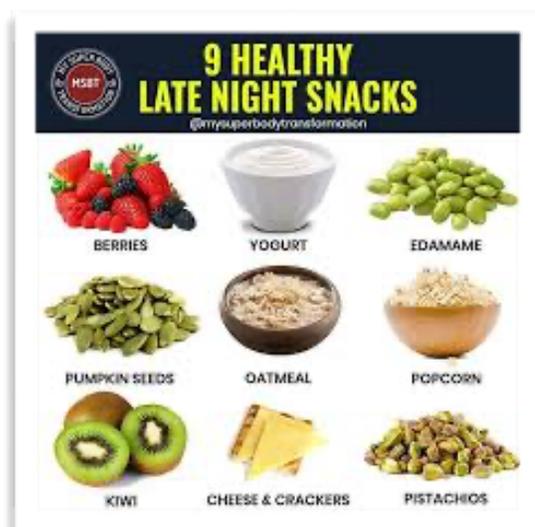
## What to Eat When You Can't Sleep

Michael Roizen, MD, speaks with the Cleveland Clinic Health Essentials blog [about dietary steps](#) people can take to deal with insomnia.

No magic sleep-inducing piece of fruit or secret ingredient will induce drowsiness (though, as you'll see in the following, some are better than others). But Dr. Roizen says setting yourself up with [a good last meal of the day](#) can help prepare your body for sleep.

[Research shows that having meals high in fiber and low in foods with saturated fat and simple carbs \(sugar\) should help.](#) So that's why a dish like beans, grilled fish or chicken, and a large side of vegetables is the best meal choice to help your body prepare to shut down (and as we've learned, the earlier you eat it, the better).

One recent study in *The Journal of Clinical Sleep Medicine* found that this kind of meal was associated with people falling asleep faster – in less than 20 minutes, in fact. When subjects consumed [more saturated fats and sugar](#), >



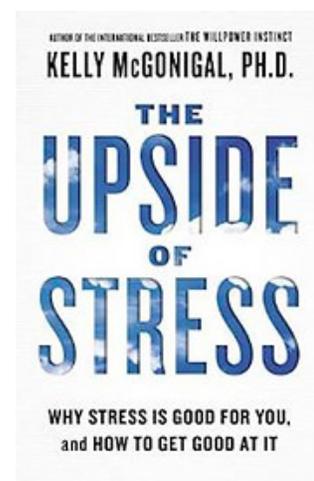
the process took closer to 30 minutes. If you have the choice (and you do!), make your protein fish, which, when eaten regularly, has been linked to helping prevent poor sleep.

Key Players: The two nutrients most associated with better sleep are [magnesium and tryptophan](#). You've heard of tryptophan; it's all over the headlines in late November as the reason why you want to zonk out after eating a big plate of Thanksgiving turkey. Although tryptophan may not actually make you tired after a big holiday meal, the food that contain it, or magnesium, are certain good options if you're trying to improve your sleep *quality*. Tryptophan is an amino acid that converts to the body clock – regulating hormone and melatonin. [Foods that contain it include](#) egg whites, soybeans, chicken and pumpkin seeds. And when you choose your vegetables for dinner, consider a leafy green like spinach that contain magnesium.

[Get the full story at health.clevelandclinic.org.](http://health.clevelandclinic.org)

## **TED TALKS: Ideas Worth Spreading**

Stress. It makes your heart pound, your breathing quicken and your forehead sweat. But while stress has been made into a public health enemy, new research suggests that stress may only be bad for you if you believe that to be the case. Psychologist Kelly McGonigal urges us to see stress as a positive, and introduces us to an unsung mechanism for stress reduction: reaching out to others.



<https://e.ted.com/explore.ted.com/watch/S0wQnaH08RhS---1eyJ0cmFja2luZyl6eyJkaWQiOjEwODkxNTc0NSwicmlkljoiUzB3UW5hSDA4UmhTln0slnByb3RvY29sljoiaHR0cHM6ln0-2.4q6lIFNXxxlCxvmlGIDOeggkcC34nvczFcOLnW501O8-2>