

A J-H-A for Your J-O-B

By Russ Lawton

Almost every job has some element of risk associated with it. Okay, so maybe compared to conducting night landings on an aircraft carrier your job seems like a piece of cake. But there are most likely some tasks you perform every day that are potentially hazardous.

What do we mean when we say something is hazardous or risky? A hazard is a condition, object, or activity with the potential to lead to an unacceptable loss. Risk is the likelihood that someone will be injured or property will be damaged as a result of the hazard. We classify risk in terms of probability (how often will it occur?) and severity (how bad will it be when it occurs?).

For example, an aircraft parked in a hangar with unprotected static wicks on the trailing edges of aircraft surfaces is a hazard. The possibility that

someone could walk into a static wick and get injured is a risk. Following the industry best practice of placing a guard over the static wicks reduces the risk of injury.

How do you identify the hazards and associated risk with your job? One method is to conduct a job hazard analysis or JHA. We've designed a JHA form to help you organize the process (see below). Begin by listing the basic job steps in the form's first column.

Let's use the example of a line service technician who is about to fuel an aircraft. The technician must first drive the fuel truck to the aircraft. What are some potential hazards with operating the fuel truck? (Enter this list in the form's second column.) Some possible hazards include:

- The truck might not be in safe condition to drive

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BASIC JOB STEPS		HAZARDS UNSAFE ACTS/CONDITIONS		HAZARD CONTROL ACTION	
1. Drive fuel truck to aircraft.		• The truck might not be in safe condition to drive		<ul style="list-style-type: none"> • Inspect the truck at the start of each shift • Train each driver on inspection procedures • Perform scheduled truck maintenance/inspections • Immediately remove the truck from service if unsafe to use 	
AUDITED BY – DATE:	SAFETY APPROVAL	OTHER APPROVAL	DATE REVISED	DATE REVIEWED	

Safety Watch

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- The ramp is congested
- There is adverse weather (e.g., thunderstorms, snow/ice, etc.)

You can probably envision the possible bad outcomes that could result from any of the above circumstances. However, being an astute risk manager who wants to reduce the possibility of injury or damage, you've established a refined set of controls to counter these hazards. To ensure the truck is in safe operating condition, you've implemented the following hazard controls (listed in column three):

- Inspect the truck at the start of each shift
- Train each driver on inspection procedures
- Perform scheduled truck maintenance/inspections
- Immediately remove the truck from service if unsafe to use

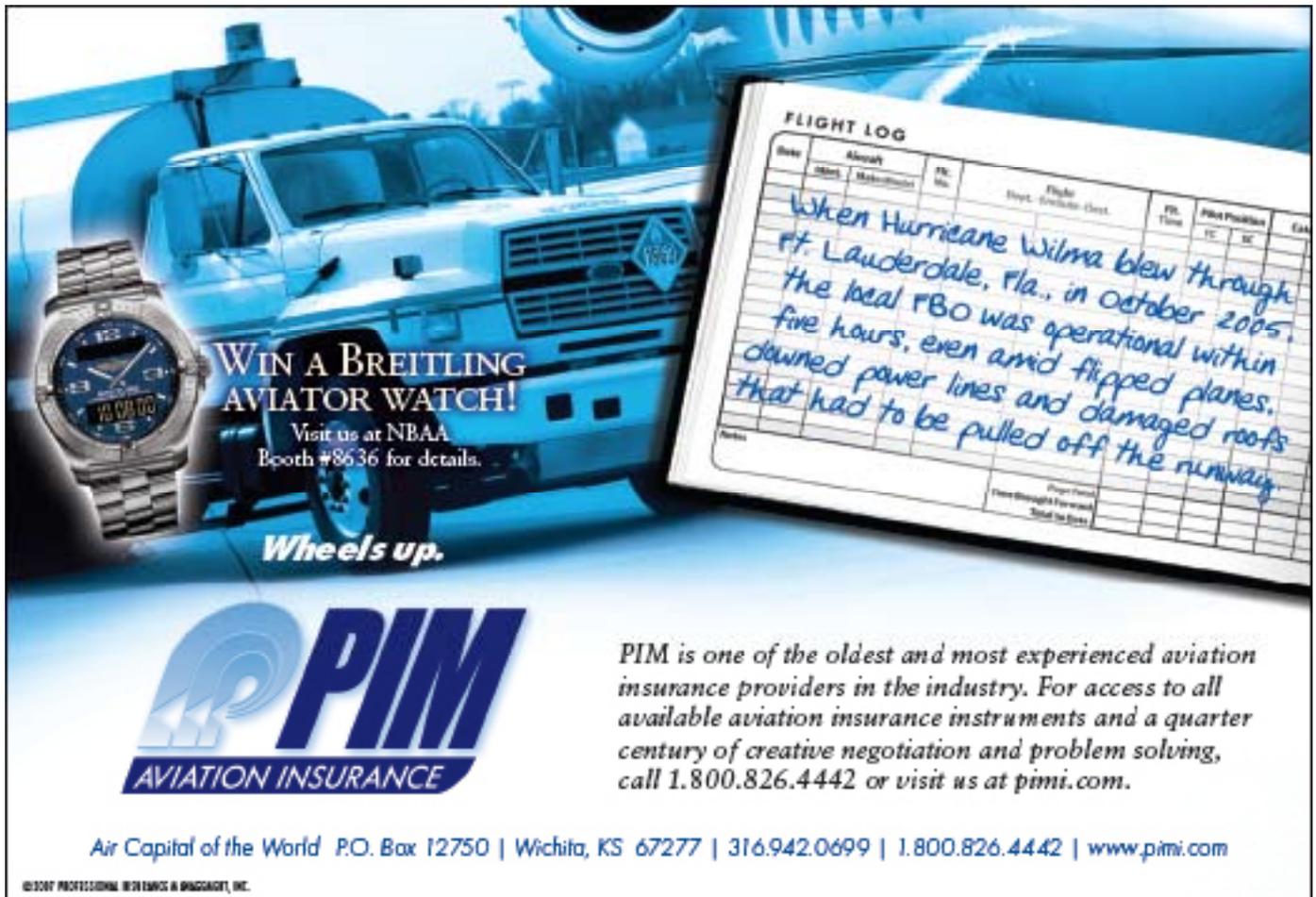
Your goal should be to list all the methods of controlling each hazard you've identified until you believe all practical possibilities have been exhausted. Then move on to the next task in the fueling

process, which might include the hazards involved with approaching the aircraft, such as truck speed, distance, etc. Continue analyzing each step of the fueling process until the truck is back at its assigned parking spot.

A word of caution: Always involve the people most familiar with a job task in the job hazard analysis process, which in this example are the line service technicians. This is the only way to get a realistic assessment of the hazards involved and an honest view of how to control the resulting risks.

It's important to document the entire job hazard analysis. Once you're done, a periodic review is in order to determine whether the hazard controls you've implemented really work or need tweaking. A review is definitely needed if an incident/accident occurs or the operation changes, such as new equipment, expanded operations, etc. 

If you'd like a copy of the JHA form, email us at safety1st@nata.aero, and we'll send you one.



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FLIGHT LOG										
Date	Aircraft		FL No.	Flight		FL Time		FLT Position		EAS
	Type	Registration		Start	End	TC	SC	TC	SC	
	<i>When Hurricane Wilma blew through Ft. Lauderdale, Fla., in October 2005, the local FBO was operational within five hours, even amid flipped planes, downed power lines and damaged roofs that had to be pulled off the runway.</i>									