

FAA Hazardous Material Safety Program

Program News for 2010

Presented to: Safety Management Systems Focus
Group

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Federal Aviation
Administration



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Hazardous Materials Safety Program

- **Compliance and Enforcement Division**
 - ADG-100
- **International and Outreach Division**
 - ADG-200



Compliance and Enforcement

- **Policy oversight of the field operations**
- **Databases for shipper and carrier inspection information**
- **Hazstrikes and special emphasis activities**
- **Inspection protocols**
- **Work planning for inspections**
- **Tracking outcomes**
- **Assists in Rulemaking**



International and Outreach

- **US Delegation to the UN Subcommittee on the Transportation of Dangerous Goods**
- **ICAO Dangerous Goods Panel**
- **Represent FAA for Hazmat issues with ATA, RAA, COSTHA, IATA.**
- **An Auditor for the Universal Safety Oversight Audit Program for Annex 18, the Safe Transport of Dangerous Goods.**



Who do we inspect?

- **Certificate Holders for compliance with 14 CFR, 49 CFR and the ICAO TI. (121, 129, 133, 135, 145 etc)**
- **Shippers and Freight Forwarders for compliance with 49 CFR and the ICAO Technical Instructions (TI).**



History

- **Our program was developed after ValuJet.**
- **The program has been reactive in nature for the past 10 years.**
- **The focus has been compliance with 49 CFR.**
- **Is anything changing?**



FAA Hazardous Material Office

- **What's new**
 - Operationally
 - Regulatory



Background

- **Operational Objectives**
- **One of the objectives in FAA Flight Plan is to implement an FAA Safety Management System (SMS) by FY2010.**
- **This includes an objective for design and implementation of a SMS for safety regulation and certification.**



SMS

- **There are three essential prerequisites to an SMS**
 - Comprehensive corporate approach to safety
 - An effective organization for delivering safety
 - Systems to achieve safety oversight
- **Why does the Hazardous Material Program have a role in this process?**



Hazardous Material Program

- ASH (Office of Hazmat) is identified in FAA Order 8900.1 as having “Approval” authority for the FAA Certificate Holder’s Hazardous Material Training Program (HMTP) and oversight responsibility of these programs.
- ASH also has the responsibility to review and recommend for acceptance the procedural guidelines related to hazmat in the operations manuals of the certificate holders.
- This is very large in scope.



ASH Role

- **All of FAA has a responsibility for safety oversight.**
- **ASH has the responsibility for the oversight for the certificate holder's compliance with the FAA Approved HMTP and guidelines included in the operations manual as well as the requirements in 49 CFR related to safe transport of hazardous material by air.**



Implementation

- **AVS requirements for oversight are included in FAA Order VS 8000.367, Aviation Safety (AVS) Safety Management System Requirements, which fulfills the requirement described in FAA Order VS 8000.1, Safety Management System Doctrine.**
- **Compliance with implementation timelines is achieved through the FAA Flight Plan.**
- **What oversight system is used by AVS?**



ATOS

- **The Air Transportation Oversight System (ATOS) implements FAA policy by providing safety controls (i.e., regulations and their application) of business organizations and individuals that fall under FAA regulations.**



Role of the Hazardous Material Office (ASH)

- **ASH must inspect to the same standard across the nation in order to collect usable compliance/safety related data.**
- **Implementation of standard inspection and investigation protocols**
- **The Hazmat Inspections of certificate holders should be focused on those that transport hazmat in air commerce.**



Obligation

- **As an organization within FAA, a signatory to Annex 6 and Annex 18 of ICAO, and as an industry best practice, the FAA HazMat Program is obligated to implement a Safety Management System (SMS). Instead of creating an SMS from the ground up, the Office of Aviation Safety's Air Transportation Oversight System (ATOS) provides for a mature and robust SMS.**



Hazardous Material Codification

- **ATOS integration is also compelling due to 14 CFR's 2007 codification. HazMat related provisions in 14 CFR are ASH's responsibility. The Aviation Safety Inspectors (ASIs) do not have the extensive expertise in HazMat transportation and are responsible for HazMat inspections in ATOS.**



Hazardous Material Inspectors

- **HazMat compliance is a risk factor in ATOS.**
- **The expertise FAA has developed in HazMat Inspectors is likely to assist the ASIs and PIs in providing a total safety profile of the carrier.**
- **With each operator's HazMat program being assessed as part of a Certificate Management Team by trained and qualified hazardous materials Special Agents, operators gain a clear line from the operator's hazardous materials program and senior leadership of air carriers.**



Risk Management

- **Most importantly, ATOS will allow ASH to perform a more thorough and meaningful safety analysis as well as provide a systematic and corporate approach to risk management. ATOS integration will allow FAA's HazMat Program to prevent and stem deficiencies by inspecting corporate procedures and compliance.**



ATOS Pilot Program

- **Why?**

- As you all know, ATOS implements FAA policy by providing safety controls (i.e., regulations and their application) of business organizations and individuals that fall under FAA regulations.



Objective of the program

- The objective of this Pilot program is to allow circulation of air transportation data and synergy, in respect to ATOS, between the Flight Standards and the Hazardous Materials departments. The ATOS system allows for greater documentation to help ensure “....adequate protection against the risks to life and property inherent in the transportation of hazardous material in commerce.....” in accordance with 49CFR.



Objective of the program cont.

- The final product is an oversight network that assists inspectors in inspecting certificate holders. The ATOS system was designed with the idea that the individual carriers would create their own individualized programs in order to carry out their daily operations while ensuring that the FAA regulations are being followed. The results of the inspections are not simply used by the FAA but more and more carriers are using the system as a way in which they can evaluate and improve their own business practices. This should include Hazardous Material transportation.



Pilot Program

- The pilot program that we are planning on rolling out, in accordance with FAA order 8900.1, will provide ASH with a designated role in reviewing the Hazardous Materials Training Programs (HMTP) of the individual air carriers. It will also give the Hazardous Materials Department a role in the CMO process when the air carriers are applying for certification. By being involved with the CMO, it is one more step in ensuring that the air carriers are not only participating in Hazardous Material training and awareness but that they are doing it successfully.



Participants

- **When**

July – October 2009

- **What airlines**

– United Airline and Alaska Airlines

- **Where**

– Northwest mountain and Western Pacific

- **Who**

– Michael Givens and Thomas Kenny



How it will work

ADG will coordinate with AFS to determine work plans for certificate holders based on risk assessment from previous data.

The HMBM will develop the field work plan for inspections and data collection.


ADG provide the certificate holder work plan to the appropriate HMBM.

Hazardous Material Training Program and Manual Approval


The approved hazmat training program and manuals are available for all to review.



PI receives hazmat training programs and manuals as part of the initial certification or update and sends them to the HMBM for review.



HMBM reviews hazmat training programs and manuals and recommends approval to the PI. The HMBM will conduct all aspects of the SAI.



Inspections

Remainder of time will be with shipper, repair stations and focused inspections as it is currently.

Oversight HMBM provides HQ with air carrier systems safety overview from inspection data.

Oversight HMBM will provide local HMBM with inspection requests. Agents will follow NAM processes.

Inspection data will be entered into ATOS database and ASH initially with one system eventually.

Shipper Inspections

- **Shipper inspections will also be risk based.**
- **The database developed by FAA and DOT allows a risk profile to be developed for shippers of hazardous materials.**
- **The Hazardous Material Program will continue to utilize this system.**



Regulatory

Lithium Batteries Packaging Harmonization Opening Packages



Questions

