

# Eye on safety

Toronto Pearson Safety Program eBlast | MAY 2019



At Toronto Pearson, we take Foreign Object Debris (FOD) seriously. We cannot be the Best Airport in the World unless we are also the Safest. Each of us has the ability to make a real difference by keeping the airport free from FOD.

Historically, FOD has resulted in accidents, and in extreme cases, loss of life. According to Boeing, the estimated global annual cost of damage to aircraft due to FOD is \$4 billion. This amount does not include other indirect costs such as injuries to staff, flight delays, cancellations and loss of reputation that occur due to FOD. We need to understand one simple thing when it comes to FOD incidents, they are PREVENTABLE!

All AVOP holders, regardless of their employer, have a responsibility to remove or report FOD. Despite the best efforts of our FOD program, there is still opportunity to do your part to help keep the terminal gates, aprons and roadways FOD free. Gate areas should be checked for FOD prior to every arrival. There are bright yellow FOD bins under every bridge available for this purpose. Make sure to close those lids after using them.

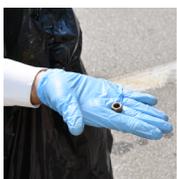
#### FOD poses several dangers.

It can:

- Be ingested by an aircraft engine, which can damage fan blades and result in the severe damage or loss of the engine
- Cut aircraft tires
- Become lodged in aircraft mechanisms such as flaps, preventing them from operating properly and causing loss of control
- Be thrown by jet blast causing injury to workers and damage to the airport infrastructure or equipment

#### FOD Detection – What to look for?

When conducting inspections or preparing the gate for arrival, airport employees should look for:



- Aircraft parts (nuts, bolts, washers, fuel caps, landing gear fragments, tire fragments etc.)
- Tools and equipment from maintenance engineers, cleaners, baggage handlers and refueling operations

- All potential apron FOD sources (suitcase locks, luggage tags etc.)
- All potential runway FOD sources (pavement breakup)
- All potential taxiway FOD sources (concrete and asphalt chunks, rubber joint materials and paint chips)
- Staff waste (empty coffee cups, soft drink cans, meal packages, empty bags and water bottles etc.)
- Materials from airport building construction sites
- Natural materials (dirt & grass clippings)
- Wildlife (dead or alive)

#### How can you contribute to the FOD management program?

All airport employees play a crucial role in FOD prevention and management.



- Participate in all FOD training as required for your role
- Participate in FOD walks held during Canadian Airports Safety Week, Airside Safety Week and other times as announced
- Be aware of the different types of FOD and potential hazards posed by FOD
- Report FOD to the Integrated Operations Control Center (416-776-3055) if the item is contaminated or too big to handle safely
- Remove FOD (where possible and feasible)
- Account for tools and hardware at specific intervals
- Lead by example! Maintain good housekeeping practices (clean-as-you-go) and ensure that FOD pick up is a routine in day-to-day operations

To participate in our next FOD walk that will take place on Friday, June 21, 2019 at Terminals 1 & 3 from 1000 to 1230, please contact alexander.skrupalev@gtaa.com or 647-236-2271. By working together we can create and maintain a clean and safe work environment!

## Eye on Safety Awards Recipient

Moony Mathew of Navstar was nominated by Wayne Finkle for a Tier 3 Eye On Safety Award.

On April 18, 2019 an elderly man was disembarking from his flight when he collapsed along the bridge. The gentleman had suffered a cardiac arrest and had no vital signs. His wife and airport staff were holding him, when Moony took quick action and rushed over with a wheelchair. Recognizing how dire the passenger's condition was, she did not hesitate and performed CPR on him. Moony continued administering CPR until paramedics arrived on scene with a defibrillator. Because of her quick action, this serious incident had a positive outcome. The passenger received a pacemaker while in hospital and returned home to recover.

Congratulations, Moony! You are an incredible example of going above and beyond your regular duties to ensure Toronto Pearson is a safe place to be!



From left to right, Hillary Marshall, Vice-President, Stakeholder Relations and Communications, GTAA; Kath Hammond, Vice-President, General Counsel, Corporate Safety and Security, GTAA; Moony Mathew, Navstar; Dwayne MacIntosh, Director, Corporate Safety and Security, GTAA; Carol Kavish, Associate Director, Safety and Security Quality Assurance, GTAA.

The nomination form is available on our website at [www.torontopearson.com/eos](http://www.torontopearson.com/eos)

CANADIAN AIRPORTS  
**Safety Week**

The Toronto Pearson Safety Program (TPSP) and the Canadian Airports Council (CAC) are making final preparations for Canadian Airports Safety Week. This is a nationwide initiative focused on promoting healthy and safe work practices among airport employees. All airport staff are encouraged to take part in various safety discussions and events throughout the week, covering all areas of the airport operational environment.

From the previous years, we received your feedback about how to make this event more valuable and engaging therefore we are making changes to have more impact on our journey to continually improve our safety culture. Various safety activities will take place throughout the airport including North End,

Cargo West, Terminals 1 & 3, Viscount Parking Garage as well as visits to employees in their workplaces during a night-time safety van tour. This event is promising to be very informative and safety oriented. Airport employees will have the opportunity to have a safety discussion with one of our safety representatives, network with peers and participate in various activities with a chance to get some great safety giveaways.

To receive more information about activities, receive a poster or sign up for a FOD walk during Safety Week, please contact alexander.skripalev@gtaa.com

We are looking forward to celebrating Canadian Airports Safety Week together with you!



## Temporary Security Control Pass Holder Awareness

BY PAULA DRUMMOND, OFFICER, SECURITY REGULATIONS, POLICY AND AUDIT

Recently, our Security Department noticed an increased number of recent incidents related to having no escort while working in restricted areas. We would like to remind that if you are a Visitor with a Temporary Pass (Green) or a Security Control Pass (Yellow), there are security controls that apply to you.

If you work Airside, you must be under security escort by a valid Airside RAIC holder at all times. Never separate from your security escort for any reason.

If you work in the Sterile Area and are a Security Control (Yellow) Pass holder you must enter through a passenger screening point (PBS). You may then work without a security escort only in the Sterile Area.

However, if your work then requires you to go airside for whatever reason, you MUST have a security escort with you.

If you are a Visitor with a Temporary (Green) Pass you MUST be screened every time you go through Non-Passenger Screening check points and must always remain with your escort. Escorts within the sterile area can escort up to 10 people at a time and must always have complete care and control of all visitors.

Finally, in the event a passenger screening point is closed, you can enter via an employee Access Control Point (NPS) with a valid RAIC holder who must be your security escort at all times in any Restricted Area.

## Non-Passenger Screening for Vehicles (NPSV) Awareness

BY PAULA DRUMMOND, OFFICER, SECURITY REGULATIONS, POLICY AND AUDIT

Non-Passenger Screening for Vehicles (NPSV) is a security regulatory requirement introduced by Transport Canada. It consists of increased inspection requirements for airport employees and vehicles accessing terminal apron areas.

Screening is conducted by the Canadian Air Transport Security Authority (CATSA) and may include inspection of the vehicle, its contents, as well as driver screening for restricted items. Time of day and traffic volume time can affect processing times and should be taken into account by those requiring terminal apron access via airside roadways.

Drivers will first approach the verification booth and come to a full stop at the stop sign. The driver's RAIC will then be verified in addition to those of all occupants in the vehicle by security personnel before being given directions via the electronic display located below each stop sign at the booth.

The signage consists of a stop sign with an electronic display below it that will show either a green arrow or a red X. When the red X is visible, drivers are to pull off into the CATSA inspection area for screening and fully cooperate with CATSA staff. When the green arrow is visible, no screening is required, and drivers are free to proceed on their way.

Note:

- Even if the green arrow illuminated, drivers must stop first for RAIC verification before proceeding.
- Drivers MUST check the green arrow before exiting the verification booth as the indicators can change to a red X before the vehicle leaves.



Failing to stop for screening when directed to do so is a violation of the Canadian Aviation Security Regulations and may result in enforcement action against the driver.