

# ***FAAM Induction Training***



# *Aims*

To receive a level of induction and training material that allows you to go from this room and work safely on and around the facility, including the aircraft.

All the documentation in this presentation is available through the web site under the H & S tabs.

This induction will include a trip to the labs and Hangar. At the end of the process you must complete a form to say you have been given and have understood and will put into practice the guidance in this presentation.



# *The Facility*

- Stake holder rich
  - FAAM (NCAS, NERC, Met Office)
  - DFL aircraft operators
  - Avalon aircraft engineering service
- Split facility
  - Building 145 – Offices
  - Building 85 – Hangar
  - Bae-146 ARA
  - Building 85 – FAAM Laboratory



# People



Head Of FAAM



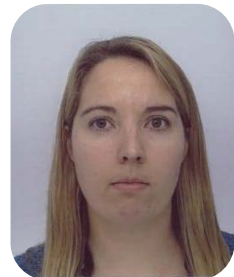
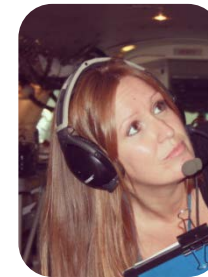
Data/IT



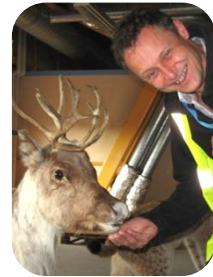
Contracts/Finance/Admin



Operation/logistics



Technical/Engineering



Instrumentation

Head of Airborne  
Science and Technology



# Web form

## FAAM Visitor - Request for Access to the Aircraft (for work in the hangar)

<http://axll.pythonanywhere.com/visit/add/>

The form is for people intending doing work on an instrument or rack on the aircraft in the hangar.

If you are only going to be given a tour, have an introduction to headsets etc. in advance of an experience flight, you DO NOT have to complete this form. Do contact FAAM Ops to let us know to expect you.

|  |   |
|--|---|
| Name(s):   | <input type="text"/>                    |
| Organisation:  | <input type="text"/>                    |
| Visit start date:  | <input type="text" value="2015-05-01"/> |
| Visit finish date:   | <input type="text" value="2015-05-01"/> |
| <b>Note: out of normal hours working (0900-1700) may be possible but will incur a charge</b> |   |
| Working start time:  | <input type="text" value="09:00:00"/>   |
| Working finish time:   | <input type="text" value="17:00:00"/>   |
| Activity description<br>(Instrument name(s) and work anticipated):                           | <div>None</div>                         |
| AVALON Assistance<br>requirements<br>(eg. Removing/fitting rack, etc):                       | <div>None</div>                         |
| Contact Email:   | <input type="text"/>                    |

## FAAM Visitor - Request for Access to the Aircraft (work in the hangar)

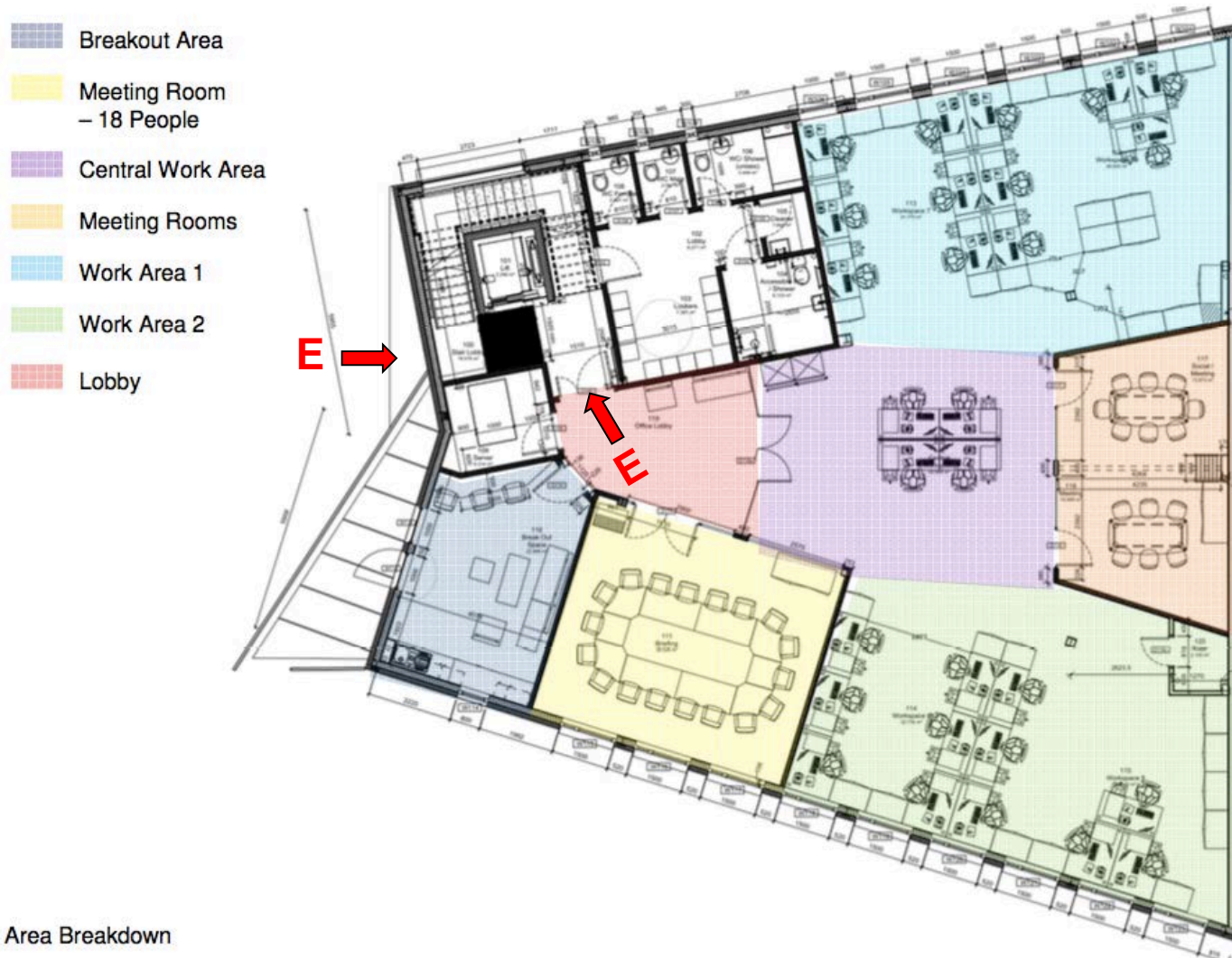
<http://axll.pythonanywhere.com/visit/>

| Visit Start Date | Visit Finish Date | Name                | Working Start Time | Working Finish Time | Activity   | Assistance Requirements | Approved |
|------------------|-------------------|---------------------|--------------------|---------------------|--|-------------------------|----------|
| 27-04-2015       | 01-05-2015        | Mohammed Iqbal Mead | 09:00              | 17:00               | Training (by Joss Kent) for operation of the ARIES instrument as part of the GAUGE flying period | None                    | Yes      |





# Building 146 – FAAM Offices

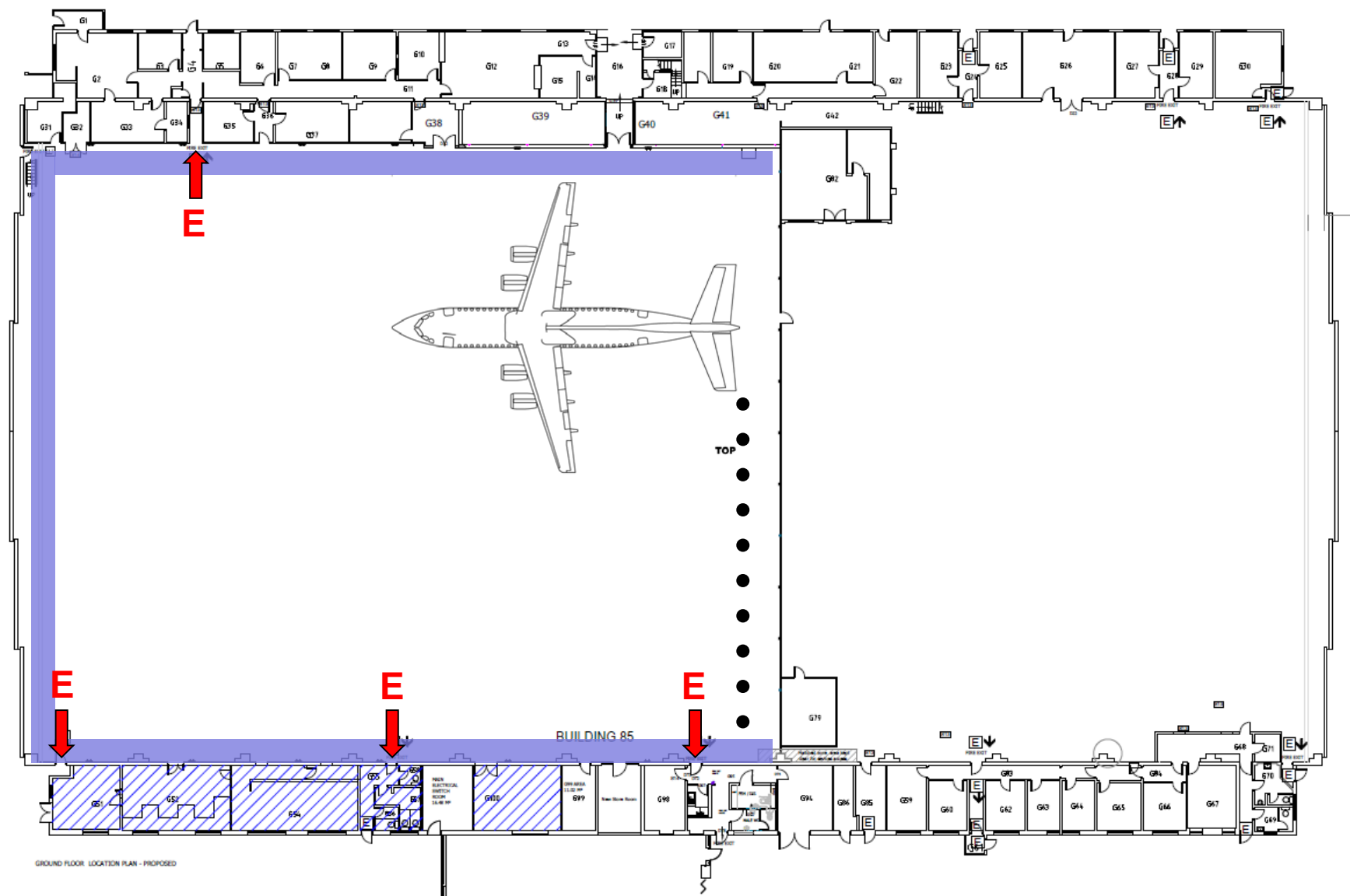


Area Breakdown



↓ E Emergency Exit

# B85 Hangar



## ***Aircraft in Hangar***





# Instrument Paperwork

**FAAM** Facility for Airborne Atmospheric Measurements

## Scientific Equipment Log Book Work Card.

| Equipment. | P/N. | S/N. | Date Issued. | Work card No. |
|------------|------|------|--------------|---------------|
|------------|------|------|--------------|---------------|

| Item. | Work required. |
|-------|----------------|
|       |                |
|       |                |
|       |                |
|       |                |
|       |                |
|       |                |
|       |                |

| Item. | Action taken. | Date, Name, Sign. |
|-------|---------------|-------------------|
|       |               |                   |
|       |               |                   |
|       |               |                   |
|       |               |                   |
|       |               |                   |


| Item. | Parts Replaced. | CofC's No. |
|-------|-----------------|------------|
|       |                 |            |
|       |                 |            |
|       |                 |            |

| Remarks. |
|----------|
|          |
|          |
|          |

|  |                                     |
|--|-------------------------------------|
| <b>FAAM Acceptance:</b><br>Equipment and Paperwork:<br>Complete / Incomplete<br>Delete as applicable.                          | Date:<br>Name:<br>Sign:             |
| <b>Avalon Acceptance:</b><br>Equipment fit to fly:<br>Serviceable / Unserviceable<br>X-ref work card:<br>Delete as applicable. | Date:<br>Name:<br>Sign:<br>CofC No: |

Scientific Equipment Log Book Work Card: V1.0

22.04.14

| Directflight Ltd. Trent House,<br>Cranfield Technology Park,<br>Bedfordshire MK43 0AN.<br>Tel: 01234 757766. Fax: 01234 757646 |                       | <b>Science Equipment Defect / Work Log</b>  |   |  |                      |
|--|-----------------------|---|---|---|----------------------|
| A/C REGN: G-LUXE   |                       | A/C TYPE: BAE-146   |   | MSN: E3001  |                      |
| Date:  |                       |   |   | Sheet No: 00101   |                      |
| 1.<br>No   | 2.<br>Date/<br>Flt No | 3.<br>Defect/Work   | 4.<br>Action Taken  | 5.<br>Actioned By   | 6.<br>Sign Auth Date |
| 1.   | 29/04/2015            | FGGA NOT POWERED/FGGA<br>REMOVED FROM RACK TO<br>WORK ON IN LAB.<br>SWH.                                    |   |   |                      |
| 2.   | 29/04/2015            | GC-ING CAL GAS CYLINDER<br>EMPTY REQUIRES REPLACING   | CAL GAS<br>CYLINDER REPLACED<br>WITH NEW CYLINDER.  | SWH<br>29/04/2015.  |                      |
| 3.   | 29/04/2015            | CIP 100 PROBE REQUIRE TO BE<br>REALIGNED/CIP 100 PROBE REMOVED<br>FROM R/H UPPER OUTBOARD PYLON<br>CONVIER. | ADD 00101/3<br>RAISED AS WILL<br>NOT BE AVAILABLE<br>FOR REFLIGHTING BEFORE<br>NEXT FLIGHT. |   |                      |
| 4.   |                       |   |   |   |                      |

The work recorded above has been carried out in accordance with the requirements of the Air Navigation Order for the time being in force and in that respect the aircraft/equipment is considered fit for release to service.

Approval No: AL9963/13

Sci.Equip Log. Iss 1. WT APR 2014

White Copy: FAAM • Carbon copies to: Technical Records

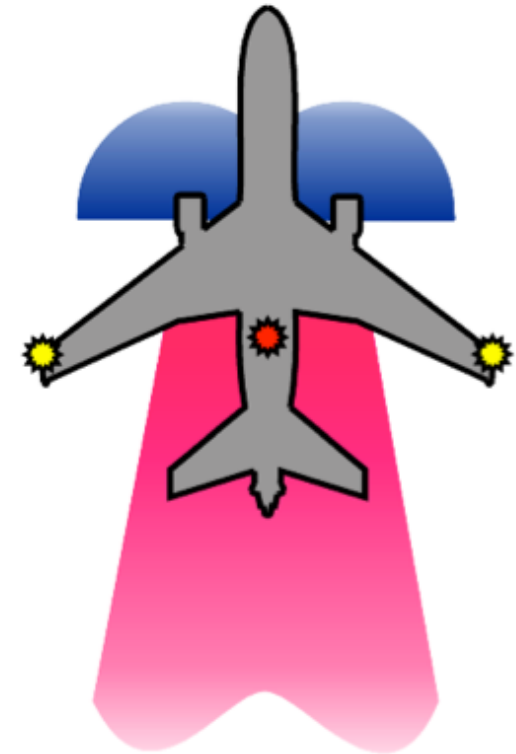


**FAAM**  
Facility for Airborne Atmospheric Measurements

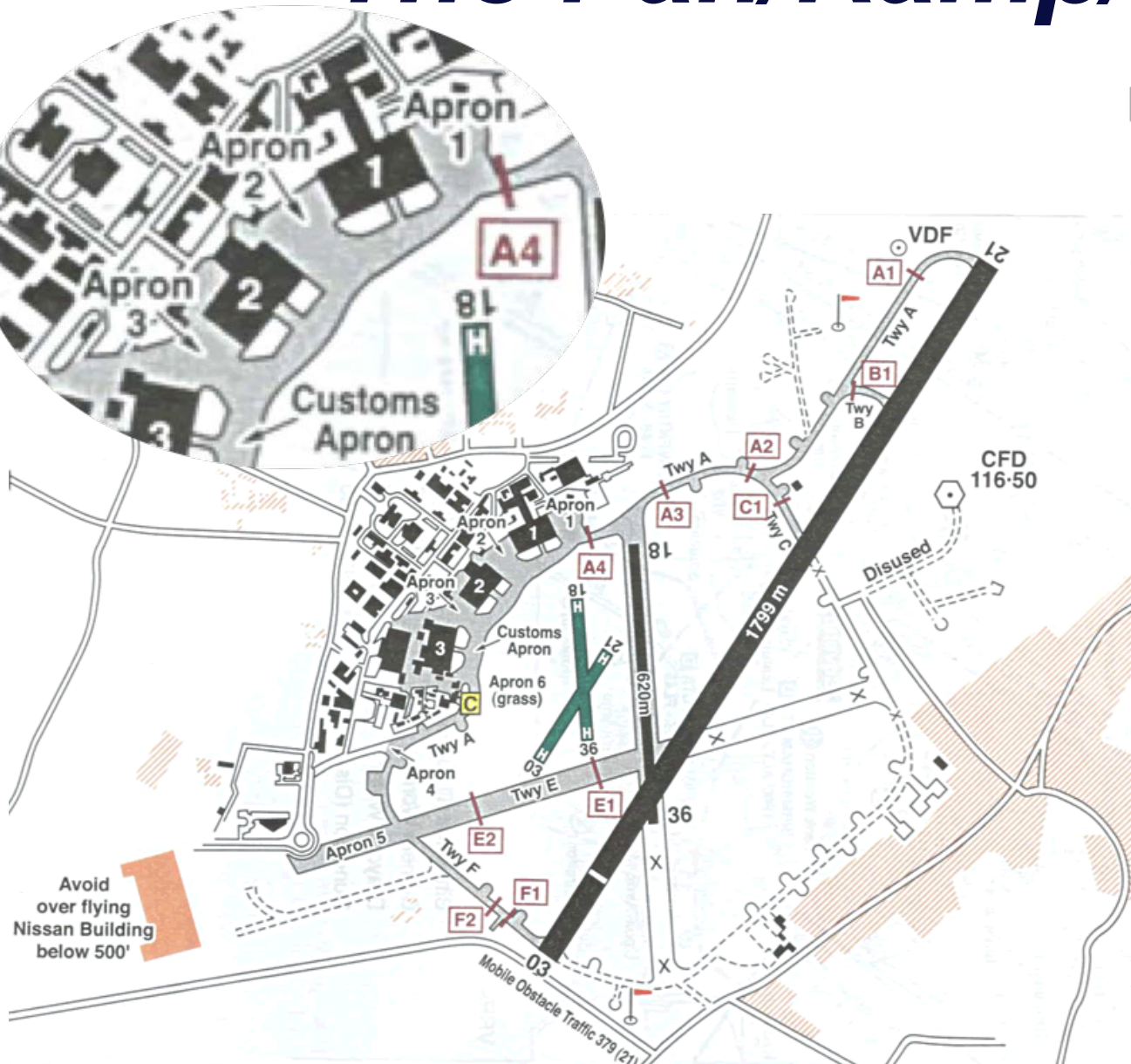


# ***The Pan/Ramp/Apron***

## ENGINE DANGER ZONES



NEVER APPROACH OR WALK OR DRIVE  
BEHIND AN AIRCRAFT UNTIL THE  
ENGINES HAVE STOPPED AND THE  
ANTI-COLLISION LIGHTS ARE OFF



# ***Accident Reporting at FAAM***

FAAM are committed to reporting accidents, incidents and near misses in a ongoing effort to ensure the facility is as safe as it can possibly be.

Please report any of the following as soon as is practicable to the Duty Ops manager at FAAM as well as to your own institutes reporting system.

- Please report any dangerous working activities you encounter at FAAM.
- Please report any near misses you have been involved in at FAAM.
- Please report any incidents you have been party to at FAAM.
- Please report any accidents you have had at FAAM.

FAAM reports and stores all of its incidents, accidents and near misses on the NERC online AINM system - <https://ishare.apps.nerc.ac.uk/ainm/default.aspx>





# ***Flying***



# ***Fitness to Fly***

Should not fly when under the influence of psychoactive substances or alcohol or when unfit due to injury, fatigue, medication, sickness (see list below) or other similar causes. Or after the 36th week of pregnancy (32nd week for multiple pregnancy).

- angina or chest pain at rest
- any active communicable disease (see next slide)
- decompression sickness after diving or 24 hours after diving
- increased intracranial pressure
- infection of the sinuses or of the ear and nose and eustachian tubes
- recent myocardial infarction
- recent stroke
- recent surgery or injury where trapped air or gas may be present (e.g. abdominal trauma, gastrointestinal surgery, craniofacial and ocular injuries, brain surgery or eye operations)
- severe chronic respiratory disease
- breathlessness at rest
- unresolved pneumothorax
- sickle cell anaemia
- psychotic illness, except where fully controlled.



# ***Fitness to fly continued***

| <b>Disease</b>        | <b>Period of Communicability</b>   |
|-----------------------|--|
| <b>Chicken pox</b>    | 1-2 days before onset or rash and continuing until all lesions have crusted (usually about 5 days after) - longer in the immunocompromised.              |
| <b>Influenza</b>      | Up to 3-5 days from clinical onset. Up to 7 days in young children.  |
| <b>Measles</b>        | From 1 day before prodromal period (usually 4 days before rash) to 4 days after rash.  |
| <b>Mumps</b>          | Up to 7 days before to 9 days after onset of parotitis - maximum infectiousness 2 days before to 4 days after.   |
| <b>whooping cough</b> | Highly contagious in early catarrhal stage and at beginning of paroxysmal cough stage (first 2 weeks). Thereafter decreases until negligible at 3 weeks. |
| <b>Rubella</b>        | 1 week before and at least 4 days after onset of rash; highly communicable   |
| <b>Tuberculosis</b>   | Until at least 2 weeks following effective treatment.  |

## **Consequences:**

To the individual – You might not get the appropriate medical attention when needed in the air, diversion might take you away from suitable medical services.

To the science - you get worse on board and the aircraft has to return to base without fulfilling the science requirement. You transmit the illness to all onboard possibly grounding the aircraft for an extended period.

FAAM and DLF Operations reserve the right to stop you flying on evidence of any of the cases laid out in this and the previous slide.



# *Miscellaneous*

Detachment health and safety will be discussed in relevant briefings but the majority of the rules and guidance here holds away from base.

Please do not hesitate to ask questions.

If there is something you think we have missed in this presentation please let us know.

We will now go on a quick tour of the facilities. This should take no longer than 10 minutes.

After the tour you will be asked to sign a form to say you have been given and have understood and will put into practice the guidance in this presentation.





# Appendix

FAAM website – [www.faam.ac.uk](http://www.faam.ac.uk)

H & S on website - <http://www.faam.ac.uk/index.php/using-faam/health-and-safety>

New fliers info – <http://www.faam.ac.uk/index.php/using-faam/new-flyers-information>

FAAM user info – <http://www.faam.ac.uk/index.php/using-faam/faam-handbook>

Accident reporting - <https://ishare.apps.nerc.ac.uk/ainm/default.aspx>

Contact info:

FAAM - <http://www.faam.ac.uk/index.php/contacts-a-how-to-find-us/faam-team>

DFL Avalon - <http://www.faam.ac.uk/index.php/contacts-a-how-to-find-us/dfl-a-avalon>

