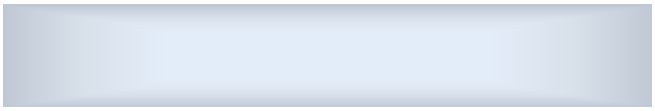


The last barrier that impairs consistent implementation is caused simply by not revisiting the strategy consistently. The consequence of this lack of continual review results is a loss of focus creating the calamity of operating in a dense fog. If strategic direction is not kept front and center, the forward driving force of the implementation is forfeited. Organizations and people move towards what they are focused on. Without this regular focus on strategic direction, efficient and effective implementation is impeded, if not stopped altogether.

Strategy implementation can be a long process. To implement strategic direction, first pinpoint clear messaging that is vibrant, specific and memorable. If implementation is going to be embraced and enacted, marketing your message internally to your team to facilitate buy-in from top to bottom is a critical necessity. Secondly, identify tangible milestones. Have definable indicators of the targeted results of each step of implementation and build in accountability measures for each milestone.

Thirdly, capture memories along the way to record the progress from where you started to where you are noestc

At the time of the incident a chemical or biological agent may have entered the wound and signs of infection begin to show up a few days later causing pain, discomfort, or illness. If this was reported at the time of the incident, it would already be documented and the university would be able to assist the employee more swiftly.

When the employee goes home at the end of the day, their ankle swells up and the soreness gets worse. They think they may have broken or severely strained their ankle and now they are having trouble walking on it. If they reported it at the time of the

Drone safety on and off campus

By Ronnie Souza

Introduction

The confluence of advanced technologies in lightweight batteries, electric motors, digital imaging, and wireless communications has led to a new generation of small, powerful drones. These devices are easy to operate, often multi rotor helicopter style machines, capable of vertical take offs and landings, with extended hovering abilities that are well suited for observational purposes. Drones have become so affordable that hundreds of thousands were sold in the US during the 2015 winter holiday gift season alone.

Besides recreation, significant numbers of drones are also in commercial and academic use. Drones have proven important for remote viewing, inspection, and specialized imaging wherever direct human presence is dangerous or expensive. They are in wide and growing use in agriculture and forestry, building and structural surveys, aerial mapping, real estate sales, advertising, sporting events, news reporting and motion picture production.

Although many colleges and universities have long histories with drones, recent expansions in capabilities and affordability have led to much wider use. These include curricular and non curricular programs, including athletics, facilities/plant operations, alumni organizations, public affairs, and student clubs.

What is a Drone?

According to the FAA (Federal Aviation Association), a drone (officially an Unmanned Aircraft System or UAS), is any unmanned aircraft and the associated support equipment, controls, data links, telemetry, communications, and navigation instrumentation necessary to fly the aircraft.

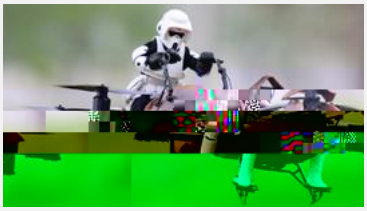
Can I Use a Drone at UNE?

UNE is currently developing a comprehensive drone use policy. Prior to drone use, Don Clark, UNE Director of Safety and Security, must be contacted to authorize drone activities on campus related to UNE business, (i.e. research, class lectures, facilities maintenance) or recreational use.

Federal Rules and Regulations

The FAA has statutory responsibility for regulating the safety of our national airspace system, including drone flights. Drones are formally classified as Unmanned Aircraft Systems (UAS), and described as mechanically propelled devices greater than 0.55 pounds in weight that are capable of sustained flight in air, operated by ground based controls, and kept in communication through data links and software. The FAA issued a final rule effective August 29, 2016 entitled Operation and Certification of Small Unmanned Aircraft Systems (sUAS).

Drones continuedé



Operational Limitations

ÅUnmanned aircraft must weigh less than 55 lbs. (25 kg).

ÅAircrafts weighing between 0.55 ï 55 pounds must be registered.

ÅMust be flown within line of sight, during daylight, and with weather visibility of at least 3 miles.

ÅFlights are prohibited directly over people (non participants) or inside vehicles.

ÅMust yield right of-way to all other aircraft.

ÅMust not exceed groundspeed of 100 mph or altitude of 400 feet above ground.

ÅIf flown higher (e.g., inspecting a tall building or structure), the sUAS must remain within 400 feet of the structure.

ÅOperations in Class G airspace allowed without permission from local airport air traffic control; any other airspace requires advance permission.

ÅOnly one sUAS may be flown at a time by a remote pilot in command.

Remote Pilot in Command Certification and Responsibilities:

ÅsUAS operators must possess a remote pilot certificate or be directly supervised by a person who does.

Å Remote pilots in command must maintain records, report any accidents or incidents, and conduct preflight inspections.

ÅQualifications for a remote pilot certificate include:

At least 16 years of age.

Demonstrate aeronautical knowledge by passing a test at an FAA-approved Knowledge Testing Center or, for those who already hold a traditional pilot license, completing the FAAôs sUAS online course.

Successful Transportation Security Administration (TSA) background check.

Based on Campus Consortium Environmental Excellence Workshop on Drones, held February 3rd, 2016 at MIT's Lincoln Laboratory, Lexington, Massachusetts