

SAFETY

Why Use Wing Walkers?

Two CRJ-900 aircraft were damaged when their wingtips collided during pushback. To avoid such incidents, the requirements and duties of a wing walker must always be adhered to:

The primary responsibility of a wing walker is to ensure there is enough clearance between the aircraft and any obstacle. If the clearance between any obstacle is less than 10 feet, a wing walker must be used.

A minimum of one (1) wing walker is always required to ensure the area behind the aircraft is clear and remains clear, and a wing walker is always required anytime any part of the aircraft will pass within 10 feet of any obstruction. If there are no obstructions, one (1) wing walker is the minimum. If only one side has an obstruction, one (1) wing walker is required but must be on the side with the obstruction. If both sides have obstructions within 10 feet, two (2) wing walkers (one each side) are required.

The wing walker is there to see dangers that the tug driver may not be able to see. The tug driver must stop if the wing walker signals to stop or if visual contact is lost.

COMPLIANCE

An ERJ175 was damaged and forced to ferry for repairs when a ramp agent opened the Main Cabin Door from inside the aircraft causing a partial slide deployment.

Prevention: In order to prevent emergency slide deployments – All

Customer Service Agents/Ramp Agents/Cleaners/Caterers are prohibited from opening a passenger or service door from the inside of the Embraer 170/175. All passenger and service doors must be opened from the outside.

AWARENESS

Bags and wheelchairs can be deceptively heavy. Weights can vary between 5 to 150 lbs. Since we are liable to return baggage and wheelchairs to a passenger in the same condition we received it,

solicit help from co-workers when lifting or moving baggage and wheelchairs. Get help, or wait until a co-worker is able to assist you.



Station Briefing Guide 3-27-17

Stations are urged to use this guide to assist with Station Safety Briefings. This information should be reviewed daily with all employees to ensure understanding and compliance. This may result in employees hearing it more than once but will serve to reinforce the information. The questions at the bottom must be used to ensure understanding.

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- The primary responsibility of a wing walker is to ensure there is enough clearance between the aircraft and any obstacle.
- If the clearance between any obstacle is less than 10 feet, a wing walker must be used.
- The wing walker is there to see dangers that the tug driver may not be able to see.
- The tug driver must stop if the wing walker signals to stop or if visual contact is lost.

COMPLIANCE

Aircraft Damage

- In order to prevent emergency slide deployments – All Customer Service Agents/ Ramp Agents/Cleaners/Caterers are prohibited from opening a passenger or service door from the inside of the Embraer 170/175. All passenger and service doors must be opened from the outside.

AWARENESS

- Bags and wheelchairs can be deceptively heavy. Weights can vary between 5 to 150 lbs.
- Solicit help from co-workers when lifting or moving baggage and wheelchairs.
- Get help, or wait until a co-worker is able to assist you.

What is the primary responsibility of a wing walker?

To avoid slide deployments, what is the only way to open the MCD of the ERJ170/175?

If a bag is too heavy for you, what should you do?