

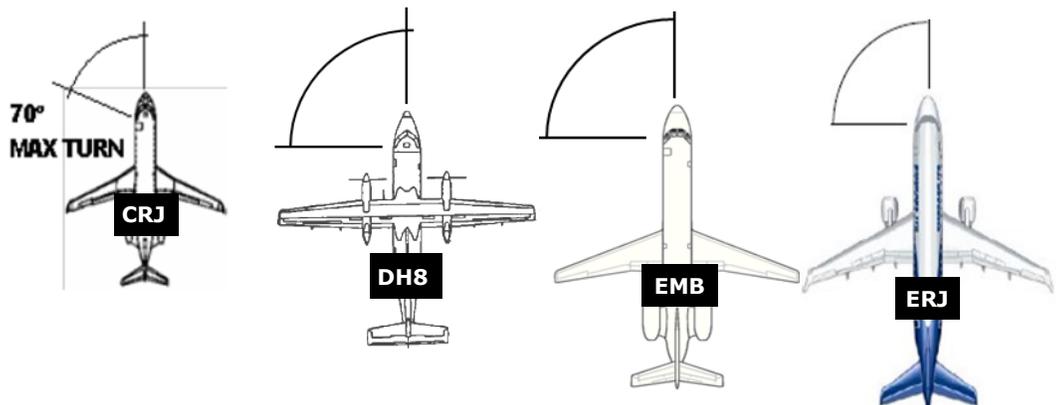
SAFETY

PUSHBACK - NO JOKE!!

One of the most safety-sensitive aspects of a flight departure is the pushback. There has been a rash of pushback-related events recently including oversteers.

A safe and successful pushback is no accident if you follow the proper procedures. Let's look at those procedures:

- If you are not comfortable with the pushback or feel something is not right, STOP THE PUSH!
- Know your turn limits and **DO NOT** exceed them. 70° for CRJ aircraft and 90° for all others.



COMPLIANCE

Cargo bins, especially scuff plates continue to be a large portion of aircraft damage. To prevent this type of damage, remember the following:

Prevention: DO NOT make contact with the aircraft. DO NOT position beltloader under or against the fuselage.

AWARENESS

A minimum of 1 (one) wing walker is required at all times. An additional wing walker is required when the clearance or spacing of the aircraft is less than ten feet to

any obstacle on both sides of the aircraft. The guideman will IMMEDIATELY stop the aircraft upon receiving the "STOP" hand signal from the wing walker(s).



Station Briefing Guide 4-3-17

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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Aircraft Damage

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What is the turn limit on a CRJ-200?

The beltloader must never be positioned how?

When is a 2nd wing walker required?