

SAFETY

TOW BAR OJIs ON THE RISE!!

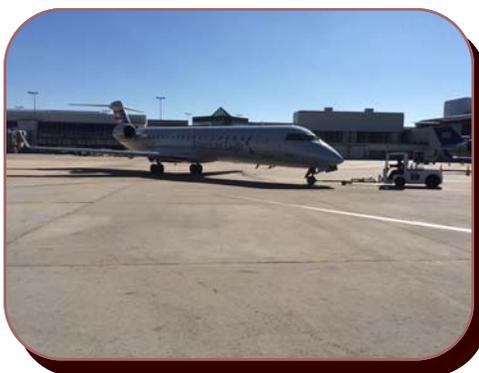


There has been a spike in the number of employee injuries caused when a tow bar is dropped on a foot or toes.

EGOM states:

- Do not disconnect the tow bar from the aircraft while the tow bar is still connected to the tug. Do not kick or jump on the tow bar to force it to disconnect from the aircraft.

It is these types of actions that cause the tow bar to abruptly disconnect from the aircraft and fall, causing injury. Always follow the proper procedures to avoid injury and prevent aircraft damage.



AWARENESS

No equipment should enter the Diamond of Safety unless absolutely necessary. All equipment, including walk-behind beltloaders and tugs/carts used by bag runners, will come to a complete stop at the boundary of

the diamond and ensure the equipment brakes are operative. The vehicle must proceed at a walking speed. Tugs are not permitted within five feet of the aircraft at any time.



Station Briefing Guide 8-21-17

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.

SAFETY

To prevent injury from falling tow bars:

- Do not disconnect the tow bar from the aircraft while the tow bar is still connected to the tug.
- Do not kick or jump on the tow bar to force it to disconnect from the aircraft.

AWARENESS

- All equipment, including walk-behind beltloaders and tugs/carts used by bag runners, will come to a complete stop at the boundary of the diamond and ensure the equipment brakes are operative.

Which end of the tow bar is to be disconnected first?

What should you not do to force a tow bar to disconnect?

What must you do before entering the Diamond of Safety ?