



SAFETY

Straighten Up!

We all know the rules for pushback; don't jerk, don't speed, don't exceed the turn limits, but do you know about the proper positioning of the aircraft for taxi?

The procedures state: "When the aircraft has reached the designated pushback location, the tug operator will bring the aircraft to a stop with the nose wheel straight to the greatest extent possible." Let's see why that's important:

- Reduces the danger of the tow bar striking an employee during disconnection.
- A nose gear that is not straight requires additional power to get the aircraft moving and uses more fuel.
- Additional power increases the danger of jet blast or prop wash and injury to employees or passengers.
- Turning from a dead stop increases the wear-and-tear on the tires and can cause damage to the tires, sometimes resulting in tire changes, delays, etc.

When conducting a pushback, keep these things in mind and take the proper steps to ensure that when completed, the nose wheel will be in the straightest position possible, and will require little or no turning to begin a straight taxi.

It also helps you...it is much easier to disconnect a tow bar that is facing forward than it is one on an angle under the nose somewhere!!

COMPLIANCE

A CRJ-700 aircraft was damaged by a baggage cart that moved due to high winds. It is imperative that when high winds are forecasted in your location, all ground equipment is secured.

Prevention: Any warnings or amended forecasts with winds (including gusts), exceeding 35 mph require the implementation of the High Winds Checklist .

AWARENESS

Challenge all strangers and unbadged persons on the AOA (Air Operations Area). ID must be displayed on the outermost

garment above the waist. If in doubt, ask for proper identification.

Station Briefing Guide 1-23-17

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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When completing a pushback, what should you do with the nose wheel?

What must be used when winds are at or forecasted to exceed 35 MPH?

What must you do if you see an unbadged person on the ramp?