

# Regional Safety Alert

## SAFETY

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### SEE IT...SAY IT!!!

There has been a recent spike in the number of Found-On-Arrival damages especially around the cargo bin door, the sill plate and under the door. These are areas where beltloaders are commonly used.

Aircraft damage of any type, including scratches, dents and dings of any size, shape and in any location could pose a significant threat to the safety of aircraft in flight.

It is of the utmost importance to report all aircraft damage to station management immediately upon occurrence or discovery. In addition to reporting aircraft damage, any equipment contact with aircraft must also be immediately reported to station management. Underlying damage may have resulted from the contact that cannot be visually detectable.

Remember... **DO NOT** disturb or move any equipment at the accident scene until the appropriate Manager or Supervisor has arrived. Movement for first aid to an injured person is the only exception.

Although it is understood that aircraft ground damage is typically **NOT** intentional, not telling someone it happened IS intentional.

We must recognize that unreported aircraft damage endangers the lives of the crew and the passengers who would be flying on the aircraft.

### COMPLIANCE

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A CRJ-200 aircraft escaped damage after it was struck by an approaching beltloader that skidded on an icy ramp when the driver attempted to stop.

**Prevention:** Adjust driving to changing ramp conditions. It may take five times the normal stopping distance if the ramp is wet or icy. NEVER operate ground equipment without brakes.

### AWARENESS

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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.



## Station Briefing Guide 2-6-17

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**

**SEE IT...SAY IT!!!**

- It is of the utmost importance to report all aircraft damage to station management immediately upon occurrence or discovery.
- Aircraft damage of any type, including scratches, dents and dings of any size, shape and in any location could pose a significant threat to the safety of aircraft in flight.

### **COMPLIANCE**

**Wet or Icy Ramp Conditions**

- Adjust driving to changing ramp conditions.
- It may take five times the normal stopping distance if the ramp is wet or icy.
- NEVER operate ground equipment without brakes.

### **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.

**Who must be notified immediately of aircraft damage?**

**What must you do when the weather changes on the ramp?**

**True/False - Bag runners do not have to stop at the Diamond of Safety?**