

Regional Safety Alert

Keeping Our Employees Safe on the Ramp

ISSUE 09 February 26, 2018

SAFETY



An ERJ-145 escaped serious damage when the towbar was not properly connected to the aircraft. The pushback driver failed to ensure the connection was secure.

To avoid this situation:

The tug operator must ensure that the tow bar is properly connected to the aircraft by placing both hands on the bar and gently moving from side to side (up and down for Dash 8 aircraft).

This will alert the driver to any problems. The tug operator must also ensure that the tow bar is properly connected to the tug by placing both hands on the bar and gently moving from side to side.

This, again, is especially important when the driver is not the same person who connected the tow bar or when conducting pushback operations at night or in the early morning. **These steps are interchangeable but both must be completed.**

Awareness

If employees cannot see where they are going due to poor visibility, steam, rain, fog, etc., employees must remain stationary until it is determined that it is safe to move.

The same principle exists with communication; if the ability to speak or warn another employee of potential hazards is not possible, the operation must stop until communications are re-established.



Station Briefing Guide 2-26-18

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

Towbar Connection

- The tug operator must ensure that the tow bar is properly connected to the aircraft by placing both hands on the bar and gently moving from side to side (up and down for Dash 8 aircraft).
- The tug operator must also ensure that the tow bar is properly connected to the tug by placing both hands on the bar and gently moving from side to side.
- **These steps are interchangeable but both must be completed.**

AWARENESS

- If employees cannot see where they are going due to poor visibility, steam, rain, fog, etc., employees must remain stationary until it is determined that it is safe to move. The same principle exists with communication; if the ability to speak or warn another employee of potential hazards is not possible, the operation must stop until communications are re-established.

What must you do after connecting a towbar to the aircraft and the tug?

Why is that so important?

What is the procedure if you lose communication while deicing an aircraft?