

Safety ALERT

All Location Event Review Topics – August 5, 2015

Action Item: Station and Provisioning Leadership must review and discuss this Safety Alert for the next three consecutive days to ensure they understand the hazard and how they can prevent injury and damage.

Workgroups: All Ramp and Provisioning Employees and underwing Contractors

Within the last 48 hours, two significant aircraft damage events have occurred:

- An aircraft with 143 Customers onboard was pushed into a Provisioning truck with a Provisioning Agent in the cab causing it to flip on its side resulting in significant damage to the aircraft and the Provo truck.



- A Provisioning van ran into the side of a different aircraft near the forward entry door also resulting in significant damage to the aircraft.

Both events indicate a lack of situational awareness and failure to follow procedures which resulted in Employee injury, damage to aircraft, and damage to equipment.

Today and every day we must remain vigilant to our surroundings. Complacency increases the risk to ourselves, our Coworkers, and our Customers, while jeopardizing the operation.

Always Maintain Situational Awareness

Some important points to remember while working a flight:

- Identify the applicable procedure and make sure you follow it
- If you have questions about or are unsure of procedures, stop until your questions are answered
- Always assess the risk
- Play the “What if” game and mentally brief yourself
- Maintain your awareness of possible dangers
- Ask: What could go wrong?

A prepush briefing must be conducted prior to each pushback/tow

The Pushback Driver is ultimately responsible for ensuring that the aircraft is secured, all personnel involved in the push are in proper position, and the pushback is conducted in a safe manner as outlined in the GOM section 5.19.2.3 “Pushback Driver Responsibilities During Pushbacks”. Following the Prepush Checklist is required when planning the pushback.

Plan every push

The Pushback Driver must plan the direction of the each pushback and is responsible for determining proper positioning of the Guide Agent(s). Problem areas should be anticipated to determine where the Guide Agent(s) should be positioned in order to provide the greatest visibility and ensure that the path is clear of obstacles. Before beginning the push, the Pushback Driver must receive the “All Clear” hand signal from the Guide Agent(s) to indicate that the path behind the aircraft is clear of all obstacles.

