
Fraport


EMERGENCY
air bp
FLAMMABLE
JET A
1863
NO SMOKING


MNG
kargo
Operated by Titan Airways
HOUCHIN


EI-DUO
© TWU


蘋果日報


7CW
AIRLINERS.NET


Ukraine

Flight cancelled after a baggage loading vehicle hit the aircraft.

While pushing an aircraft into a hangar, one of the static wicks made contact with the back of the hangar.

During pushback the tow truck reportedly began emitting smoke, which supposedly entered the aircraft cabin.

A/C was taxiing to the gate after landing when one of the engines hit a dolly with cargo.

A/C was hit by a service vehicle, causing substantial damage to two flaps on the right had wing and a fibreglass panel under the aircraft.

While driving a tug between two aircraft, the tug made contact with the Radome of one.

A/C was hit by airstairs on the ramp

An LST bringing equipment under the aircraft struck the fuselage causing several large grooves.

The aircraft struck a light pole with the right wing as it was taxiing to refuel.

A tool box on wheels rolled into the side of an aircraft.

While moving the aircraft into the hangar, the tail struck the hangar wall.

A/C hit by a pickup truck while coming on to stand. There were no injuries.

While pushing an aircraft into a hangar, the trailing edge of the wing struck a cart parked in the back of the hangar.

A/C contacted a catering van as it was taxiing. The aircraft had arrived and taxied to parking bay. The aircraft turned right to the park spot when the right hand wing tip scraped the roof of the catering van.

An employee shovelling a path in the snow to the aircraft struck the radome with the shovel.

While relocating an aircraft in the hangar, the elevator struck a beam.

An LST was moving the aircraft into the hangar by himself, and the horizontal stabilizer struck the hangar door.

A/C was engaged in an engine test run when the aircraft jumped the chocks. It continued until the left hand engine impacted the rear fuselage of another aircraft. The tail cone and rudder sustained substantial damage.

During repositioning into a hangar, the wing struck the wall.

“Aircraft struck a pedestrian after takeoff, just before the two pilots boarded the airplane, it was agreed that he would position himself alongside the airstrip to get a photo of the airplane's departure.”

“A man on a snow mobile crashed into a parked helicopter …….”

"I could never imagine it happening here,"

“accidents related to ground handling constitute the fourth biggest accident category in the period of the last ten years”

EASA

Baggage and cargo loading

Fuelling operations

Dangerous goods handling / Lithium batteries

Co-ordination & control of turnarounds

Perception and Situational awareness

Operation of Vehicles

Control of passengers on aprons

Crew resources management / communication

Positioning and securing of ground equipment

Push back operations

Parking / positioning of aircraft

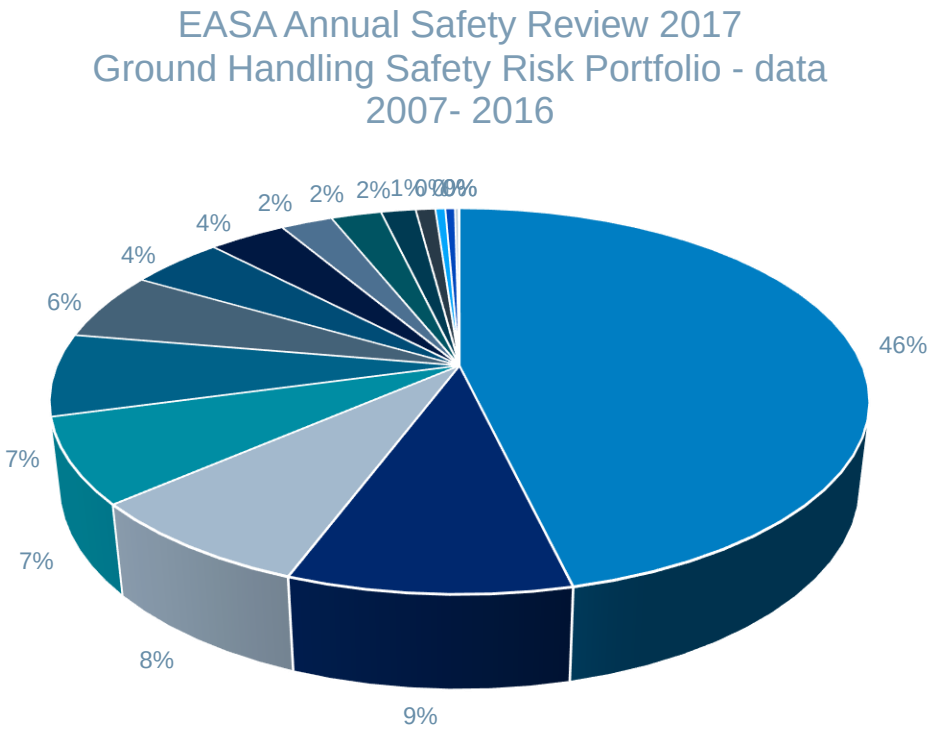
Ground operations in adverse weather

Jet blast

Experience, training, competence

Pressure and alertness

Fatigue



Fake News or Fake Data!!!….

“…….estimates
that 27,000 ramp accidents and incidents occur worldwide every year.
About 243,000 people are injured each year in these accidents and incidents.“

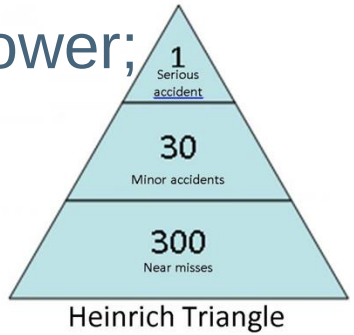
IBAC incident data (iro. 450 incidents):

432 (96%) resulted in A/C damage;

41% the A/C came into contact with GSE;

58% occurred where aircraft not under own power;

20% involve towing



Heinrich Triangle

$134,564.37

16 yr historical average for general aviation ground-handling-related claims.

Source: Versant Risk, Colorado

2018 - >US$175,000.00

2017- >US$266,000.00

2016 - >US$280,000.00

2015 - >US$200,000.00

SMS co-ordination / SMS Interfaces

Challenges ahead ?

Airlines/Operations/Ground Handlers at the Airport are required at all times to:

Be in compliance with all Airport Operating Directives, Standard Procedures and Rules and Regulations;

Air carriers at the Airport are required to:

Ensure that their Ground Handler is in compliance with all Airport Operating Directives, Standard Procedures, and Rules and Regulations.

Mixed Environments - Airport

Interface Management - OEMs

CHECK-LIST PROCEDURES

STARTING ENGINE USING EXTERNAL POWER (GPU) (1/5)

1 - GPU ..... **CONNECTED**

CAUTION

BEFORE SELECTING SOURCE, CHECK :

2 - "IGNITION" switch ..... AUTO

3 - "STARTER" switch ..... OFF

4 - "INERT SEP" switch ..... OFF

5 - Landing gear control ..... DN

6 - "SOURCE" selector ..... **GPU**

WARNING CAS MESSAGE **"GPU DOOR"** **ON**

WARNING CAS MESSAGE **"BAT OFF"** **ON**

- Battery voltage ..... **CHECKED (V ≃ 28 Volts)**

Live Content Slide – How do you pick an FBO?

When playing as a slideshow, this slide will display live content

Poll: HOW DO YOU PICK AN FBO ?

BIZAV BASICS: HOW TO PICK AN FBO

When AIN asked its readers to prioritize the factors that they look for when selecting an FBO, an overwhelming 85 percent said they considered excellent customer service most important (followed by 68 percent who listed fuel pricing). Many respondents noted that while an FBO might not have the nicest facilities at an airport, the quality of the staff continued to draw them back.

“We pride ourselves on our outstanding guest service. For us, it isn’t about what we are doing, but rather why we are doing it”

“ Customer service is our # 1 priority”
“Standards come secondary to the facilities on offer”
“Its all about quality service”

Regulations, are not based on doing all jobs the best way possible, the attitude is that meeting them will ensure success.

“Minimal compliance syndrome” is usually evidenced with comments like "where does it say I have to do that?" or "where is the requirement for that?"

“It is also the Commission’s view that the common requirements for ground handling should be based on recognised industry standards and best practices. ”

EASA

Challenge yourself to provide some new, fresh perspectives for your daily operations.

- What could go wrong;
- How likely it is to go wrong;
- What would be the impact of it going wrong;
- What can be done to minimise the chances of it going wrong, and
- How can the risk be managed, should it materialise.


International Standard for
IBAC
IS-BAH™
REGISTERED COMPANY
IATA
Business Aircraft Handling

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IF YOU COULD MAKE ANY CHANGES TO IMPROVE THE SAFETY OF YOUR OPERATIONS, WHAT WOULD THEY BE?
THE INTERNATIONAL STANDARDS
FOR BUSINESS AIRCRAFT OPERATORS AND HANDLERS
WWW.IBAC.ORG
IBAC
International Business Aviation Council
IS-BAH™
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