

To Keep Employees Alive and Aircraft Intact, You Will:

18JAN22  
REVISION 2

## **Chapter 2: Ramp Safety**

### **2.1 To Keep Employees Alive and Aircraft Intact, You Will:**

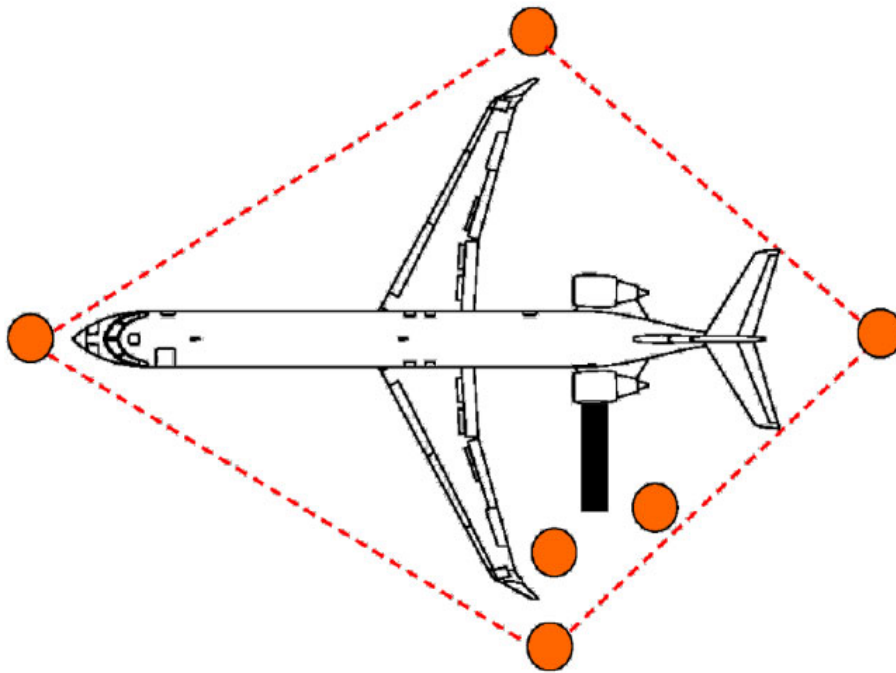
- A. **NEVER** drive into the “DIAMOND OF SAFETY” without performing a Safety Stop.
- B. **NEVER** drive any vehicle or move any equipment under an aircraft wing or tail.
- C. **NEVER** approach an aircraft to position ground equipment next to an aircraft or open cargo bin doors until the engines are shut down and the rotating beacon(s) turned off, except when conducting an approved single engine turn.
- D. **NEVER** violate the 5-foot rule.
- E. **NEVER** position any ground equipment against, under or inside an aircraft.
- F. **NEVER** allow a 3-way connection between an aircraft – any piece of ground equipment (except tow bars) – a tug or other towing vehicle.
- G. **NEVER** back ground equipment across the ramp from one aircraft to another.
- H. **NEVER** drive over an electrical cord or any type of hose to include a fuel hose.
- I. **NEVER** engage in horseplay on the ramp or with equipment.
- J. **NEVER** walk or stand between the aircraft and a piece of ground equipment in the process of docking with the aircraft.

#### **• • CAUTION • •**

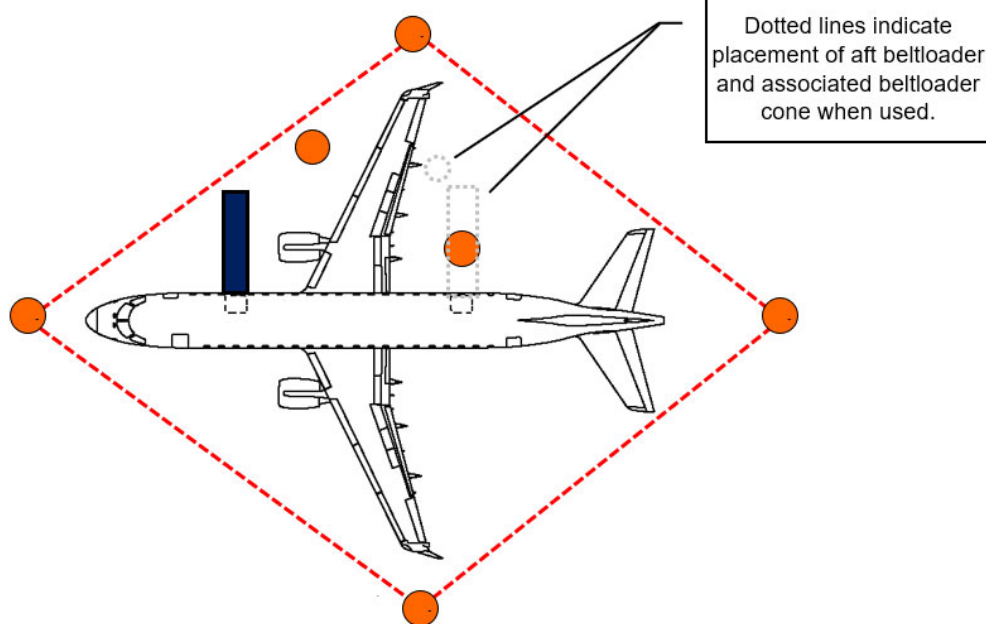
**IF EMPLOYEES CANNOT SEE WHERE THEY ARE GOING DUE TO POOR VISIBILITY, STEAM, RAIN, FOG, ETC., EMPLOYEES MUST REMAIN STATIONARY UNTIL IT IS DETERMINED THAT IT IS SAFE TO MOVE.**

**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.**

**END OF SECTION**



Aircraft with Beltloader



ERJ170/175

## Unsafe Acts

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**2.4 Unsafe Acts**

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- A. Moving equipment (to include servicing vehicles, hoses, cords, etc.) up to an aircraft before the engines stop.  
Exception – GPU when use is required prior to engine shutdown.
- B. Walking under the wing of an aircraft.
- C. Maneuvering equipment near the airplane in an unsafe manner (i.e., too fast for good control on wet/slippery ramp areas).
- D. Driving equipment too close to the aircraft-within 5 feet or failure to perform a Safety Stop before entering the Diamond of Safety (cones).
- E. Failing to set brakes or chock equipment.
- F. Signaling aircraft in close quarters without a wing walker.
- G. Piling baggage and cargo too high on carts.
- H. Failing to obtain help when needed.
- I. Not using a guide when backing up ground equipment toward the aircraft.
- J. Inattention.
- K. Smoking on the ramp.
- L. Standing between the beltloader and an aircraft.
- M. Walking or running underneath the aircraft fuselage to create a short cut to the other side.

**END OF SECTION**

## Aircraft Movement

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## 4.6 Aircraft Movement

### 4.6.1 General

#### A. Aircraft Movement

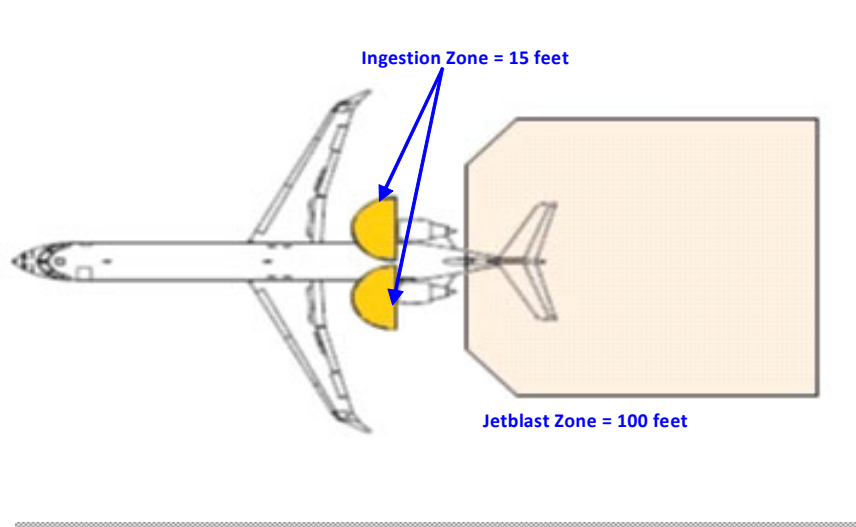
Aircraft Movement pertains to moving an aircraft on the ground and includes the following:

- Pushback - Pushback operations include turning, stopping, forward and rearward movement
- Repositioning
- Towing/Relocation

#### B. Jetblast/Ingestion Zones

Jet engines spin with powerful speed and are extremely dangerous until spooled down. The area in front of the engine is called the ingestion zone. The ingestion zone for all aircraft types is 15 feet. You must never enter the ingestion zone until the engine has spooled down.

Jetblast is created by the exhaust of the engine. The jetblast zone at American Airlines and American Eagle is 100 feet for each aircraft when the engines are at idle speed.



#### C. Spool Down

The engine must be spooled down before entering the ingestion zone. This can take between 30-60 seconds, depending on aircraft type. This applies to both wing and fuselage/tail mounted engines. You must wait until you can clearly see the individual fan blades before entering the ingestion zone.

### 4.6.2 Ground Support Equipment

#### A. Defensive Driving

Driving on the ramp can be a challenging task. Driving defensively is critical to our safety and the safety of our teammates. For these reasons, it is extremely important to know and comply with ramp driving rules and practice defensive driving.

Driving on the ramp is like driving a boat on the lake. There isn't always a roadway or markings to guide you. Always use caution when approaching terminal buildings or other vehicles.

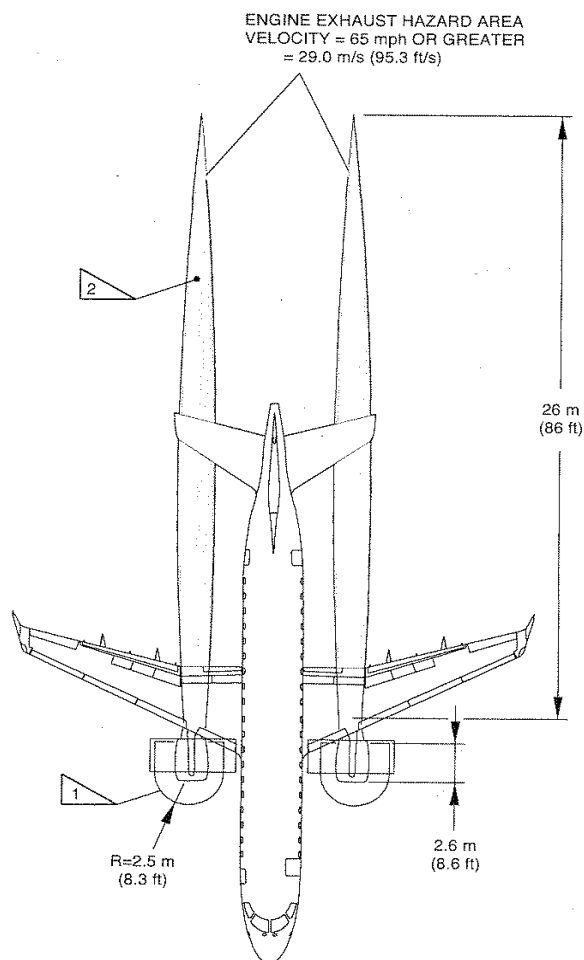
Always maintain a minimum clearance of at least five (5) feet between the aircraft and all ground equipment that does not connect to the aircraft.

## Chapter 10: Embraer 170/175 Regional Jet

### 10.1 Hazard Areas

#### 10.1.1 General

The ERJ170/175 has under wing mounted engines. Use extreme caution when near any jet aircraft that has its engines running. The area in front of the engine intake, as well as the jet blast area behind the jet aircraft, are hazardous areas.



• • • WARNING • • •

DO NOT APPROACH ANY AIRCRAFT WITH ENGINES OPERATING.