



DEBRIEFING

Flight Safety is Everybody's Business

Is It Safe Out There?

The answer: most of the time – **YES! But not on 9 February 2005.** Below are two incidents that occurred at different ends of the country, six hours apart. These incidents are provided not as a source of embarrassment but as a lesson that the ramp area of an aerodrome is **always** a dangerous place to work.

By way of introduction: paragraph **8** is the **General Description**, paragraph **22** is the **Investigation**, paragraph **23** is the **Cause Factors**, paragraph **24** is the **Preventative Measures** and paragraph **25** is **Wing Flight Safety's Comments**.

INCIDENT 1

8. RAMP INCURSION: Refuelling tender 57 attempted to turn around in front of A/C 156126 as aircraft was spooling up on start, forcing the start crew to move inward, toward the aircraft propeller. The front of the fuel tender was approximately 2 metres from the rotating propeller.

22. The parties involved in this incident were interviewed and the recollection of what occurred differs somewhat from one person to the other. The bowser driver stated that when he started the turn of the bowser that the aircraft had not yet started and he figures that the closest the bowser came to the aircraft was within 4.5 metres of the prop. The discussion that was had with the aircrew determined that the bowser came within 1.5 - 3 metres of the propeller. The aircraft start technician stated that he figured that the bowser came with 2 – 2.5 metres from the prop. Both the start tech and the aircrew stated that the aircraft propeller was turning when



the bowser started the turn towards the aircraft. The most likely cause of this incident is that the bowser driver displayed a lower than normal level of attention to detail and failed to recognize that he turned unacceptably close to the prop of the aircraft, resulting in this incident.

23. OTHER SUPPORT PERSONNEL

Error: Attention or Memory: Failed to Recognize Condition: In that the most likely cause of this incident is that the bowser driver failed to recognize that the a/c that was within his vehicle turn radius was started before he initiated the turn in front of the starting aircraft, resulting in this incident.

Condition of personnel: Mental States: In that the bowser driver displayed a lower than normal level of attention to detail and failed to recognize that he was that close to the turning prop of the aircraft, placing the start crew technician in a dangerous situation.

24. DETAILED DESCRIPTION

OPI: ATCO Frontec Refuelling Supervisor: At the time of this investigation the refuelling supervisor has stated that all refueller drivers will be briefed immediately to be more vigilant when conducting turns out on the ramp with aircraft starting.

INCIDENT 2

8. PROCEDURE/ UNSAFE ACT: Emergency shutdown for personnel safety. Following engine start of #2 engine and prior to starting #1, flight deck personnel noticed duty ops 5 driver approaching aircraft with coffee urn. Individual not observed by start man, aircrew forced to E-Handle #2 engine before driver proceeded aft of port wing tip.

22. WOPS tasked the duty Ops 5 driver to deliver a coffee urn to aircraft 140116 on spot 41. Upon arrival the driver noted the start man was in position and that eng #2 was running. The driver then recovered the urn from the cargo area of his vehicle and started toward the aircraft cabin door. The start man attempted but was unsuccessful in gaining the drivers attention, via voice and hand signals. The flight deck crew, being aware of the situation, E-Handled eng #2, as the driver approached the aircraft danger zone. The driver noted the subsequent noise of the engine shutdown and stopped abeam and aft of the port wing tip. After securing the start procedure, the driver was permitted to make the delivery and depart the area. The scheduled mission was continued WFI.

23. MANAGEMENT/WING

Supervision: Level of Supervision: Failed to Provide Training.

Supervision: Problem Correction: Although all OPS 5 drivers are trained and qualified for airfield ramp operations.

OTHER SUPPORT PERSONNEL

Error: Decision: Inadequate risk assessment: Deliveries are made to CC-130 aircraft with engines running due to SAR missions, however, deliveries are not normally made to the CP-140 with engines running.

The double standard is confusing; however, entering an aircraft danger area without the consent of the crew is an error in judgement.

24. ADDITIONAL/ ENHANCED TRAINING
Immediate SOP Change - OPS 5 delivery procedure has been changed to ensure that the drivers are NOT permitted into any aircraft danger areas without the permission of the crew operating the aircraft.

Full review of OPS 5 SOPS and promulgation of a formal OPS 5 driver training procedure designed to enhance the existing ramp course is in process."

25. WFS: Personnel walking into props is always a concern and the WFS office has re-issued aircraft danger area posters and has re-emphasized these dangers during the wing flight safety briefing to all wing members.

COMMENTARY

It is an incredible coincidence that these incidents occurred on the same day but it is not a coincidence that knowledge and application of ramp safety procedures are critical to the safety of those who work in that environment.

For those who want the skinny on these and other flight safety incidents pertinent to **your operation/ your safety** please let your UFSO and WFSO know that you want the info. I know that I'm too busy to read each and every incident as they hit the streets but I am able to keep up with the bi-weekly summary of occurrences that Gail Bull, DFS 3-2-2, issues. I also understand how busy your flight safety personnel are, but getting you the information you need to keep yourselves and all air assets safe and working towards the mission is part of their job.

The Winter issue of *Flight Comment*, due out the end of March, has an excellent article dealing with aircraft danger areas ("Maintainer's Corner" by Sergeant Anne Gale) and the poster proposed for the Spring issue will cover this topic as well.

Head up – eyes open – **Be Safe!**