

## Working The Ramp For Special Events or Tours

### “SAFETY”

#### Your Attitude & Common Sense

##### RAMP SAFETY

1. Do you understand the safety rules that apply to ramp areas?
2. Have you had an orientation on hazards associated with ramp areas?
3. Do you know what activities are prohibited?
4. Do you know what areas are prohibited

##### RAMP SAFETY

- Know what your job task is and how to do it safely.
- Make sure you know the Personal Protection Equipment (PPE) required and proper use.
- Exercise caution...be aware of activities around you...**do not RUSH!**
- **If you are unsure about how to do your tasks safely...STOP... Ask questions.**
- Horseplay around aircraft is strictly prohibited—even slight damage to an aircraft is very costly.
- ALWAYS be aware of your surroundings and activities around your work area.
- Stay in your designated work area...**DO NOT WANDER!**
- **DO NOT RUN** on ramp area.
- Ramps may be slippery due to moisture and oil and fuel spills-- Wear slip resistant shoes!
- Wear safety boots with impact protection when handling tow bars, heavy boxes and baggage
- While working on the ramp you may encounter prop blast.
- Do not wear shoes with a heel higher than one and a half inches.
- Wear reflective vest or clothing.
- Do not use cellular phones on the ramp
- All electronic devices must be approved prior to use on ramp

##### RAMP HAZARDS

##### WORKING AROUND AIRCRAFT

- Avoid propeller blades
- Avoid main and tail rotor on helicopters – NEVER walk directly behind a helicopter or near the tail rotor.
- DO NOT Walk behind aircraft with beacon flashing
- DO NOT walk behind an airplane that has started to taxi
- NEVER walk under aircraft wing

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- When you need to approach an aircraft ALWAYS make eye contact with the pilot first.

## **AIRCRAFT SAFETY ZONES**

- Between 10 and 15 feet forward of engine.
- Up to 10 feet to the rear of the aircraft.

## **RAMP HAZARDS**

- Aircraft wings
- Tie down cables
- Poor lighting
- Water / Oil
- Ice
- Tractors/Trucks

## **Smoking--NO smoking is allowed**

- On the Ramp
- In the Clubhouse
- In the hangars

You are prohibited from carrying smoking materials while working.

- NO safety matches
- NO strike any-where matches
- NO cigarette lighters
- NO ignition sources of any kind

## **IN THE EVENT THAT YOU HAVE CONTACT WITH FUEL—**

- Report incident immediately to your supervisor or a BFC manager or emergency contact.)
- Ensure that the spill is cleaned up properly and safely.
- Always have a change of clothing to prepare for an unplanned incident.
- Know where the eye wash station is located. Rinse your eyes for a minimum of 15 minutes if you get fuel or foreign objects in your eyes. Seek medical attention as necessary

## **FOREIGN OBJECT DEBRIS/DAMAGE (FOD)**

- Prop blast can propel small objects, FOD
- FOD (foreign object damage) – The aircraft can be damaged or you can be injured by FOD.
- FOD includes pens, screws, bolts and miscellaneous garbage.
- Do NOT wear any jewelry such as dangling earrings, charm bracelets. (Serious FOD issue)

## **RAMP SAFETY AT NIGHT**

- Keep a safe distance from moving vehicles and equipment.
- Look for hazards that are not easily visible in the dark.

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## **COMMON EQUIPMENT HAZARDS**

- Protruding parts on aircraft
- Vehicles on the ramp, i.e. tractors, support vehicles
- Stay clear of all props whether engine is operating or not

## **COMMON COURTESY**

- Do not go on board aircraft unless invited to do so

## **WEATHER CONSIDERATIONS**

- Thunder and lightning: if the sound of thunder is less than 25 seconds after the lightning flash, go inside immediately.
- Formula for estimating the proximity of an approaching thunderstorm: five (5) seconds of elapsed time between the lightning flash and the sound of thunder = one (1) mile.
- Wind, Fog, Snow, Extreme heat or cold
- Sun protection – hat, lotion, clothing

## **ENJOY YOUR RAMP EXPERIENCE**

**-- BE SAFE!**

### ***Additional Notes and Emphasis:***

Give volunteers exactly what you would give a brand new BFC non-member as an orientation to ramp safety. Then break up in diff groups specific to responsibilities.

BIG ISSUE: ramp slopes are a huge issue...yank out chocks...big problem. Warn ramp folks if this is the case at this operation.

KNOW equipment...make no assumptions...make sure they get a 100% review on the equipment... no matter what their experience. MUST have a mini checkout no matter what they say they can do. Equipment varies from place to place.

Hazard areas on ramp....point out specifics at the BFC. Know where aircraft can be parked or moved. Make sure everyone knows all rules at this operation.

Remind speed kills. 10-15 mph....keep reminding as you walk by. If you see someone rushing too much, say "Speed Kills." Whistles are an option. ...when one is blown...EVERYONE STOPS. Everyone talks about the reason for the whistle. Can't go on until resolved. Careful about this....could work against you if you use whistles on the ramp.

Keep a safe, brisk pace...customer service orientation. Always be aware of customers and ready to assist. Do not cluster together talking among helpers.

Propeller danger - Moving aircraft propeller blades and helicopter rotor blades can be nearly invisible when moving.

Never touch or turn props....Always do safety checks before touching....look in to make sure mags are off or have crew double check. Unless you cleared it, don't touch it or turn it. Keys

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in pocket or check that keys are on top of cockpit dash. If you must turn the prop, turn piston props backwards....less likely to fire...but still no guarantee.

Never get within 100 Ft of a Helo while it is running or the strobes/beacons are on". Same for "airplanes"

Never walk under aircraft at all.

Warn everyone responsible on the ramp to always Watch for passengers safety. Make sure they are safe at all times.

Smoking is not permitted in or around fueling equipment. Smoking is strictly prohibited on any ramp areas and is not permitted within 50 feet of any fuel storage area. Specify amounts....or give specific advice....people may panic at the slightest drop of fuel on hands.

STRESS: Rinse and clean all skin areas that have been in contact with fuel

All clothing that has absorbed fuel should be removed ASAP to prevent further contact with the skin.

Stress: Prop blast can pick up and propel small objects called "FOD" and inflict serious injuries to people or damage to aircraft and equipment.

Doesn't matter if it dangles or not....anything that could come off, ie., pins on hats, etc could pop off and be a serious FOD issue.

Make sure you don't ever walk under aircraft, no matter what your experience. Bad example for passengers to see this.

Make sure all electronic devices are approved prior to use on ramp, not just cell phones. Could be blackberry....etc.

Make sure all specifics for BFC are gone over....particularly ramp slopes. Get experienced staff that are not as familiar to this operation to ride around and see if they spot anything the local staff doesn't cover. Sometimes they are too familiar with the operation to point out specifics.