









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 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.

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

EASA

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.”*

“A total of 48 percent of respondents reported having one to three ground-handling incidents or close calls in the last three years, while 8 percent reported having four to nine incidents or close calls.”

The National Business Aviation Association (NBAA) Safety Committee
Survey 2016

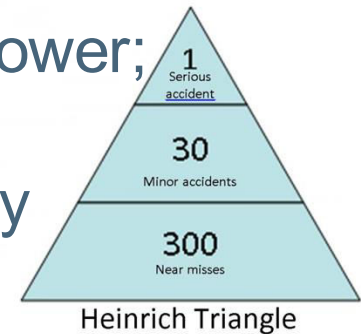
IBAC incident data (iro. 440 incidents):

96% resulted in A/C damage;

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

58% occurred where aircraft not under own power;

5% where damage found by another party



“.....safety data regarding ground handling showcased that ground handling activities are significant source of and/or subject to accidents in the EU and voluntary industry initiatives did not bring fully satisfactory results,”

EC Evaluation Roadmap Feb 2019

“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

A One Size Solution Will Not Fit All



Complex or Non-Complex ?



Mixed Environments - Airport



TBM

700 PILOT'S OPERATING HANDBOOK

SECTION 4
NORMAL PROCEDURES
EASA Approved

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 \approx 28 Volts)



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

