SAS SAFETY AWARENESS

SUMMER SEASON 2025 APPROACHES, SAFETY FOCUS

SAS LINK | SAS CONNECT | SAS | CITYJET | BRA

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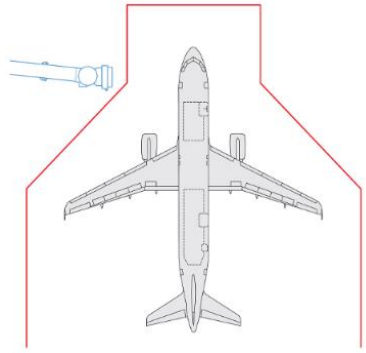
Background

As the Summer season approaches and the industry expects overall traffic numbers increase to record levels, it is important that we remind ourselves of the dangers and hazards that exists. Please prioritize SAFETY and ensure procedures are followed and completed correctly.

Below some highlights of related topics related to a SAFETY.

ERA (equipment restraint area), Engine Danger Areas



The equipment restraint area (ERA) is defined as the area of the apron where an aircraft is parked during ground operations. It may be indicated by a painted line. If no markings exist, local procedures shall establish a safe parking area.

The ERA shall be free of personnel not involved in the aircraft arrival, obstructions, equipment, and foreign object debris (FOD) before and during aircraft arrival and departure.

There is a particular risk of injury or damage in areas affected by aircraft engine intakes, exhausts, and propellers. The risk is further increased if, for any reason, an aircraft stops and then applies additional thrust required to break away and continue its maneuver.

Vehicles and personnel shall remain clear of aircraft danger areas when aircraft engines are running and/or the anti-collision lights are on.

To prevent incidents and accidents caused by aircraft engines, personnel shall never position themselves or equipment in critical areas before/during aircraft departure and arrival.

Wheel Chock and Safety Cone Placement

Make sure the required number of serviceable chocks are available, considering the aircraft type and weather conditions.

Safety cones are a caution sign for operators/drivers to maintain required safety clearances. Cones protect parts of the aircraft against collision by GSE.

Observe the SAS requirement for a 5th cone behind the aircraft tail.

Please observe that B737-800 operated by JetTime with scimitar winglets and has additional requirements for placement of 3 safety cones. In front of, behind and outside the wingtip

Reference: Operators Manuals

No Touch Policy

A No-Touch policy (i.e., GSE/PBB shall not touch the aircraft) shall be followed for all GSE/PBB types that are not equipped with self levelling sensors.

Always before use check bumpers in good condition, never use equipment with defected protection devices. Report it so it can be fixed at your workshop.

Equipment equipped with self levelling sensors, is fully functional.

The equipment shall be positioned in a way that ensures:
The protective rubber bumpers do not touch the aircraft fuselage.
As a guideline, a gap of 5 cm (2 in.) or two fingers should be maintained between the equipment and the aircraft. Check that throughout the turnaround process a clearance is maintained between the GSE and the fuselage to allow vertical and horizontal movement of the aircraft.

Always use a guide person when vision is restricted. The guide person shall be able to accurately judge clearances and communicate signals to the driver/operator.

Stop immediately if visual contact with the guide person is lost. Movement shall not continue until visual contact is re-established.

Ref IATA IGOM 3.1.3.2

Loading Errors. Loading Instruction/Report (LIR/LDM)

We are still experiencing errors when reporting the actual load on SAS flights.
Below are some of the most frequent errors made.

- Deadload is reported in wrong compartment/hold.
- Baggage mixed in aircraft and not reported accordingly (local/transfer/priority).
- Changes made by LS/RA (Loading Supervisor/Ramp Agent), resulting in aircraft getting out of trim (balance) or compartment/ position is overloaded on max weight.
- IMP (interline message procedure) code missing on LDM, e.g., HEA, HER
- Ballast not loaded/report correctly.

To avoid that the above errors occur, we demand that the person responsible for the supervision of the aircraft loading adhere to the described procedures.

Some of the steps that we believe would avoid the errors if followed correctly, are the following:

- Brief the loading team members on safety and loading requirements in accordance with the LIR, including any special requirements, e.g., loading sequence, special load items, restraint requirements, aircraft defect.

  Note: *Check to ensure the briefing and loading instructions are understood by the persons responsible for aircraft loading.*

- Assemble and check loads against the LIR to ensure compliance with:
  Special handling codes and related information.

- Regularly check whether loading personnel who are physically loading the aircraft encounter any loading issues and attend to any issues raised concerning loading.

  Notes: *Stop/suspend loading operations where an irregularity is discovered e.g., aircraft/cargo hold/ULD damage, damage to or leakage from load items, cargo loading system malfunction. Log any irregularities in the load sequence noted during loading and report to SAS.*

- At the completion of loading, receive confirmation of the following from the persons performing the aircraft loading task:

  - Loading status of the aircraft is in compliance with the latest edition of the LIR.
  - Loads are secured and that all locks, stops, nets, net stanchions, fire blankets are raised, closed, locked or installed and that load securing is correctly applied.

The person responsible for the aircraft loading supervision task maintains overall responsibility for the loading of the aircraft.

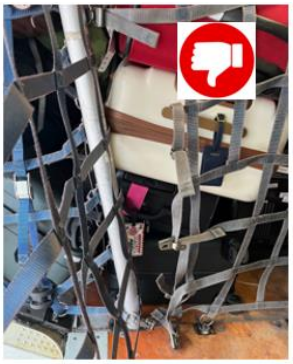
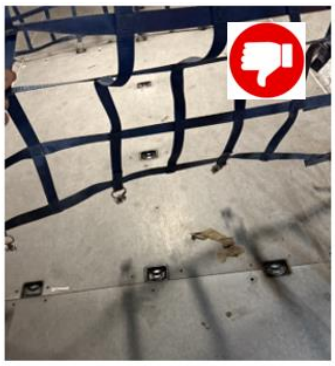
Door Nets & Sections Nets

Whenever the nets are unclasped for loading or offloading operations, they need to be arranged in a such a way, that no clasps, rings, or tie-down fittings are left on the floor panels. This is to avoid load or loading equipment to be placed on top of the net parts, creating point pressure on the floor panels, cracking, or puncturing them.

Don’t allow Nets hang on the outside of the cargo hold, the claps can create dents in the aircraft hull as they are swinging in the wind, hitting the hull repeatedly!

All section nets and Door nets shall always be closed and fastened before the cargo compartment door is closed.
This also applies if the cargo hold is empty!

Always check and secure all clips are correctly locked in position and that the net is tighten.

Load Distance to Ceiling

Ensure the necessary clearance between the load and aircraft hold ceiling is achieved to avoid any obstruction or damage to aircraft smoke detector/fire suppression system. Specific requirements given by the operating airline shall be followed.

If the line can't be followed/exceeded e.g., due to volume, always contact load controller for alternative replacement of load to other holds if needed, or to be offloaded.

Securing of Load

When transporting a load in an aircraft, it shall be secured such that it shall not:

Move during the flight, which could dangerously affect the weight and balance of the aircraft, Cause damage to the aircraft structure or other important parts of the aircraft. Cause damage to another load or become damaged itself.

Bulk compartments: The load in bulk compartments is generally secured by door nets and sector divider nets. However <u>always</u> ensure the following items are secured by means of lashing, e.g. (but not limited to)

Dangerous goods, Heavy pieces (HER/HEA), Barrels or drums filed with liquids, AVIH.

Securing of ULDs:

ULDs should be secured by a ULD restraint system on the compartment floor. Refer to the operator's GOM for relevant information on applicable ULD configurations, loading and restraint systems for each aircraft type.

Perform a tactile check by hand on each lock to ensure it is securely raised. Verbally confirm the raised locks with the person responsible for supervising the flight, such as the Loading Supervisor.

Several incidents have been registered where one or two locks were not raised. This often occurs in the door section, where the last ULDs must be loaded individually, requiring the lock to be actively raised between them.
Note: *That this lock status does not appear in Altea Mobile view or Graphic LIR."*

Ref IGOM 4.5.7 Securing of load.

AVI incorrectly loaded:

Guidelines for Securing of AVIH:

Place the dog cage, centered between 2 attachment points. Attach a strap to the floor and pull it over the dog cage to the other side and attach it to the floor.

Attach another strap to the same attachment point. pull it around the cage back to the same attachment point.

On the other side of the cage attach a strap in a similar way, pull it around the sides of the cage and back to the same attachment point.

Finish by tightening all the straps so that the cage is secured, do not tighten too hard so that the cage is deformed.

If an animal cage has wheels on it:

- Ask the passenger to remove or lock them, if possible, or:
- Use planks under the cage to ensure that the wheels are not in contact with the floor

In general, always ensure that absorbent material and planks under the cage to isolated from the cold floor.

Cargo Hold Inspection

A cargo hold inspection shall be performed:

- After the aircraft unload is complete, or prior to loading if this does not follow immediately after unloading is complete.
- When the aircraft was unattended between unloading and loading.
- When there was a change of persons responsible for the aircraft loading and/or supervision task.

The lack of hold check (both on arrival and departure) has resulted in various loads not being unloaded at the arrival station and instead being carried onward on the next flight.

Resulting in as examples:

Dangerous Goods has left onboard and not been reported on return flight.
AVIH has been carried on to the next flight, unreported.
Wrong figures on loading report.
Important medicines have been very delayed.

The person undertaking the cargo hold inspection shall perform a visual check of all cargo holds to ensure:

- No damage to compartment floors, walls, ceiling, door frames, panels, door.
- No missing, damaged, or malfunctioning floor locks, load restraints or nets.
- No spills.
- No loads other than transit loads have been left on board the aircraft.
- Any other items that should not be present in the hold have been unloaded.

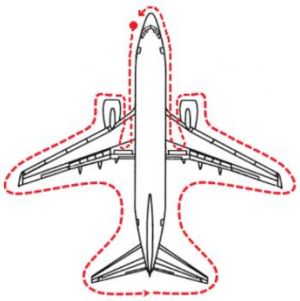
A check shall be conducted of a hold even if on arrival the hold was reported as being empty.

Protection of Floorboards

If lifting aids are used, you must ensure that these will not exceed the maximum floor load limit/max area load and damage the floor panels. This can be achieved by, as an example, using protective boards on the floor, while loading.
Ref AHM 5.4

Pre-Departure Walk Around Check

This check is a walk around type of check to secure that all doors and latches are closed, and no visible damages have occurred to the aircraft during ground stop. The check shall be performed according to IGOM 4.6.



The dotted line shows an approximate walking path. It is not important if the walking direction is clockwise or counterclockwise. But the entire aircraft must be inspected. By following that path, it is likely to spot all the necessary parts, which shall be covered by the check. (The walk paths example is based on B737, but the principle applies to all aircraft types.

External Access Panels

Aircraft type has many hatches for e.g. GPU connection, other external service panel, door handles on hold doors as shown below. Please ensure these are securely closed and locked.

Panels needed open during Aircraft pushback e.g., planes for ground to cockpit communication needs to be ensure securely closed as soon as the pushback is completed. This includes one extra step in the communication procedure that will ensure the cover remains in place throughout operations. as soon as the pushback is completed.

SAS and our partner airlines always insist on SAFETY FIRST!