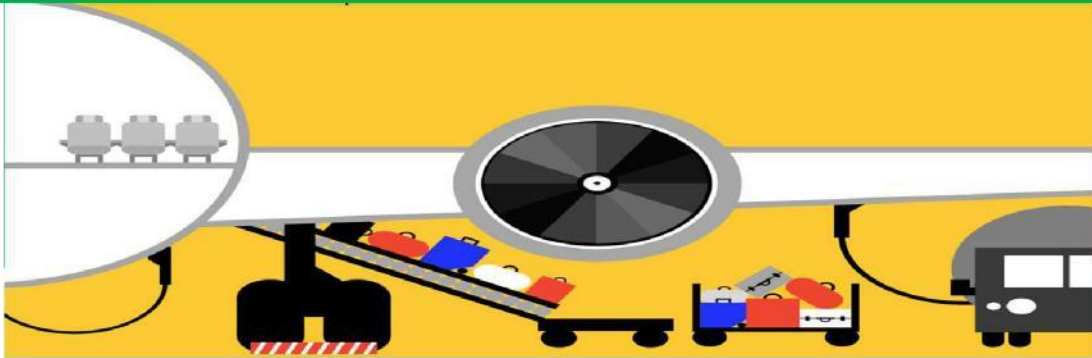


Ground Operations Bulletin

Hibernian Airlines Ground Operations Department
APRIL 2023



Ground Operations Safety

As we continue to successfully navigate the intricacies of scheduled operations, it has been noted that whilst in general safety reporting is satisfactory across the board, direct safety reports from Ground Handling personnel have been minimal.

A strong and just safety reporting culture is the cornerstone to any successful operations and is vital in ensuring we are operating to the highest of standards. This is even more crucial as we begin to enter the summer season.

Ground safety reports are welcomed and encouraged by Hibernian Airlines and can be made in several ways which are outlined below.



Report Report Report!

No matter how insignificant you may think an occurrence or incident or near miss may be, it may well provide us with the knowledge to introduce mitigation and proactive barriers that could save lives.



We are asking all personnel to be extra vigilant and communicate your concerns no matter how small or insignificant you may see it, communicate it! **We are here to support you!**



Make flying safer!

Recent Occurrence Reports & Findings

Some of the recent safety reports received relate to hatches being left open, and cargo door handle incorrectly stowed. It is crucial that all aircraft servicing panels, hatches and cargo doors are closed and secured prior to departure in the pre-departure walkaround check (GOM 4.6.3.1),(GOM 4.4.3.2) and HBN QRG.

The person responsible for the pre-departure walkaround check after all ground servicing activities have been completed, must ensure that these servicing panels, hatches, and cargo door handles have been closed and secured prior to departure. After completion of the pre-departure servicing checks, this person must confirm to the flight crew that all hatches and doors have been closed (GOM 4.6.8.2)

Cargo door handles that are not stowed correctly are most likely to result in the cargo hold failing to adequately pressurize.

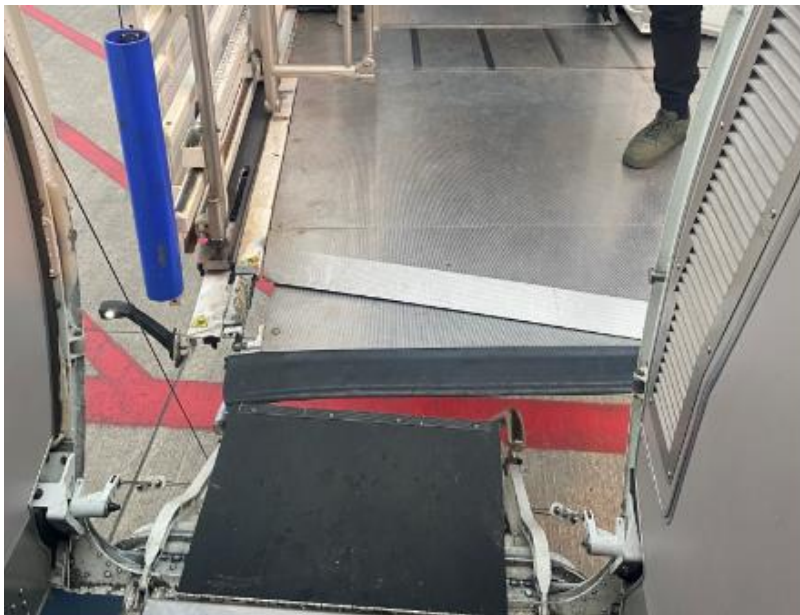
Servicing panels and/or hatches that are left open and unsecured are most likely to result in the hatch door breaking off in flight and causing airframe or engine damage.



Recent Occurrence Reports & Findings

There have also been reports of Ambulift incorrectly positioned in different stations. Ambulift operators are asked to please be vigilant before and during the approach and positioning manoeuvre of the Ambulift to the passenger door and to follow the PWD Boarding/Disembarkation and procedures as per (GOM 3.1.3.12), (GOM 3.1.3.12.1) and HBN QRG.

The most likely escalated accident scenario due to an ambulift incorrectly positioned would be pax injury from trip or fall, or aircraft damage due to incorrectly positioned ambulift.



In the event of not being able to approach the vehicle in the manner described in (HBN GOM 3.1.312.1), leaving its final position more than 10 cm between the sliding platform and the step, you must have a mobile ramp that serves as a bridge between both elements. The placement of such a mobile ramp must fully cover the first step resting on the floor of the aircraft cabin, in order not to damage the seals joining the step with the aircraft fuselage. If for any reason the mobile ramp does not completely cover the first step (CRJ) and rest on the floor of the cabin, alternative means of access must be used. (***Service Door entry or manual chair lift***).

Thank you for your contribution to safety.

Roberto Gutierrez

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[Click here to submit a 'Ground Safety Report'](#)

