

Ground Movement Team – Operational Risk Safety Briefing Card

AIRCRAFT GROUND MOVEMENT / MOVEMENT TEAM LEADER

OPERATIONAL RISK SAFETY BRIEFING CARD

PRIOR to aircraft movement

1. Identify yourself as the “Movement Team Leader” who is responsible for aircraft movement.
2. Determine qualification of team members participating in aircraft movement.
3. TOW TEAM PERSONAL PROTECTIVE EQUIPMENT
4. Conduct Operational Risk Safety Briefing, to include:
 - a. Sterile Flight line / Hangar requirements
 - b. Statement that information related to aircraft movement or related hazards are always appropriate and shall be brought to the immediate attention of the Movement Team Leader. Safety concerns would be such items as potentially conflicting aircraft, objects or structures.
 - c. Mandatory 360 degree walk around the aircraft ☹

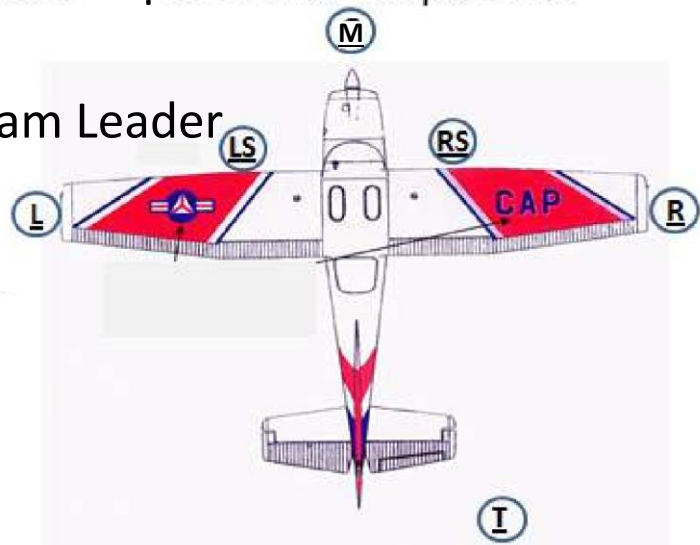
Visually Inspect for safe clearance from any obstacles along the entire path of aircraft movement. Identify potential contact points that include, but are not limited to:

- right wing,
- horizontal stabilizer,
- vertical stabilizer,
- left wing,
- NOSE, Tow Bar

HOW DO WE MOVE AIRCRAFT

- Hands-on aircraft movement into a hangar or string of aircraft in a line will involve at least 2 CAP members— 4 more are optional

- Movement Team Leader
- Left Wing
- Right Wing
- Right Strut
- Left Strut
- Tail



The Movement Team Leader (MTL) is always positioned at the nose of the aircraft. Other members should be placed relevant to the highest risk to the aircraft being moved.

It is understood that there will be times that you will not have 2 CAP members available but if there are at least 2 they are to be utilized while moving the aircraft.

Developed by the PA Wing CAP