

Ramp LOSA Observation - Error Codes (Reference 2 of 2)

Instructions for Use:

1. The following categories provide a number for the “Error Code” column in the Ramp LOSA Observation Form.
2. Select a letter and number combination (e.g., E/A 1 = General Safety – Safety vests not used, improperly used, or in poor condition.)
3. More than 1 code per item is possible.

Definitions:

Threat – any condition that increases complexity of the operations and if not managed properly can decrease the safety margin.

Error – a mistake that is made when threats are mismanaged.

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E/A – General Safety

- E/A 1. Safety vests not used, improperly used, or in poor condition
- E/A 2. Hearing protection not used, improperly used, or in poor condition
- E/A 3. Face shield not used, improperly used, or in poor condition
- E/A 4. Proper footwear not used, improperly used, or in poor condition
- E/A 5. General aircraft safety (observe clearance zone, buffer zone, etc.) not observed
- E/A 6. Portable GPU used improperly
- E/A 7. Equipment and/or personnel in jet blast/engine ingestion area
- E/A 8. Equipment contacting other equipment
- E/A 9. Equipment not marshaled as required
- E/A 10. Brakes not set on motorized equipment
- E/A 11. Brakes not set on non-motorized equipment
- E/A 12. Chocks improperly used on vehicles
- E/A 13. Chocks not available on required vehicles
- E/A 14. ULD doors/curtains/cargo netting not closed on bag and freight carts
- E/A 15. ULD doors/curtains/cargo netting not fastened during transport/loading
- E/A 16. Engine outlet plugs not used
- E/A 17. Fluid spill on ramp
- E/A 18. FOD on ramp
- E/A 19. FOD on equipment
- E/A 20. Safety rails not properly deployed
- E/A 21. Vehicle doors left open when unattended
- E/A 22. Push tug not properly repositioned to gate area
- E/A 23. Towbar improperly connected
- E/A 24. Fall protection not/improperly used
- E/A 25. Area beneath the loading bridge not clear
- E/A 26. Operator inattentive to equipment on the fuselage (e.g., probes, antennas, and masts)
- E/A 27. Unsafe work methods
 - E/A 27.1. Incorrect lifting technique
 - E/A 27.2. Over stretching/twisting/bending
 - E/A 27.3. Not clear of pinch points
- E/A 28. Personnel not in work area at scheduled time
- E/A 29. Smoking observed in undesignated areas
- E/A 30. Personal portable items used on ramp (e.g., cell phone, music players)
- E/A 31. Personnel ride on equipment
- E/A 32. Personnel walked/sat/stood/rested between connected carts/dollies, etc.
- E/A 33. Personnel walked/sat/stood over towbar
- E/A 34. Personnel walked/sat/stood on a moving conveyor belt, carousel, or container loader
- E/A 35. Personnel running
- E/A 36. Equipment not used as intended
- E/A 37. Pre-use check not completed
- E/A 38. Communication procedures not followed
- E/A 39. Security procedures not followed
- E/A 40. Other general safety errors, specify _____

E/B – Driving/Parking Errors

- E/B 1. Inappropriate speed when driving
- E/B 2. Traffic signs disobeyed
- E/B 3. Deviation from marked road way
- E/B 4. Driving in a prohibited area (e.g., marked prohibited, driving under wing, etc.)
- E/B 5. Operating not as designed
- E/B 6. Improper number of dollies, carts, or wagons under tow
- E/B 7. Areas not checked before moving GSE
- E/B 8. Operator's safety devices not used (e.g., seatbelt)
- E/B 9. Operator's arms and legs outside the profile of the vehicle
- E/B 10. Passenger(s) not in approved seats
- E/B 11. Brake stop(s) not performed
- E/B 12. Did not turn off vehicle ignition or place in neutral gear
- E/B 13. GSE not parked in designated areas (other than jet blast/engine ingestion area)
- E/B 14. Improperly connected or disconnected towed equipment
- E/B 15. Use of radio or phone while driving
- E/B 16. Other driving/parking errors, specify _____

E/C – Errors Usually Occurring During Pre-arrival and Arrival

- E/C 1. No pre-arrival briefing
- E/C 2. FOD check inadequate or omitted
- E/C 3. No/improper safety wands used on arrival
- E/C 4. Improper marshaling of A/C
- E/C 5. Guidance system not set up properly for A/C arrival
- E/C 6. Stop lines not/improperly identified
- E/C 7. Wingwalker errors
 - E/C 7.1. Wingwalkers not used for A/C arrival
 - E/C 7.2. Wingwalkers not in position for A/C arrival
 - E/C 7.3. Inadequate number of wingwalkers for A/C arrival
 - E/C 7.4. Wingwalker did not maintain clear line of sight with marshaller
 - E/C 7.5. Wingwalkers were within engine hazard zones
 - E/C 7.6. Improper hand signals used by wingwalkers
- E/C 8. A/C markers/cones improperly stored prior to arrival
- E/C 9. A/C chocks improperly stored prior to arrival
- E/C 10. A/C improperly chocked
- E/C 11. Wing tip markers not placed
- E/C 12. Wing tip markers improperly placed
- E/C 13. No/improper use of tailpost or nose tether
- E/C 14. Arrival walkaround inadequate or omitted
- E/C 15. Safe approach to A/C/engine procedures not followed
- E/C 16. Bridge warning device (e.g., beacon, bell) ignored
- E/C 17. Passenger loading bridge lights not utilized
- E/C 18. Auto leveling system not deployed
- E/C 19. Passenger doors not cleared prior to opening
- E/C 20. Passenger loading bridge improperly positioned to A/C door
- E/C 21. Non compliance with passenger loading bridge guide procedures on approach
- E/C 22. Passenger loading bridge access obstructed/restricted (e.g., trash, baggage, oxygen bottles on loading bridge)
- E/C 23. Weather canopy not lowered
- E/C 24. Passenger/crew stairs positioned improperly to A/C door
- E/C 25. Passenger/crew stairs stabilizers not deployed
- E/C 26. Passenger/crew stair access obstructed/restricted (e.g., trash, baggage, oxygen bottles on passenger stairs)
- E/C 27. GPU power head improperly supported
- E/C 28. Conditioned air improperly connected
- E/C 29. Other errors during pre-arrival and arrival, specify _____

E/D – Errors Usually Occurring During Download/Upload/Servicing

- E/D 1. Brake stops not used when GSE approaching A/C
- E/D 2. Brakes not set on baggage carts/dollies/transporters
- E/D 3. Equipment (e.g., beltloaders, loading bridge) contacted A/C
- E/D 4. Equipment not properly chocked

E/D 4.1. Motorized Equipment

- E/D 4.1.1. Bag tug
- E/D 4.1.2. Beltloader
- E/D 4.1.3. Catering truck
- E/D 4.1.4. Cleaning truck
- E/D 4.1.5. Container loader
- E/D 4.1.6. De-ice truck
- E/D 4.1.7. Electric (golf) cart
- E/D 4.1.8. Forklift
- E/D 4.1.9. Fuel truck
- E/D 4.1.10. Lavatory truck
- E/D 4.1.11. Lift trucks
- E/D 4.1.12. Mx vehicles
- E/D 4.1.13. Passenger loading bridge
- E/D 4.1.14. Pick up vehicles
- E/D 4.1.15. Pushback tractor
- E/D 4.1.16. Snow removal equipment
- E/D 4.1.17. Stairs truck
- E/D 4.1.18. Sweeper/vacuum
- E/D 4.1.19. Towbar less tractor (TBL)
- E/D 4.1.20. Van
- E/D 4.1.21. Water truck
- E/D 4.1.22. Other, specify _____

E/D 4.2. Non-motorized ground equipment

- E/D 4.2.1. Air conditioning cart
- E/D 4.2.2. Airstart
- E/D 4.2.3. Bag carts/dollies
- E/D 4.2.4. Fuel cart
- E/D 4.2.5. Gate services cradle/basket
- E/D 4.2.6. Ground Power Unit (GPU)
- E/D 4.2.7. Lavatory cart
- E/D 4.2.8. Maintenance stands
- E/D 4.2.9. Mobile stairs
- E/D 4.2.10. Rolling bag rack
- E/D 4.2.11. Tail stand
- E/D 4.2.12. Towbar
- E/D 4.2.13. Unit load device (ULD)
 - E/D 4.2.13.1. Container
 - E/D 4.2.13.2. Pallet (bag, cargo strap)
 - E/D 4.2.13.3. Container sort platform
 - E/D 4.2.13.4. ULD transfer ball mats
- E/D 4.2.14. Water cart
- E/D 4.2.15. Others, specify _____

- E/D 5. Cargo door/sills/locks check not performed
- E/D 6. Cargo interior damage/FOD inspection not performed
- E/D 7. Cargo safety netting not used
- E/D 8. Cargo safety netting improperly used
- E/D 9. Baggage/Cargo falling from beltloader/container loader
- E/D 10. Beltloader(s)/container loader(s) not placed/aligned with A/C properly
- E/D 11. Beltloader belt operated while personnel entering/exiting bin
- E/D 12. Beltloader improperly positioned (e.g., handrails out, up position) when approaching A/C
- E/D 13. Beltloader conveyor height adjusted while moving
- E/D 14. Beltloader conveyor height adjusted when opening/closing cargo door
- E/D 15. Beltloader parking brakes not set
- E/D 16. Beltloader safety rails not used
- E/D 17. Beltloader safety rails improperly used
- E/D 18. Container loader safety rail raised while opening/closing door
- E/D 19. Container loader improperly positioned
- E/D 20. Container loader stabilizers not deployed
- E/D 21. Container loader safety rails (i.e., personnel fall protection)
 - E/D 21.1. Not used
 - E/D 21.2. Improperly used
 - E/D 21.3. Missing
- E/D 22. Container loader guide rails (i.e., object fall protection or guidance)
 - E/D 22.1. Not used
 - E/D 22.2. Improperly used
 - E/D 22.3. Missing
- E/D 23. Container loader not clear of personnel or equipment prior to raising or lowering elevator
- E/D 24. Personnel on container loader platform without fall protection
- E/D 25. Personnel on container loader platform while in operation
- E/D 26. Container dollies improperly positioned
- E/D 27. Container dollies locks improperly configured
- E/D 28. Container/pallet contents not properly loaded or secured

- E/D 29. Used unclear, illegible, not concise load plan
- E/D 30. Load plan not available
- E/D 31. Improper equipment (i.e. platform, tugs, etc.) used instead of a ladder
- E/D 32. Improper equipment used for task

E/D 32.1. Motorized Equipment

- E/D 32.1.1. Bag tug
- E/D 32.1.2. Beltloader
- E/D 32.1.3. Catering truck
- E/D 32.1.4. Cleaning truck
- E/D 32.1.5. Container loader
- E/D 32.1.6. De-ice truck
- E/D 32.1.7. Electric (golf) cart
- E/D 32.1.8. Forklift
- E/D 32.1.9. Fuel truck
- E/D 32.1.10. Lavatory truck
- E/D 32.1.11. Lift trucks
- E/D 32.1.12. Mx vehicles
- E/D 32.1.13. Passenger loading bridge
- E/D 32.1.14. Pick up vehicles
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- E/D 32.1.17. Stairs truck
- E/D 32.1.18. Sweeper/vacuum
- E/D 32.1.19. Towbar less tractor (TBL)
- E/D 32.1.20. Van
- E/D 32.1.21. Water truck
- E/D 32.1.22. Other, specify _____

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- E/D 32.2.1. Air conditioning cart
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- E/D 32.2.8. Maintenance stands
- E/D 32.2.9. Mobile stairs
- E/D 32.2.10. Rolling bag rack
- E/D 32.2.11. Tail stand
- E/D 32.2.12. Towbar
- E/D 32.2.13. Unit load device (ULD)
 - E/D 32.2.13.1. Container
 - E/D 32.2.13.2. Pallet (bag, cargo strap)
 - E/D 32.2.13.3. Container sort platform
 - E/D 32.2.13.4. ULD transfer ball mats
- E/D 32.2.14. Water cart
- E/D 32.2.15. Others, specify _____

- E/D 33. Improper use of deadman switch
- E/D 34. Cargo door lock verification not conducted
- E/D 35. Fueling truck/cart improperly bonded/grounded
- E/D 36. Fuel truck does not has a clear exit route
- E/D 37. Post-fueling walk-around not completed
- E/D 38. Fueling safety zone requirements not followed (e.g., fueling connection, vents)
- E/D 39. Purge of water hose not completed
- E/D 40. Lavatory spill bucket not used
- E/D 41. Cabin safety procedures not followed
- E/D 42. Other errors during download/upload/servicing, specify _____

E/E – Errors Usually Occurring During Pushback/Departure

- E/E 1. No pre-departure briefing
- E/E 2. Pre-departure walkaround/FOD check inadequate or omitted
- E/E 3. Walkaround of GSE not performed before driven away from A/C
- E/E 4. GPU cord improperly disconnected
- E/E 5. GPU cord improperly stowed
- E/E 6. Air conditioning hose improperly disconnected
- E/E 7. Air conditioning hose improperly stowed
- E/E 8. Loading bridge guide procedures not followed
- E/E 9. Operator did not receive clearance from ground personnel before moving a bridge
- E/E 10. Operator did not remain in a safe location until required
- E/E 11. A/C doors not closed before deactivating auto leveler and retracting loading bridge
- E/E 12. Passenger doors not inspected after closing
- E/E 13. Weather canopy not raised up
- E/E 14. Loading bridge not guided to stow box
- E/E 15. Hand rails not retracted (e.g., truck or mobile stairs)
- E/E 16. Stairs not at the lowest level
- E/E 17. Stair stabilizers not used
- E/E 18. Stairs stabilizers improperly used
- E/E 19. Rear step left down when removing from A/C
- E/E 20. Wingwalker errors
 - E/E 20.1. Wingwalkers not used for A/C departure
 - E/E 20.2. Wingwalkers not in position for A/C departure
 - E/E 20.3. Inadequate number of wingwalkers for A/C departure
 - E/E 20.4. Wingwalker did not maintain clear line of sight with marshaller/push back tug driver
 - E/E 20.5. Wingwalkers not clear of engine hazard zones
- E/E 21. A/C pushback speed exceeded
- E/E 22. A/C pushback nose angle exceeded
- E/E 23. Sequence errors for connection/disconnection
 - E/E 23.1. A/C parking brake not confirmed set
 - E/E 23.2. Tug brake not confirmed set
 - E/E 23.3. By-pass pin
 - E/E 23.4. Gear pin
 - E/E 23.5. Scissor's link
 - E/E 23.6. By-pass switch
 - E/E 23.7. Towbar
 - E/E 23.8. Pushback tractor
- E/E 24. Improper marshalling of A/C
- E/E 25. Headset not used
- E/E 26. Headset improperly used
- E/E 27. Safety wands not used on departure
- E/E 28. Safety wands improperly used on departure
- E/E 29. Hand signals not used by wingwalkers
- E/E 30. Hand signals improperly used by wingwalkers
- E/E 31. Chocks not used properly
- E/E 32. Chocks not removed
- E/E 33. Chocks stowed improperly
- E/E 34. A/C markers/cones not removed
- E/E 35. A/C markers/cones stowed improperly
- E/E 36. Improper tug position during towbar disconnection
- E/E 37. Taxi area not cleared prior to final dispatch clearance
- E/E 38. Headset disconnected improperly
- E/E 39. Access panels not secured when finished
- E/E 40. Post-departure FOD check inadequate or omitted
- E/E 41. No debriefing
- E/E 42. Other errors during pushback/departure, specify _____

Acronyms:

A/C – Aircraft

FOD – Foreign Object Debris

GSE – Ground Safety Equipment

GPU – Ground Power Unit

LOSA – Line Operation Safety Assessment

PPE – Personnel Protective Equipment

TBL – Towbar Less Tractor

ULD – Unit Load Device