



Safety Alert

Scope: Americas
Applicability: All LOBs
Issued on: 7Feb25

Driving Behind Aircraft – Active Engines

Incident Overview: An individual drove behind an aircraft that had arrived with an inoperable APU and required ground power to be connected. The number 2 engine was left running until the connection was made. As a result, ULDs were blown off the dollies into another aircraft being pushed back in the taxi lane.

Why: The operator did not ensure that the anti-collision lights were off prior to driving behind the aircraft.

Preventative Measures:

- Vehicles and personnel shall remain clear of aircraft danger areas when aircraft engines are running and/or the anti-collision lights are on.
- Prior to the movement of any GSE or vehicles, the intended travel path shall be checked and confirmed clear of personnel, equipment, or other obstacles. (WFS) Aircraft with the anti-collision lights on shall be presumed to be under power or that movement is imminent and shall always have the right of way.
- Anti-collision lights that are switched on are a visual indication to ground staff of imminent engine start-up or aircraft movement. Vehicle traffic shall stop until the aircraft has departed from the area. (WFS) Aircraft shall always have the right of way.

Scan the QR code below to view the video of the event.

