

TALKING PAPER

ON

HANGAR SAFETY

Data showing the number of injuries over a 5-year period (FY11 – FY15)

- Per AFSAS, there were 308 Occupational & Industrial mishaps with injuries in hangars
 - o Lost Work Days – 1,009
 - o Total Cost - \$1,757,913
- Hangars' top three injuries
 - o Slips, trips and falls – 97
 - o Head (head, scalp and traumatic brain injuries) – 45
 - o Back – 45

AFI reference(s), where appropriate

- Hangar safety is addressed in AFI 91-203, *Air Force Consolidated Occupational Safety Instruction*
- Numerous installations maintain local operating instructions on hangar safety, such as Ramstein Air Base Instruction 91-103, 307th Bomb Wing Instruction 21-150, 305th Air Mobility Wing Instruction 91-203, etc.

Program management of hangar safety

- Facility Manager (FM) is usually responsible for the hangar and, along with supervisors, maintain a list of trained/authorized personnel to work in hangars and operate hangar doors
- Supervision must ensure personnel who have a requirement to work in hangars and/or operate hangar doors are trained properly and demonstrate proficiency before being authorized/certified to work or operate doors

Injury/death/equipment damage prevention

- Job Safety Training Outline (JSTO)
 - o Every work section is required to have a JSTO
 - Supervision will use the JSTO to brief hazards and safety concerns associated with the hangar(s), such as:
 - Slip, trip and fall hazards (housekeeping)
 - Fall protection
 - Hangar door safety
 - Fire protection/hazardous materials/emergency egress
 - Location of eye wash stations, spill kits, first-aid kits, etc.
 - Requirement and purpose of safety markings and audible alarms
 - PPE, i.e., hearing protection, eye and head protection (bump caps)
 - JSTO required to be reviewed by supervision annually
- Unit Safety Representative (USR)
 - o Every unit has a USR, who works with FMs to ensure supervisors have a good JSTO covering hangar safety awareness

- USRs should use their installation safety office as a resource to ensure hangar safety training is sufficient
- Inspections
 - Inspections (annual, spot, no-notice, etc.) play an important role in maintaining an effective hangar safety program
 - Safety professionals, quality assurance, along with supervisors, and USRs should work together to ensure hangar operations are being accomplished in a safe manner

Possible impact of waiting to report a problem

- Can the problem cause a mishap/damage equipment, even if one has not occurred, etc.
- Hazard reporting is an important tool to bring attention to a safety concern
- Supervisors must ensure subordinates report any safety concern with hangar through appropriate channels immediately
- Failure to report could lead to death, permanent total/partial disability or serious injury causing lost work days, and damage to government property