

Development and Training for

TECHNICAL PUBLICATIONS

Ascent Aviation Services





Ascent Aviation Services

On-line
training

FASTER

+

CHEAPER

=

LOW QUALITY





Decreasing Costs

Ensure that Training is
ADEQUATE for our
students

Michelle Arredondo

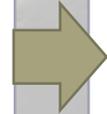


BS Aeronautical Engineering
M Aeronautical Management

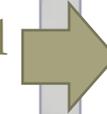
- ✓ 737 NG
- ✓ 737 MAX
- ✓ A320
- ✓ CRJ 700/900

Outline

**What is a Technical
Publication**



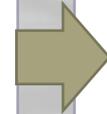
**The impact of Technical
Publication on Safety**



Learning Process



Emotional Learning



**Digital Content
Generation**

Technical Publication

Documents that contain information, such as airworthiness directives or customer service notices, from operators, vendors, manufacturers, and regulatory agencies. Technical publications can trigger maintenance events and affect work planning forecasts.

- Bulletin
- Report
- News
- Flash





Day-to-Day



REALITY



Ascent Aviation Services

Hundreds of Technical Publications are being **IGNORED**

 **ASCENT AVIATION SERVICES**

QA FLASH 2023-TOWING
(EXAMPLE FOR TRAINING PURPOSES ONLY!)

OPERATIONS

TOWING AN AIRCRAFT WITH & WITHOUT HYDRAULIC PRESSURE

This QA Flash is being distributed to prevent incidents/accidents when Towing an Aircraft with & without hydraulic pressure or with the Braking System inoperative.

The minimum number of personnel when towing an aircraft WITH Hydraulic Pressure is five (5).

a) One (1) Tow Safety Supervisor, one (1) Tow (Tug) Vehicle Operator, one (1) Brake Rider, two (2) Wing Walkers.

CAUTION: The use of a Brake Rider is required for this operation unless the aircraft is deemed to have an inoperative braking system.

While pushing an aircraft back or entering or exiting a hangar, the addition of one (1) Tail Walker shall be required, bringing the total minimum personnel to six (6).

WARNING: When towing an aircraft WITHOUT hydraulic pressure, or an inoperative braking system, a minimum of two (2) Chock Walkers shall be used to walk chocks in case of an emergency.

The total number of personnel required for the move is then reduced by one (1) Brake Rider. When moving an aircraft with inoperative brakes to a distant location i.e., from storage to the flight line. Chock Walkers must be positioned outboard of, and parallel to the main landing gear approximately 10-feet away from the gear wheels.

When repositioning aircraft, a short distance i.e., tire rotations while in storage etc., straight forward or backward only, a minimum of three (3) towing personnel may be used (One (1) Tow (Tug) Vehicle Operator and two (2) Wing Walkers).

The wing walkers shall be positioned at each wing tip of the aircraft to signal the tow driver for clearance. Chocks shall be pre-positioned in line with the main wheels in the direction of intended travel at a distance not to exceed 4-feet. The movement of the aircraft shall take place in 4-foot increments until such time the aircraft is at its desired position. Due to the pre-positioning of chocks, there is no need to utilize chock walkers during this operation.

Revised QA Flash 9 DEC 2022

The LEARNING Process

- Emotions
- Climate
- Behavior
- Social Skills
- Teachers
- Family

ATTENTION

MEMORY

LANGUAGE



PROCESSING

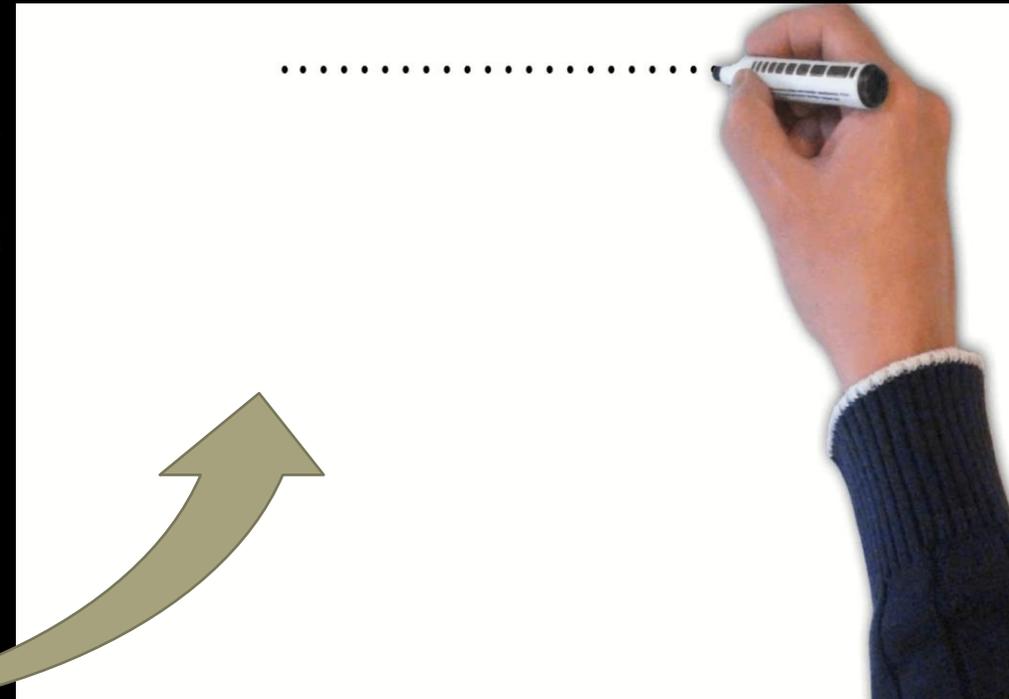
GRAPHOMOTOR

THINKING

SOLUTION?



SOLUTION?



ASCENT AVIATION SERVICES
QA FLASH 2023-TOWING
(EXAMPLE FOR TRAINING PURPOSES ONLY)

OPERATIONS
TOWING AN AIRCRAFT WITH & WITHOUT HYDRAULIC PRESSURE

This QA Flash is being distributed to prevent incidents/accidents when Towing an Aircraft with & without hydraulic pressure or with the Braking System inoperative.

The minimum number of personnel when towing an aircraft WITH Hydraulic Pressure is five (5).
a) One (1) Tow Safety Supervisor, one (1) Tow (Tug) Vehicle Operator, one (1) Brake Rider, two (2) Wing Walkers

CAUTION: The use of a Brake Rider is required for this operation unless the aircraft is deemed to have an inoperative brake system.

While pushing an aircraft back or entering or exiting a hangar, the addition of one (1) Tail Walker shall be required. Total minimum personnel to six (6).

WARNING: When towing an aircraft WITHOUT hydraulic pressure, or an inoperative braking system, a minimum of two (2) Tail Walkers shall be used to walk chocks in case of an emergency.

The total number of personnel required for the move is then reduced by one (1) Brake Rider. When moving an aircraft with inoperative brakes to a distant location (i.e., from storage to the flight line) Chock Walkers must be positioned outboard and parallel to the main landing gear approximately 10-feet away from the gear wheels.

When repositioning aircraft, a short distance (i.e., fire rotations while in storage etc., straight forward or backward only), a minimum of three (3) towing personnel may be used (One (1) Tow (Tug) Vehicle Operator and two (2) Wing Walkers).

The wing walkers shall be positioned at each wing tip of the aircraft to signal the tow driver for clearance. Checks shall be pre-positioned in line with the main wheels in the direction of intended travel at a distance not to exceed 4-feet. The movement of the aircraft shall take place in 4-foot increments until such time the aircraft is at its desired position. Due to the pre-positioning of chocks, there is no need to utilize chock walkers during this operation.

Revised QA Flash 5 DEC 2022



25 EMPLOYEES

6 EMPLOYEES



24%

 **ASCENT AVIATION**
QA FLASH 2023-TOV
 (EXAMPLE FOR TRAINING PURPOSES)
OPERATIONS

TOWING AN AIRCRAFT WITH & WITHOUT HYDRAULIC PRESSURE

This QA Flash is being distributed to prevent incidents/accidents when Towing an aircraft with or without the Braking System inoperative.

The minimum number of personnel when towing an aircraft WITH Hydraulic Pressure is:

- a) One (1) Tow Safety Supervisor, one (1) Tow (Tug) Vehicle Operator, one (1) Brake Rider

CAUTION: The use of a Brake Rider is required for this operation unless the aircraft is deemed safe to tow without a Brake Rider.

While pushing an aircraft back or entering or exiting a hangar, the addition of one (1) Brake Rider to the minimum personnel to six (6).

WARNING: When towing an aircraft WITHOUT hydraulic pressure, or an inoperative braking system, Chock Walkers shall be used to walk chocks in case of an emergency.

The total number of personnel required for the move is then reduced by one (1) Brake Rider. When moving an aircraft with inoperative brakes to a distant location i.e., from storage to the flight line. Chock Walkers must be positioned outboard of, and parallel to the main landing gear approximately 10-feet away from the gear wheels.

When repositioning aircraft, a short distance i.e., tire rotations while in storage etc., straight forward or backward only, a minimum of three (3) towing personnel may be used (One (1) Tow (Tug) Vehicle Operator and two (2) Wing Walkers).

The wing walkers shall be positioned at each wing tip of the aircraft to signal the tow driver for clearance. Chocks shall be pre-positioned in line with the main wheels in the direction of intended travel at a distance not to exceed 4-feet. The movement of the aircraft shall take place in 4-foot increments until such time the aircraft is at its desired position. Due to the pre-positioning of chocks, there is no need to utilize chock walkers during this operation.



25 EMPLOYEES

18 EMPLOYEES

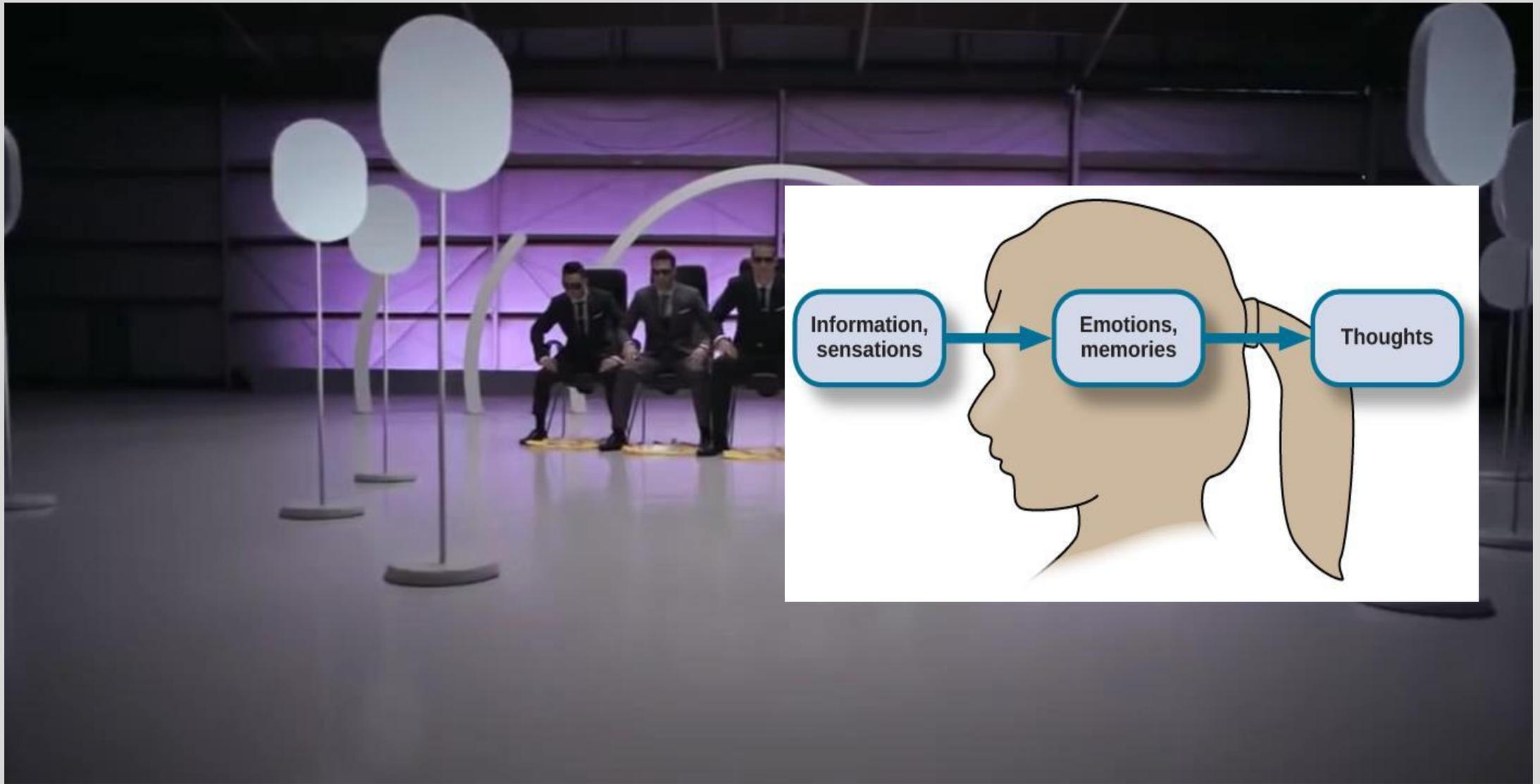


72%

**WE
SHOULD BE
MORE
CREATIVE**









**Ways to create
EYE - CATCHING
Visual Content**

Timely and Relevant

Determine your audience

Graphics and video

Engage with Comparisons

Easy remembered message

Reduce the texts

Add interactions

Recommendations



THANK YOU!



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