

## **ATC INFORMATION BULLETIN**

### **RAIN AND INCLEMENT WEATHER PROCEDURES**

**DAMAGE TO AIRCRAFT SYSTEMS MAY OCCUR IF WATER FROM RAIN, ICE, SLEET OR SNOW IS ALLOWED TO ACCUMULATE ON THE MAIN DECK FLOORING OR ON TOP OF PALLETS AND THOSE PALLETS ARE THEN LOADED ONBOARD THE AIRCRAFT**

The location of the Electrical/Electronic Equipment Center close to and below the L1 door makes our aircraft vulnerable to water leaking onto the avionics equipment. Dripshields were installed to protect the equipment and several SB have been issued to improve the protection by changing the construction of the dripshields and increasing their size.

Loading and offloading aircraft during inclement weather may present a hazard to ground personnel, cargo and aircraft. Care must be taken and loading procedures stopped during high winds and rain. Extreme care must be taken during periods of impaired visibility, rain, snow or fog. When lightning is within five miles during loading the operation should be suspended.

If pallets are stored outside or transited to the aircraft in rain or other inclement weather conditions water can accumulate on top of the pallets. This condition may cause a pooling effect and cause retention of large amounts of water on the plastic sheeting covering the pallets.

During takeoff roll, transition to flight and initial climb forces may cause standing water to move aft and spill to the cargo floor presenting an unsafe condition to personnel and equipment. Water contacting electrical equipment poses a significant hazard and may render electrical systems and equipment inoperative as well as cause smoke or fire.

To better protect the aircraft and minimize the effect rain has on our operations the following Standard Operating Procedures are to be followed

### **SOP**

1. All doors are to be closed when it is raining.
2. Ensure all standing water is removed from pallets before loading in aircraft.
3. Use mops, rags, or other suitable absorbent material as necessary to remove water from pallets.
4. If water is pooling on the cargo floor suspend loading until water build-up can be eliminated and controlled.
5. After loading is complete, inspect the pallets and cargo floor for any unsafe condition.
6. If the cargo floor is wet especially in the area forward of Station 465, (A2 and forward) absorb and remove any standing water and advise the crew of this potential hazard.