

AviAssist Foundation

Airside safety & apron planning

Support program to the East African Community



June 2011

AIRSIDE SAFETY & APRON PLANNING

The airline and airport industry and their safety regulators have been concerned about the level and extent of damage caused to aircraft during ground handling in Africa and beyond.

Also the high rate of 'incidents' and the associated safety risks to aircraft, passengers and airport workers is concerning stakeholders.

Many of the airports in the sub-region have been developed for medium sized aircraft such as

Fokker 50s and Boeing 737s with sometimes no parallel taxiways, necessitating backtracking on the runway.

Nowadays many handle wide body aircraft with much longer fuselages and greater wingspan. On top of that, some of the airports are nearing their aircraft and passenger handling capacity.

With cramped aprons, aircraft turnaround planning and capacity management becomes of crucial importance. This capacity bottleneck has direct safety consequences, particularly in the



area of airside safety and runway incursions.

BACKGROUND

Part 8 of the Airport Services manual (ICAO Doc 9137) to Annex 14 of the Chicago Convention calls for the appropriate authority to take action to ensure a safe apron environment. This includes

crucial issues of airside safety and apron planning.

It requires adoption of procedures, regulations, policies and safety promotion (incl. training programs) for reduction of the



risks associated with issues of airside safety at an airport.

With airside safety being called "the one remaining area of anarchy in the hyper-controlled world of commercial

aviation operations", the program will also address the regulation of entry of aircraft into, and coordinate exit of aircraft from, the apron with the aerodrome control tower.

When warranted by the volume of traffic and operating conditions, an appropriate apron management service should be provided on an apron by an ATS unit, by another aerodrome operating authority or jointly by ATS and the aerodrome operator.

Attention will be paid to ensuring safe and expeditious movement of vehicles and appropriate regulation of other activities.

PROGRAM OUTLINE

Recognising that very little (in-region) training is available on airside safety & apron planning, the program will feature two courses.

Subjects in the course include

- Aerodrome operations – obstacle limitation surfaces
- Signals, signs and markings
- Airside vehicle control and driving
- Fuel and hazardous materials
- Aerodrome development & control of obstacles
- Runway incursion awareness & prevention
- Adverse weather
- Aircraft turnaround planning
- Preventing collisions between aircraft & between aircraft and obstacles;
- Aircraft turnaround audit (practical)
- Gate assignment
- Marshalling
- Apron movement choices at near-capacity airports
- Traffic prediction & planning



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LONG TERM SUPPORT

To support sustainable improvements in airside safety & apron planning, AviAssist will start and moderate an internet user group for at least 2 years. With no need for internet browsing, this has proven a valuable instrument to exchange (regional) best practices and experience between professionals in the region. It supports the 'understanding & application' level of learning. All participants in the training will be connected to this internet user group.

AviAssist's quarterly flagship magazine SafetyFocus will carry regular features on airside safety. All participants

in the training will be subscribed to the magazine for two years.

With this program component, AviAssist continues its support to airside safety improvements in the sub-region that started, with among others DGLM support, in 2010. This continuation will bring stability to the Foundation's support on this subject matter. In cooperation with the Airports Council International and (members of) the Netherlands Airports Association, AviAssist will organize the work-packages related to this program component.

REGIONAL FOCUS

The program focusses primarily on the East African Community (EAC) States Burundi, Kenya, Rwanda, Tanzania and Uganda and will actively promote regional co-operation between airports.

It is implemented in co-ordination with the Civil Aviation Safety & Security Oversight Agency CASSOA.

The training will mostly take place at international airports in one of the 5 EAC States.



QUESTIONS?

If you have any questions or would like your airport to participate in this program, please contact us at info@aviassist.org