

## Gatwick Airport Directive

Title: AIRCRAFT BLAST		Ref No: GAD/F:48/17
Issue Date: 14/12/2017	Effective Date: 06/12/2017	Expiry Date: 06/12/2019
<p><b>It is the responsibility of all employers to ensure the relevant Airport Notice is brought to the attention of their staff. However individuals remain responsible for their own actions and those who are in any doubt should consult their supervisor or manager.</b></p>		
<b>Introduction:</b>		
<p>This Directive is issued to remind all flight and ground crews of the hazards that may result from aircraft blast and fumes. It describes procedures that are intended to reduce the risk of damage to buildings, aircraft and equipment and injury to staff and passengers in the aircraft movement area.</p>		
<b>Programme:</b>		
<p>GAL Airside Operations Department will, as part of its Airside Safety Management System, periodically carry out audits to ensure this Directive is complied with.</p> <p>Pilots are to use the minimum power necessary when manoeuvring on the taxiway system. This is of particular importance when manoeuvring in the apron cul-de-sacs, where jet blast can affect adjacent stands.</p>		
<b>Operational Impacts:</b>		
<p><b>WORKS AREAS</b> Flight crews must be extravigilant when in the vicinity of work in progress in the movement area. Works areas are always defined by barriers or fences and marked at night with red obstruction lights. These areas are particularly vulnerable. Flight crews must use minimum power when in the vicinity of them.</p>		
<p><b>TAXYING</b> Flight crews should:</p> <ul style="list-style-type: none"> <li>• Be aware of the possible effects of increasing engine power when starting to move forward, executing a tight turn or turning onto a stand in a cul-de-sac.</li> <li>• Use the minimum power necessary to complete the manoeuvre. If in doubt about the effects of blast, request the assistance of a Leader vehicle.</li> <li>• In the event of a mis-routeing, or the need to execute an unorthodox manoeuvre (eg. 180 turn) request revised instructions from ATC. This may require the attendance of a Leader vehicle or assistance of an aircraft tug for the manoeuvre to be completed safely.</li> <li>• Ensure high tail mounted engines are not used above ground idle when taxiing in the apron areas.</li> <li>• Some operators may choose to taxi without all aircraft engines running. This type of operation has the potential to increase blast, especially when starting to move or negotiating tight turns. Operators must have assessed the jet blast risks before carrying out this reduced engine taxi procedure.</li> </ul>		
<p><b>ENGINE START-UP</b> Ground crews:</p> <ul style="list-style-type: none"> <li>• Must ensure, as much as reasonably practical, that during engine start up, the area immediately behind the stand is clear of aircraft, staff, passengers, vehicles and equipment.</li> <li>• Should notify their flight crew of any hazard that could result from the starting of engines.</li> </ul>		
<p><b>CROSS-BLEED START</b> Aircraft requiring a cross-bleed start, must inform ATC "GATWICK GROUND" on first contact. ATC "GATWICK GROUND" will take into account the blast effect and utilise a non-standard push back if required.</p>		
<p><b>PUSH-BACK</b></p> <ul style="list-style-type: none"> <li>• Ground crews must ensure that the area into which an aircraft is to be pushed is clear of aircraft, staff, passengers, vehicles and equipment.</li> <li>• Engines must not be run above ground idle during push-back.</li> <li>• All push-back manoeuvres should end with the aircraft aligned with the taxiway centreline, unless a different procedure is approved by Gatwick Airport Limited.(GAL)</li> <li>• Most stands at Gatwick are designed for nose-in / push-back operation. Only in exceptional circumstances and with the prior agreement of GAL, aircraft may be granted permission to self-manoeuve off any stand. This will only be carried out with the attendance of a GAL marshaller. The flight crew must make their intentions clear to ATC prior to any manoeuvre.</li> </ul>		
<p><b>GUIDANCE FOR AIRSIDE DRIVERS</b></p> <ul style="list-style-type: none"> <li>• All airside drivers should be aware of the effects and consequences of Aircraft Blast and exercise caution when driving.</li> <li>• When crossing or driving behind a taxiing aircraft at least 2 aircraft lengths should be allowed before proceeding.</li> </ul>		

- Ensure that an aircraft's engines are shut down and anti-collision lights are switched off before driving behind a parked aircraft.
- Beware of increased jet-blast risk when an aircraft is commencing taxi or a turn.

**FUMES**

It is recommended that vehicle air recycling switches should be turned on whilst in the vicinity of manoeuvring aircraft.

**Further Information:**

Any questions relating to the contents of this Directive should be addressed to the Airside Operations Manager Tel; 07803 120115

**Signatory**

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**for and on behalf of the Chief Executive Officer of Gatwick Airport Limited**

**Consultation:**

Has consultation on this Directive taken place? Yes - Consultation record held by author

**Distribution:**

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