

Gatwick Airport Directive

Title: AIRCRAFT ARRIVAL AND DEPARTURE ON STANDS		Ref No: GAD/F:7/18
Issue Date: 22/02/2018	Effective Date: 23/02/2018	Expiry Date: 23/02/2020
<p>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.</p>		
Introduction:		
<p>This GAD sets out the mandatory safety requirement associated with aircraft arrival and departure from stands. In addition to the contents of this GAD, staff must comply with the provisions of the GAD entitled "Personal Protective Equipment (PPE) Airside" and the GAD entitled "Standard Aircraft Pushback Procedures" at all times when carrying out the following duties.</p>		
Programme:		
<p>VEHICLES AND EQUIPMENT ON STANDS Aircraft stands and equipment areas must not be used as thoroughfares regardless of whether they are vacant or not. Interstand clearways are provided to give adequate clearance between aircraft on adjacent stands and to provide access for fire vehicles. Vehicles and equipment must not be left unattended on interstand clearways or in hatched areas. When an aircraft is manoeuvring on or off a stand, vehicles and equipment in the interstand clearway must remain forward of the aircraft wingtip at all times, to provide adequate clearance. Where Interstand clearways are not provided, extra care must be taken to ensure that stands are free from obstructions and that an emergency route is preserved. Fuel Bowsers must not be obstructed throughout the fuelling operation. A clear path must be maintained from the aircraft to allow for the quick removal of fuelling bowsers in the event of an emergency. Access to the fuel hydrant emergency cut off switch must not be blocked. Before leaving a vehicle unattended, its driver must ensure that it is parked safely in an area set aside for parking vehicles or in an equipment area (marked in RED), the handbrake is applied, the engine is switched OFF and the ignition key, if any is removed. On certain stands, BLUE hatched areas are painted near the head of the stand. These areas have been identified as appropriate for the safe pre-positioning of ground service equipment involved in an imminent aircraft turnaround only. These BLUE hatched areas are not to be used for equipment or vehicle storage at any other time.</p>		
Operational Impacts:		
<p>SAFETY OF AIRCRAFT ARRIVING ON STANDS Where a tail of stand road exists, a tail of stand vehicle marshaller(s) must be positioned to stop the traffic impeding an arriving aircraft. They should position themselves to stop vehicles, but not put themselves at risk. VEHICLES MUST GIVE WAY TO AIRCRAFT AT ALL TIMES Equipment, such as chocks, cones or fixed electrical ground power crocodiles, must not be pre-positioned. All personnel involved in the arrival process must NEVER approach an aircraft until the engines have spooled down, propellers have stopped rotating and the anti-collision lights have been turned off. Once the engines have spooled down, propellers have stopped rotating and the anti-collision lights have been turned off, only trained / authorised personnel or trainees under supervision are allowed to chock and attach ground power cables. Operatives should only approach aircraft from the front to ensure their personal safety whilst carrying out these tasks. Only once the above activity has been completed, all other tasks relating to the arrival of the aircraft should be carried out in accordance with the company turnaround procedures. It is acknowledged that where an aircraft has an unserviceable APU it may be necessary to keep an engine running whilst ground power is connected. Handling Agents wishing to carry out this procedure must submit their risk assessment and written robust control measures to the Head of Airside Compliance before they can carry out this specific operation. Any additional control measures identified must be implemented by the Handling Agent. AIRCRAFT PUSH-BACK MANDATORY REQUIREMENT The Handling Agent must ensure that a tail person(s) is provided to stop vehicular movement on the tail of stand road before push-back. COMPLIANCE GAL Airside Operations will carry out apron patrols to ensure the actions required by this Directive are being complied with. Failure to comply with this directive could result in a Major Caution for individuals and a notice of an Unsafe Act / Condition issued to the General Manager / Operations Director for the Ground Handling Company.</p>		
Further Information:		
<p>Any questions concerning this Directive should be addressed to the Airside Operations Manager Tel: 07803120115 email: aom@gatwickairport.com or the Airside Standards Improvement Lead: Alan Holmes, 07595876523, Email: alan.holmes@gatwickairport.com</p>		
Signatory		
<p>Kan Ni for and on behalf of the Chief Executive Officer of Gatwick Airport Limited</p>		
Consultation:		
<p>Has consultation on this Directive taken place? Yes - Consultation record held by author</p>		

Distribution:

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