APRON SAFETY RULES
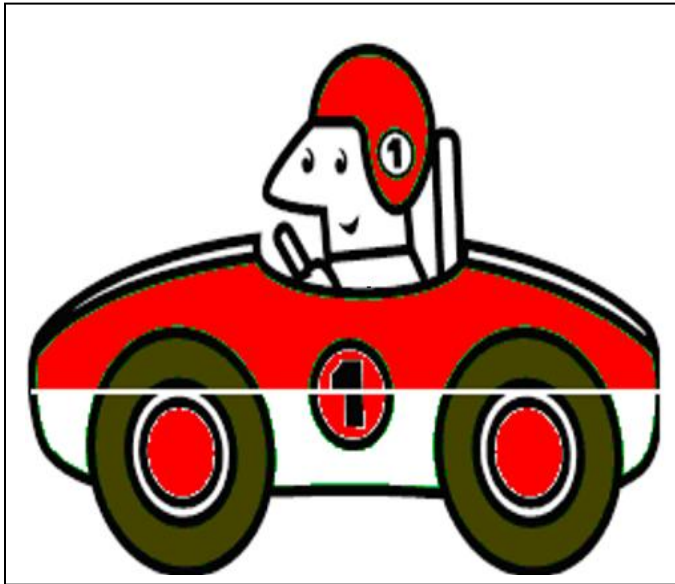
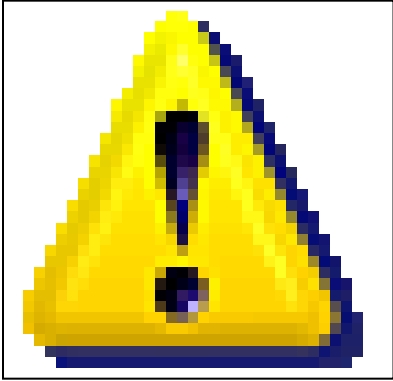## Restrictions!

- Aircraft has right of way.

- Do not exceed the speed limits of 15/ 30 kmph.

- Always turn headlights of vehicle on the low beam.

- On airside drive the ground handling vehicle in the prescribed manner.

- Always observe the rules on markings, lines and signs.

- When coming from the apron, give right of way to traffic on the service roads and/or apron service roads.

- Only emergency services with flashing lights and sirens have right of way when coming from the apron. Give right of way to a passenger but when its left indicator blinks to signal that it wishes to depart (just as you would do in built-up areas).

- No halting, parking, stopping and reversing on vehicular path.

- No vehicular movement underneath a/c.

- No vehicular startup within 15meters of refueller during refueling.

- Keep the vehicular movement at ramp to the minimum.

- Do not overcrowd the bay; clear off the bay at the earliest.

- All ground equipment should be removed from the

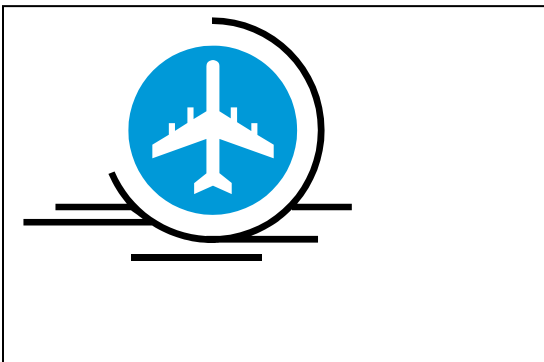bay within the shortest time possible, not later than 20 minutes after a/c departure.

Prohibhited!

- Never go to the area signposted ` Danger, Landing Area, Entry Strictly Prohibited`

- Never enter an area that has been screened off with fences and/or other markings without having been instructed to do so.

- Ensure that fire detection, fire safety and fire extinguishing equipment always remain visible. Do not park vehicle in front of it.

- Never obstruct access to fire detection, fire safety, and fire extinguishing equipment or fire extinguishers.

- Do not interfere with fire detection, fire safety and fire extinguishing equipment without good reason.

- Do not marshal the aircraft until unless trained and authorized to do so.

- Never approach an aircraft while the anti-collision lights are on.

- Do not leave wooden pallets on the service roads, aprons or on baggage carts.

- Never take any burning items with you.

- Do not attract birds or other animals.

- Do not light open fires/fire works.

- Do not use open baggage carts.

- Do not use plastic or foil.

- Do not feed the birds.

- No walking on apron.

Compulsory!

- Do not leave any waste lying around that can cause FOD.

- Engage the brake on ground handling equipment so that it can not blow or roll away.

- Always report any oil or fuel spills to the apron Control.

- Always report any incident/accident to Flight Safety Department.

- Always wear high visibility jacket on active apron/taxiway.

- Rear step ladder to be positioned invariably while refueling with guests on board.

- Reflective tape/paint to be applied on rear side of all vehicles and equipment.

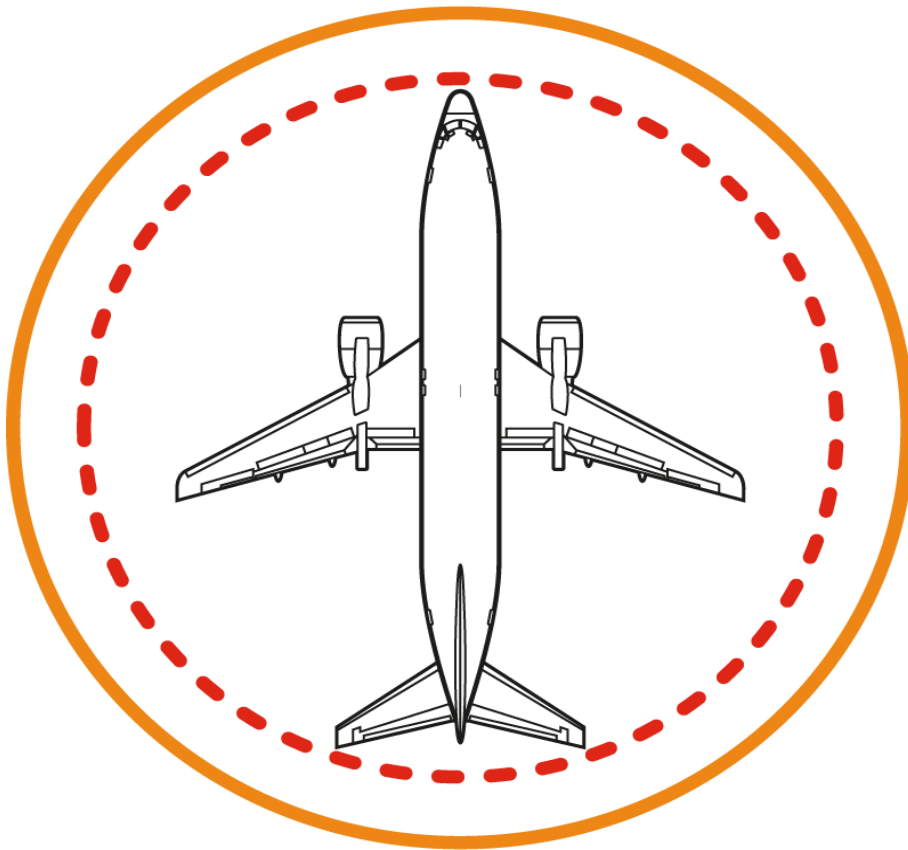- All vehicles to be fitted with speed governers.

Exceptions!

- The driver of the towing vehicle and the ground engineer involved in the pushback procedure are permitted to cross the red safety line.

Each parked aircraft has imaginary and unmarked protection zones called "Circles of safety"designed to prevent damage due to Ground Support Equipments.The outer circle is 5 meters and inner circle 2 meters from aircraft.The outer circle indicates that the vehicle drivers must test their brakes before crossing this circle.At the inner circle the drivers must stop their vehicle before resuming approach to the aircraft at a slow speed.

Circles of Safety

Not to scale

━━━━ Test brakes
● ● ● ● Stop before proceeding slowly

Airport Ramp Safety has been given much attention recently in reports and papers by a number of safety organizations. In spite of their efforts, and those of air carrier safety departments, damage to aircraft and ground equipment and injury to personnel continue to occur during ramp operations. A safety specialist from the United Kingdom Flight Safety Committee stated the loss in terms almost everyone can understand: worldwide, the dollar equivalent **of fifteen Boeing 747-400s** is lost each year to equipment damage during ramp operations!!!

<u>Primary factors that contribute to Ramp incidents</u>.

Factor	Percentage
Ramp Guidance	51%
Improper Positioning of Ground Equip.	42%
Distraction	39%
Air Carrier Operational Issues	34%
Ramp Congestion	24%

Figure 4—Factors Contributing to Ramp Operations Incidents Percentage of Data Set
Note: Multiple citations are possible in this category, thus the combined percentage of "Contributing Factors" is greater than 100 percent.