



## An International Airport Case Study

An International Airport has two serviceable terminals (TB1 & TB<sup>2</sup>).

The Airport Authority has decided to perform total reconstruction of a third terminal (TB<sup>3</sup>). The project includes terminal building and its apron.

The site of the project is nearly located between TB1 and TB3 which blocks the service way connecting TB1 and TB3. The project team has proposed to establish a new service way extending parallel to TWY S for about 400 m.

The Airport Safety Action Group (SAG) has been tasked to evaluate that proposal.

The Safety Action Group (SAG) has studied & discussed the proposal and found out the following issues:

- 1- The lateral distance between TWY S centerline and the service way edge closest to TWY S is only 44 m which does not comply with ICAO SARPs TWY to obstacle separation (ACFT code E) 47.5 m.
- 2- There is no availability to shift the service way to the other side furthest to TWY "S".
- 3- The service way width is only 8 m due to the land scape constrains.
- 4- TWY S is considered the main entrance to TB3 Apron.
- 5- 80% of ACFT movements using TB3 Apron are classified as Code E.
- 6- 60% of the Airport traffic is operated in TB3.
- 7- 50% of ACFT Ground Handling Vehicles & Equipment must use this new service way moving between TB1 & TB3, especially Catering and Fuelling Vehicles.

The SAG applied a safety risk management process to evaluate the safety consequences of this new service way construction.

**The Group is tasked with assisting the Aerodrome Operator and the State Regulator to take an appropriate decision.**



## General Layout





## PROJECT SITE



### Required Task :

- 1- Participants Brainstorming session in groups
- 2- To find safe operational solutions minimizing the negative impacts on ACFT movements without compromising safety.