




APEX™ AIRPORT
EXCELLENCE
IN SAFETY

WORKING TOGETHER TO ENHANCE
AIRPORT OPERATIONAL SAFETY

A blue-tinted photograph of an airport runway at night, viewed from an elevated perspective. The runway lights are illuminated, creating a strong perspective that leads the eye towards the horizon. The lights include a central line of lights, side lights, and crossbars.

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Why must we inspect Aerodromes (Apron)?

- Needed by the Regulator to properly carry out safety oversight
- Essential element of mandatory aerodrome certification
- State will verify aerodrome operator's compliance with established standards and the SSP & SMS
- Established test and inspection procedures help to ensure compliance
- Uphold the airports reputation as a safe environment in which to operate to world class standards



ICAO Annex 14

- 2.9.2 condition of the movement area and operational status of related facilities shall be monitored..
- 10.1.1 a maintenance programme.. **shall** be established..



- Audits and inspections
 - Plan
 - Schedule
 - Reports
 - Follow-up
- Enforcement of rules and regulations
- Penalties
 - Non-Punitive
 - Punitive



Daily Inspections should include:

- No FOD is present;
- The pavement is not damaged or contaminated with snow, ice, sand, or standing water;
- Operators adhere to safe driving and apron safety rules;
- No birds or other wildlife are present dead or alive (bird and wildlife presence is monitored and controlled); Trash containers are closed at all times
- Paint markings are visible and correct
- No sign of structural damage
- Signs are visible and correct;
- The lighting is serviceable;
- Equipment provided is safe for use and serviceable;
- Equipment is only parked in designated areas and does not protrude into the stand safety envelope; and
- Fuel bowser emergency exit paths are not blocked.
- Periodic tests/checks should be performed on emergency systems, free standing fire extinguishers and wall mounted, emergency stop buttons and VDGS system if provided



Night Inspections

- Apron floodlight
- Visibility of pavement markings
- Check that obstructions and construction areas are adequately lighted
- Ensure that all mandatory and information signs are clearly visible
- Check for night time wildlife activity
- Behavior/safety culture at night

Average illuminance should not be less than 20 lux;

Average vertical illuminance at a height of 2 m should not be less than 20 lux in relevant directions;



Best International Practice

3 level inspection system

- Level 1
 - Routine inspections carried out by Airside Operations personnel

- Level 2
 - Detailed inspections carried out by Airside Operations in collaboration with FM Departments

- Level 3
 - Operations management inspection/audit carried out by senior management, covering all areas on a planned basis

Aircraft Turn Around Inspections

- The aircraft turnaround process is the key activity on the apron. Equipment left in unsafe locations will remain a safety issue for staff and vehicular activity.
- Common themes might reveal areas of focus for refresher training.
- Great tool for collecting data and for your SMS
- How many should you do per day? Will you get the same results at night? Peak hour? Remote vs Passenger Terminal?

Turnaround Safety Audit Checklist			
Date:	Time:	Print names:	Airline / Handling Agent
Aircraft Type / reg:		Stand:	
s - satisfactory		n/s - not satisfactory	n/a - not applicable
PART ONE - AIRCRAFT ARRIVAL			
CHECKS PRIOR TO ARRIVAL OF AIRCRAFT			
1	Is the turnaround co-ordinator clearly identifiable?	yes	no
2	Has stand been checked for obstructions / FOD?	yes	no
3	Have adjacent aircraft parked on the correct centreline?	yes	no
4	Parking of vehicles / equipment	s	n/s
5	Position of air bridge	s	n/s
6	Correct SEG selection	s	n/s
7	Position of personnel	s	n/s
8	Is high-visibility clothing worn?	yes	no
9	Adequate PPE – ears / feet / hands?	yes	no
Comments / Actions taken:			
SHUTDOWN OF AIRCRAFT			
10	Is dispatcher still in attendance?	yes	no
11	Has the aircraft parked on the correct centre line?	yes	no
12	Were the anti-collision lights off, engines / propellers stopped before being chocked?	yes	no
13	Were crew / dispatcher / 3rd parties advised that the aircraft was chocked?	yes	no
14	Did staff / vehicles / air bridge approach aircraft before it was chocked?	yes	no
15	Overall approach of turnaround service teams	s	n/s
Comments / Actions taken:			

- Jet bridge operation?
- Aircraft fueling?
- Catering?
- De-icing?
- Construction?
- Cargo?
- Etc.

FOD Prevention

- FOD Plan
- Data collection and analysis
- Proactive
- Reactive



- *FOD inspections*
- *FOD promotion*
- *Reward program*



- *safety campaigns*
- *Identify FOD source*
- *Pavement Management Program*
- *FOD walks with the participation of top management from airlines, ground handler and the airport*
- *FOD training*



Corrective Action Plan & Follow up

- The audit/inspection to any stakeholder should be formal and reports must be delivered to the stakeholder within reasonable time
- Stakeholder should submit a corrective action plan with details on how and when they will implement corrective measures in a timely manner
- Follow-up inspections to evaluate the submitted corrective action plan should be arranged





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