



Aerodrome Safety Central

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Welcome to the latest edition of Aerodrome Safety Central. The newsletter is published on a quarterly basis and includes articles on Airfield news, Work in Progress and relevant safety issues.

We welcome input from all based companies and if you would like to contribute to future newsletters please e-mail us at MASUHAWARDEN@AIRBUS.COM

Ground Handling Operational Safety Group (GHOST)

EASA Basic Regulation Changes

The 'New' Basic Regulation was published in June its expected full adoption will take place later this year, possibly October.

There is now inclusion of Apron Management Services and Ground Handling:

Annex VII Essential Requirements for Ground handling service providers

Declaration of Capability

The provider of ground handling service is responsible for the safe operation of its activities at the aerodrome. The responsibilities of the provider are as follows:

(a) the provider shall have all the means necessary to ensure safe provision of service at the aerodrome. Those means shall include, but are not limited to, facilities, personnel, equipment and material;

(b) the provider shall comply with the procedures contained in the aerodrome manual, including those in relation to movements of its vehicles, equipment and personnel and the risk related to aerodrome operations in winter, at night and in adverse weather conditions;

(c) the provider shall provide the ground handling services in accordance with the procedures and instructions of the aircraft operator it serves;

(d) the provider shall ensure that manuals for the operation and maintenance of ground handling equipment are available, applied in practice and cover operation, maintenance and repair instructions, servicing information, troubleshooting and inspection procedures;

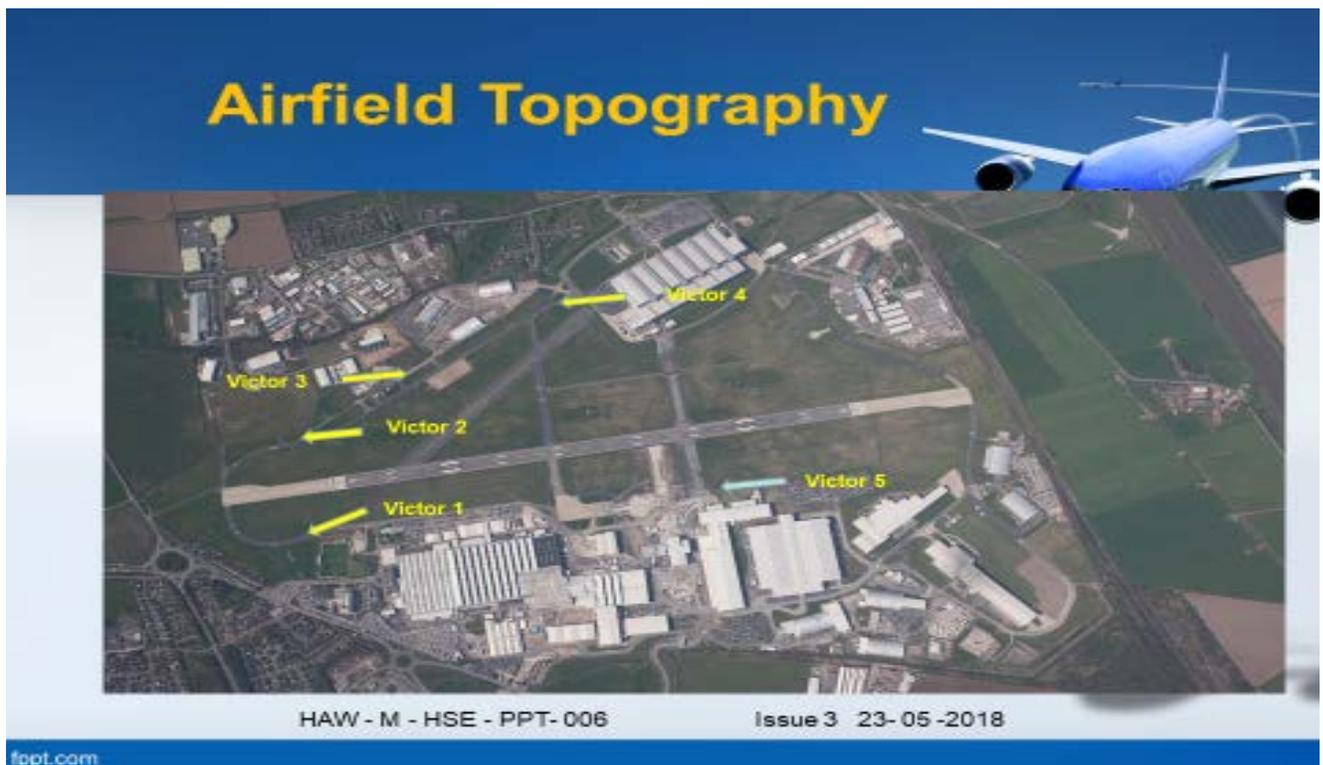
(e) the provider shall use only adequately trained and qualified personnel and shall ensure the implementation and maintenance of training and checking programmes to ensure the continuing competence of all relevant personnel;

(f) the provider shall ensure that its personnel is physically and mentally fit to execute their functions satisfactorily, taking into account the type of activity and in particular its potential safety and safety-related security impact.

Vehicle holding point's introduction: (Victor Hold)

Victor holding points will be introduced in January 2019.

See the attached drawing for the position of the new holding points.



Victor 1 is the 04 barrier Factory side. Victor 2 is the 04 Barrier ATC side.

The default position will be down so anyone wishing to cross this end of the runway will have to call ATC and request to cross. Only cross when the barriers are raised but most importantly the traffic lights are **GREEN**. If the barriers are unserviceable you may proceed after getting clearance from ATC only if the traffic lights are **GREEN**. If the lights are **RED** you must not proceed.

Eg: 'Hawarden Tower Transport combine holding at Victor 1 request cross to Victor 2

Victor 3 hold is the barriers by the tower and Victor 4 is the barriers at gate 7.

These barriers will be lowered and raised by ATC depending on aircraft traffic to Apron Alpha. Ensure the lights are **GREEN** before transiting the area.

You do not call ATC to go from Victor 3 to Victor 4 and Vice Versa.

If the barriers are in the raised position proceed. If they are in the down position wait until ATC raise them. You do not need to call ATC they are managing the area.

The barriers are a secondary priority to the traffic lights. If the barriers are unserviceable you may continue to transit this area if the lights are on **GREEN** only.

You must stop at a **RED** light.

Just Culture



Serco and Airbus Support A Just Culture

A just culture should enable open reporting leading to learning and improvement. The definition of a just culture was introduced into EC regulation 376/2014.

'A culture in which frontline operators or other persons are not punished for actions, omissions or decisions taken by them that are commensurate with their experience and training, but in which gross negligence, wilful violations and destructive acts are not tolerated'.

We encourage all operators and third party companies to embrace a just culture.

Airside Driving permit Application

To hold a full Airside Driving permit at Hawarden you will require;

GSAT General Security Awareness Training.

There are a number of suppliers which do online computer based training. www.quadratica.co.uk/gsat is one such supplier.

Once the Certificate has been issued this must be forwarded along with your application for the Airside Driver Permit either form FM 1505933 or 1505932 depending whether you are Airbus or a contractor

No one will be allowed on the course if the GSAT certificate is not presented with the above forms.

If your security clearance has expired you will also need to get a Disclosure Scotland

<https://www.mygov.scot/disclosure-types/>

A scan or photo can be sent to mathew.ierston@securitas.uk.com and the airside driving form will be signed to allow attendance on the course.

The original certificate must be presented when collecting your Airside pass from the Badge Office (If the original is not presented the badge will not be issued)

As well as this a completed Airbus form FM1505933 and FM1505936 for contractors and FM1505932 for Airbus employees must be completed and returned to MASU at least two weeks before the course.

ATC Corner

Night Limitations



It's getting towards the end of the year, so it's darker for longer in the mornings and it gets darker much quicker in the evenings. This means that we are using night time operations for longer and this brings with it certain limitations on how the airport can be used.

Taxiways A, B, C and D have blue edge lights; taxiway E is equipped with both green

centreline and blue edge lighting and taxiway N has solar powered blue edge lights. Taxiways G and J have retro-reflective linelaner edge markers. Taxiway G and J remain unlit, so are unavailable for aircraft use at night; this limits taxi routes and aircraft must therefore taxi along the runway when taxiing to and from Apron N. Runway Holding Points A1, B1, C1, D1, E1 and N1 have illuminated Holding Point boards and so are available for use at night. Holding Point G1 also has an illuminated Holding Point board but is not usable at night. Holding Point D1 is not available at night for engine running. The Intermediate Holding Point signs are not lit and so can only be used during daylight hours by aircraft. These Holding Points can be used by vehicles at all times.

Aprons A, C, D, and the Beluga Apron are edged by blue lights and Aprons A and D, as well as the Beluga Apron, are also illuminated with pylon mounted floodlights. Apron A is also equipped with low level metal halide floodlights. Flood lights have recently been installed on Apron D and it is now available for engine running and aircraft parking at night. The compass base is not lit and therefore is not available for use at night.

The H spot is not available at night and so all helicopters, except for NPAS, will be required to use the runway. NPAS pilots are trained to take-off and land at unlit locations and so can use both the H and the Police Aiming Point at all times. NPAS Helicopter Training Area 1, adjacent to taxiway J, is also available for use by NPAS at night.

As always if there are any questions about anything within this article, or anything with regards to the ATC service we provide, please give us a call on **01244 522012**, or e-mail **atcopshawarden@airbus.com** and we would be happy to help.

Meet the Team



Raymond Weightman - Airfield Ground Lighting Engineer

Ray carried out a 4 year Electrical Apprenticeship in Wrexham with 'RMG' Electrical working on domestic and commercial premises; he then moved to work with THW Dodd's where his job was wiring new officer houses in RAF Valley.

While working at RAF Valley, Ray then moved over to work with Gilks (Nantwich) Ltd carrying out installation and maintenance.

Ray then left RAF Valley and began work at Rae Llanbedr (where they flew the Jindivik remote controlled aircraft) where he carried out PPM maintenance and installation works on the site and also on other various Ministry of Defence sites around North Wales.

When Rae Llanbedr closed in 2004 Ray was asked to come to Airbus for a couple of weeks to cover holidays and supervise the new Fire Station project and he has been here ever since working for Inviron and now CBRE. Ray has since trained up to become an Airfield Ground Lighting Engineer and AGL Authorised Person.

Ray can be seen carrying out AGL maintenance and Airfield lighting inspections out on Hawarden Airfield as well as working with Airbus Safeguarding, planning and supervising various specialist contractors to carry out various works such as surface repairs on the runway, taxiways, aprons and runway line remarking.