



Advisory Circular

AC 139 – AMGT - 01

**GUIDELINES IN
OPERATIONAL PROCEDURES AND PRINCIPLES
FOR APRON MANAGEMENT**

February 2017

Advisory Circulars (AC) are intended to provide recommendations and guidance, illustrate a means-but not necessarily the only means of complying with regulatory requirements, or to explain certain regulatory requirements by providing interpretative and explanatory materials.

CAAP will generally accept that when the provisions of an Advisory Circular have been met, compliance with the relevant regulatory obligations has been satisfied.

Where an AC is referred to in a “Note” within regulatory documentation, the AC remains as a guidance material.

ACs should always be read in conjunction with the referenced regulations.

1.0 PURPOSE

The purpose of this Advisory Circular (AC) is to provide guidance to the aerodrome operators in adopting operational procedures and principles for apron management in accordance with the provision in the Manual of Standards for Aerodromes (MOS) Chapter 10, Section 10.13.4 – Apron Management Service. The aerodrome operators, in cooperation with ATS Unit, shall provide an appropriate apron management service in order to:

- a) Ensure safe movement with the objective of preventing collisions between aircraft, and between aircraft and obstacles;
- b) Ensure safe entry of aircraft into, and coordinate exit of aircraft from, the apron with the aerodrome control tower; and
- c) Ensure safe and expeditious movement of vehicles and appropriate regulation of other activities.

2.0 REFERENCES.

- 2.1 Civil Aviation Regulations Governing Aerodromes
- 2.2 Manual of Standards for Aerodromes, as amended.
- 2.3 ICAO Annex 14 Vol 1 Aerodrome
- 2.4 ICAO Doc 9137 Part 8.

3.0 GENERAL

The apron is the area of highest intensity and variety of movements. It is the one place where aircraft, vehicles, passengers, airport employees and sometimes, casual visitors cross and intercross. To ensure that highest level of safety management is maintained and that actual incidences or accident are minimized, the aerodrome operator shall have measures which:

- i. Ensure each service provider on the apron have the safety procedures for the operation service rendered on the apron.
- ii. Ensure that all employees working on the apron are indoctrinated in the principles and practices of safety and tested on that knowledge before working on the apron.
- iii. Have in place a program of periodically reviewing and checking:
 1. Accuracy of safety records and data on the apron;
 2. The validity of the safety procedures; and

3. Safety awareness and practices of each employee working on the apron.
 - iv. For safety management purpose, operator of aerodrome shall make available the surface markings and signages to communicate safety information that abide passengers, drivers of vehicles and equipment and airport staff on the apron.
 - v. Ensure that access to the aprons by personnel and vehicles are limited to only those that have been specifically and individually cleared to work on the apron.
 - vi. Ensure that each person working on the apron reports incidence or accidents of unsafe practice that has been observed.
 - vii. Ensures any personnel, who had been approved to work at certain portions of the maneuvering area, do not stray outside the demarcated approved area of works and that permission are obtained from Air Traffic Controller if personnel are required to go beyond the approved boundaries;
 - viii. Ensures any airside organization which requires outside personnel or contractors to their premises abides to the terms and conditions associated with the issue of airport pass and the general rules applicable to pedestrians and workers in the airside and that they adhere strictly to the rules and procedures governing the airside;
 - ix. Ensure any organization contracted to work on the airside area submit a Safety Management Plan (this may form part of the MOWP – Method of Working Plan detailed in MOS – Aerodrome) that shall be in force for the whole period of contract. As a minimum the safety plan shall include the following:
 1. Training on safety in relation to:
 - a. Hazards to himself/herself and others emanating from his/her occupation; and
 - b. Hazards to equipment, other employees and third parties, structures and installations.
 2. Issue and enforce the wearing of approved safety protective equipment.
 3. Make provision or procedures for handling of accidents and injury to its personnel.
 4. Provide the name and other details of the person designated as the Safety Officer for the firm.

5. Plan for giving its staff refresher course on safety at least once every 6 months.

4.0 CO-ORDINATION WITH AIR TRAFFIC CONTROL SERVICES

- a) The transfer points of responsibility between TWR and Apron Management are at the holding points of the taxiways.
- b) For arriving aircraft the TWR controller shall release the aircraft to apron control after it crosses the points indicated in (a) above. However he may release the aircraft earlier once the pilot reports that he has the marshaller in sight.
- c) For departing aircraft, the marshaller shall release the aircraft to TWR before it crosses the transfer points in (a) above. However he may release the aircraft earlier once it is definitely heading to the taxiway and is clear of all obstacles.
- d) TWR shall inform Apron Management the ETA of each arriving aircraft and, if not otherwise indicated, the apron of its destination. TWR shall advise the Apron Control the landing of each aircraft as soon as it touches down.
- e) Apron Management shall advise the TWR of the aircraft stand or place that it has allocated to an arriving aircraft as early as possible and before it reaches the point of transfer of control.

5.0 ALLOCATION OF AIRCRAFT STANDS

- a) Allocation of Aircraft Stands or parking bays is the responsibility of the aerodrome operator.
- b) In assessing the demand for aircraft stands on particular day or for a particular period of that day, the aerodrome operator shall consider:
 - i. The scheduled aircraft movement.
 - ii. The number of stands already occupied by aircraft especially those whose departure have been delayed, and.
- c) In allocating stands or bays, the aerodrome operator shall consider the following:
 - i. The type of aircraft i.e. weight, wingspan, fuselage length, fueling requirements etc.

- ii. The airports movement schedule for the day.
- iii. The principle of first come first served.
- iv. Duration of the intended parking.

6.0 RULES AND PROCEDURES FOR AIRCRAFT MARSHALLING

Marshalling is a service provided to an arriving aircraft so that it can move safely from the edge of the apron to its allocated parking stand/bay and from that position to the edge of the apron when it departs.

The marshalling of aircraft shall be carried out in accordance to the provisions adopted from ICAO Annex 2 Chapter 3. The marshalling and parking of aircraft shall ensure that aircraft are guided and parked clear of other aircraft, vehicles, and fixed or stationery objects by at least the following margins:

- 1) Light aircraft - 3.0 meters
- 2) Mid size aircraft - 4.5 meters
- 3) Large aircraft - 7.5 meters

7.0 PROCEDURES FOR ENGINE START – UP

Pilot normally seeks from the control tower a clearance to start up engines. Before allowing an aircraft to start engines, the aerodrome operator through the designated officer or an aircraft operator's engineer shall ensure that the aircraft is in a state in which it can safely do so in relation to people and equipment around and behind the aircraft.

8.0 LEADER (VAN) SERVICE

Aerodrome operator shall develop procedures for leader (van) service to provide guidance on movement areas of aerodrome for:

- a) Vehicles operation not familiar with apron layout;
- b) An experienced pilot when taxiing in imperfect visibility condition; and
- c) Any other situations deemed leader van services necessary.

9.0 RELATED RULES

This Advisory Circular relates specifically to the requirements of Civil Aviation Regulations Governing Aerodromes (CAR-Aerodromes) Part 2.2.090–Aerodrome Manual Procedures.

10.0 ACKNOWLEDGEMENT

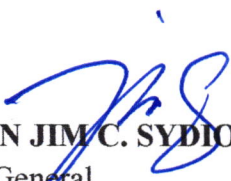
The AANSOO of the Civil Aviation Authority of the Philippines acknowledges the valuable information from the ICAO guidance materials from which this advisory circular is adopted.

11.0 CHANGE NOTICE

This is the initial issue.

12.0 COPIES OF THIS AC

The Regulatory Safety Standards Division of AANSOO makes ACs available to the public through the Internet. These ACs may be found through the CAAP home page (www.caap.gov.ph). A printed copy of this and other ACs can also be requested from the Aerodrome and Air Navigation Safety Oversight Office (AANSOO), Civil Aviation Authority of the Philippines, MIA Road, Pasay City 1301, Telefax: (632) 944-2037.


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