

**GOVERNMENT OF INDIA
DIRECTORATE GENERAL OF CIVIL AVIATION
AIR SAFETY DIRECTORATE
AV.15011/2/2007-AS**

Air Safety Circular No. 4 of 2007

Sub: Apron Discipline.

Due to increase in air traffic density the ground incidents at the major airports especially at Delhi and Mumbai have shown increasing trend, some of these have resulted in fatalities.

It has been observed that Number of personnel are entering the operational area and walking on the active apron and taxi lane without adhering to the mandatory instructions, which are essential for the safety of aircraft and staff working in the operational area. In the recent past an Engineer of an airline died in a ground accident while walking on the active apron/taxi-lane at IGI airport.

It is imperative that ramp safety and ground safety procedures should properly be implemented and followed by all agencies. In addition to it following guidelines is to be complied by all the agencies working at the airport with immediate effect:

1. All person including Security staff, working/moving on the operational shall wear high visibility Jacket.
2. Two Wheeler are not to be permitted on the airside operational area and any permit so issued be cancelled.
3. All drivers working at the airport are required to undergo a training course conducted by the aerodrome operator before issue of Airport Driving Permit. It shall be the responsibility of concerned agency to ensure that all drivers of outsourced agency undergo training and obtain ADP before recommending them for Airport Entry Permit.
4. Vehicular movement in the tarmac area should be restricted only for operational purpose.
5. Walking on the active apron and taxi lane is not to be permitted. Authorized vehicle should be used to pick up and drop staff working in that area.
6. All the vehicles plying in the airside should strictly follow vehicular lane, they should have identification markings/ lights.
7. Frequency of monitoring with speed gun should be increased and strong action should be recommended which include cancellation of ADP and Airport Entry pass.
8. Entry passes of the Persons found without ADP, driving in the operational area should be cancelled.

9. No equipment is to be left unattended in the operational area. The equipment should be positioned on parking stand only on the requirement basis and during other period it should be removed in the equipment parking area and should be properly secured.
10. Airlines must ensure that minimum number of vehicles should be utilized in the operational area to reduce the risk of any ground incident.
11. All vehicles operating in the operational area must be provided with anti collision lights so as to identify the vehicle.
12. All ground equipment including trolleys, dollies, trestles and stepladder should be regularly checked for serviceability, braking action etc. and record are kept. Reflective tapes are to be used on these.

As Long-term measures:

- i. All vehicle except fire and rescue vehicle, ambulance and CISF QRT vehicle, Follow me Jeep operating in the operational area shall have speed governor with a maximum speed restriction of 30 Km/hrs.
- ii. All the vehicles engaged in the operational area at the airport should have two-way communications with the SMC/Apron control or an alternative means of vehicle tracking be looked into.
- iii. Airport Management should install CCTV camera with inbuilt recording to have surveillance on vehicles moving in the operational area.

All agencies working at airport are to strictly follow it and advise their staff suitably.

(Ramnath)

Director Air Safety

for Director General of Civil Aviation

Date: December 27, 2007

1. All Scheduled/Non Scheduled/Private Operators.
2. All Airport Operators.
3. Internal Distribution: As per list.