

SAFETY BULLETIN

No. 01/2014

Date: 27 February 2014

Subject: **RPT APRON – BAYS 23, 24 & 25**

Area of Concern: **Airside Operations**

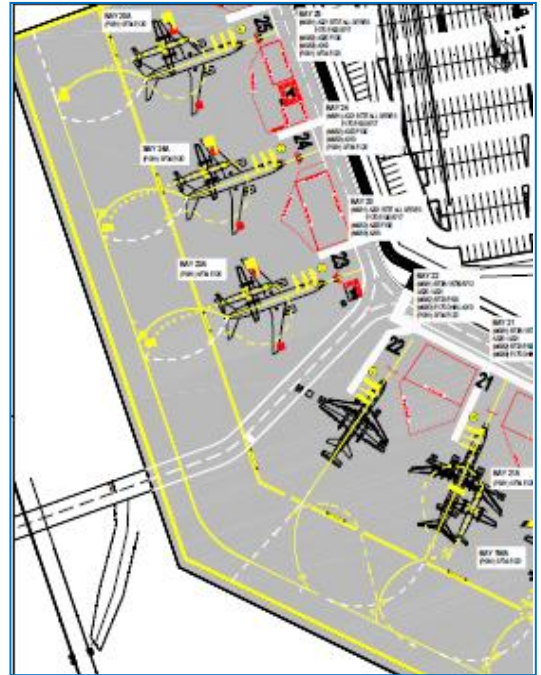
Bays 23, 24 and 25 at the western end of the RPT Apron have now been commissioned and are fully operational, including hydrant refuelling.

With the new Bays now operational there is a change to the airside road conditions with drivers using the “live taxilane crossing” when going between the RPT Apron and the airside perimeter road e.g. to/from the QF Engineering and the western GSE area.

It is essential that all drivers exercise caution and slow down and are aware of aircraft activity on Bays 21 – 25 and any potential movement.

Drivers must Stop and Give Way to any aircraft moving or about to move along or into the taxilane, including aircraft under tow.

Drivers must pay particular attention to any aircraft about to power-out from Bay 22 and stop short of the crossing and Give Way whenever an aircraft is arriving or departing on Bay 22.



Note failure to Give Way to an aircraft could result in suspension of an ADA.

Bays 23, 24 & 25 Primary positions are max Code C Aircraft (e.g. A321 and B738); and Secondary power in/out positions 23A, 24A and 25A are restricted to max SAAB 340 (refer RPT Apron – Occupancy Chart).

Prior approval must be obtained from DIA for parking of any aircraft not listed on the Apron Occupancy Charts.

Note Push-back from Bay 25 requires the aircraft to be pushed to the Push-back limit marking (two parallel white lines) and then towed forward to the towbar disconnect marking abeam Bay 24.

Refer to the Apron Occupancy Chart for all Bay occupancy details.

For further information contact DIA Operations on 0401 005 977 or 0402 088 145

