



## **SAFETY ALERT 2017-01**

**Issue 01**

**Date of Issue: 8<sup>th</sup> February 2017**

### **SUBJECT:**

AEROPLANES AND HELICOPTERS MARSHALLING

### **REFERENCE PUBLICATIONS:**

ICAO Annex 2 – Rules of the Air, Appendix 1: Signals, Section 5: Marshalling Signals

GCAA CAR Part III – General Requirements, Chapter 2: General, Section 2.21: Signals

GM 01 AIRSIDE SAFETY MANAGEMENT, Chapter 2: identifying the hazards and Managing Risks, Chapter 3: Aprons and Stands

### **REASON:**

The GCAA received several reports showing a lack of effective implementation of aircraft marshalling standards within UAE Aerodromes and Heliports. This negative trend is generally explained by qualification and competency deficiency of the personnel performing marshallers or wing-walkers roles and functions.

### **RECOMMENDATION:**

*UAE Aerodromes and Heliports should review their system to ensure compliance with [GM 01 AIRSIDE SAFETY MANAGEMENT](#) while performing marshalling activities on their airside; in particular they should ensure that personnel performing the roles and functions of marshallers and wing-walkers:*

- a) understand their roles and responsibilities before they can be authorised to guide the flight crew of an aircraft;*
- b) are initially and continuously trained (including theoretical and practical training) and checked to verify their capacity to perform their roles and functions including the guidance of the flight crew of an aircraft in accordance with ICAO Annex 2 Appendix 1. The training system should be aircraft type and size specific and should include a record-keeping system accessible to the GCAA;*
- c) are not using signals for another purpose than indicated in ICAO Annex 2 Appendix 1;*
- d) have access and use the applicable operational procedures for guiding the flight crew of an aircraft;*
- e) are sufficiently supervised by supervisory staff during the conduct of their roles and functions;*
- f) remain visible to the flight crew at all times and wear a distinctive fluorescent identification tabard or vest to be identified clearly during night and day time regardless of weather conditions;*
- g) use daylight-fluorescent wands, “table-tennis” bats or gloves for all signalling during daylight hours and illuminated wands at night or in low visibility conditions; and*
- h) can detect any immediate hazard or risks to an aircraft and promptly inform the flight crew accordingly either by radio communication while on push-back or by hand signals.*

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