



## **SAFETY ALERT 2017-07**

**Issue 01**

**Date of Issue: 05<sup>th</sup> July 2017**

### **SUBJECT:**

NOTIFICATION OF AERODROME FACILITY STATUS

### **REFERENCE PUBLICATIONS:**

CAR PART I  
CAR PART VIII, 4.15 and 4.35 (d)  
CAR PART IX, 4.11  
CAR PART XI, 2  
ICAO Annex 6, Part I  
ICAO Annex 10, Vol. II, 5.3.2  
ICAO PANS-ATM Doc 4444, Ch. 15

### **REASON:**

Aerodrome operators are required by requirement 4.11 of CAR PART IX to notify and report information regarding condition of movement area and their facilities without delay. This includes the notification and reporting of their apron status when congested due to apron under maintenance or about to be congested due to high number of diversions.

The purpose of this Safety Alert is to remind:

- a) Aerodrome Operators to adhere to the requirement for notification and reporting of facilities status, e.g. unavailable aircraft apron, and
- b) ATS providers to expedite reporting of aerodrome facilities status to arriving and departing traffic;
- c) Aircraft Operators to ensure enhanced planning and continuous monitoring of any aerodrome facilities.

### **RECOMMENDATIONS:**

#### **RECOMMENDATION No. SA 2017-07(01):**

*Aerodrome Operators should:*

- a) *Develop and implement contingency arrangements to deal with the possibility of apron congestion due to a large influx of diverted aircraft. These arrangements should include:*
  - 1) *The setting up of a liaison committee of all<sup>1</sup> parties concerned to enable quick decisions to be made;*
  - 2) *Warning arrangements to alert operators and arriving traffic to any approaching saturation of apron or terminal facilities;*

---

<sup>1</sup> At minimum it should include the Apron Management Service of aerodrome, the ATS Unit and AIS Unit.



- 3) Contingencies for parking additional aircraft on a taxiway if a state of emergency is declared by an arriving aircraft and all aprons are occupied; and
  - 4) Contingencies for upgrading effectively<sup>2</sup> the RFFS category<sup>3</sup> to accommodate a diverting aircraft.
- b) Ensure that their operational staff:
- 1) Query (from ATS Units) any relevant information about the diverted aircraft<sup>4</sup> and
  - 2) Assess them to determine the potential safety impact of refusing landing<sup>5</sup> to that aircraft.

#### **RECOMMENDATION No. SA 2017-07(02)**

*Air Traffic Services providers should:*

- a) Communicate degraded aerodrome facility status to arriving aircraft without delay.
- b) Develop and implement effectively arrangement for the handling of aircraft declaring “minimum fuel” or “MAYDAY FUEL”.

#### **RECOMMENDATION No. SA 2017-07(03)**

*Aircraft Operators should:*

- a) Ensure facilities, services and equipment at an alternate aerodrome are adequate to the aircraft category and are readily available and serviceable at the time of preparation of the Flight Plan;
- b) Continuously monitor the status of the facilities, services and equipment of any aerodrome inserted in the Flight Plan (including alternate aerodromes) in particular when adverse weather conditions are forecasted at intended destination;
- c) Use “MAYDAY FUEL” (preferably spoken three times) when declaring a fuel emergency.

#### **CONTACT:**

[ana@gcaa.gov.ae](mailto:ana@gcaa.gov.ae)

---

<sup>2</sup> Time factor is crucial, the maximum time allowed may be the time required for the aircraft to fly from the original destination to its alternate destination.

<sup>3</sup> The aircraft fire category (Level of RFFS Protection to be provided) is determined by the overall fuselage length and maximum fuselage width (CAR Part XI table 1)

<sup>4</sup> Typical information could be: fuel status, cargo or pax, RFFS category & remission, history of flight with go-arounds etc.

<sup>5</sup> For example: does the aircraft have enough fuel to fly to another alternate aerodrome?