

Safety Bulletin No.	2021 01	Date Issued	01 February 2021
Subject	Airside Operations - RPT Apron Bay 21 – B763 Operations		
Area of Concern	Airside		
Issued By	Mike Clancy – Airside Operations Manager		

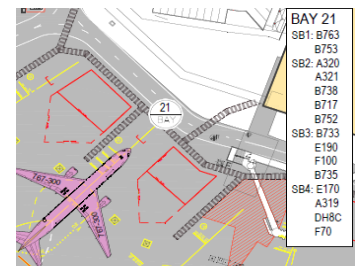
Background

Due to Bay allocation restrictions resulting from COVID-19 NT Health processing procedures required for interstate arrivals, and an increase in B763 aircraft operating through Darwin a review and design of Bay 21 was carried out to provide flexible parking options for B763 aircraft.

Bay 21 - B763 Parking Position

Bays 21 and 22 were constructed to full strength to allow for future apron expansion, including additional Code E (e.g. B789 / A330) parking Bay. This included the increased depth on the current Bays 21 and 22 providing sufficient clearance to the taxiway for larger and longer aircraft types e.g. B757 and B763 aircraft to be accommodated on the Bay.

To accommodate B763; review and design included – Stop connect / disconnect location; new lead-in and additional Marshaller Stop line to be added.



Bay 21 – B763 Arrival and Departure Procedures

Although the dimensions of Bay 21 allow for parking and servicing B763 aircraft, the taxiway that provides access to Bay 21 does not provide sufficient clearances on the south side of the centreline to allow B763 to taxi onto Bay 21; and B763 aircraft are required to be marshalled and stopped prior to entering the taxiway and towed onto Bay 21; and push-back and tow forward for departure as per the following procedures.

Arrival Procedure

- ATC advise aircraft parking Bay 21 and will be marshalled to stop short of the taxiway entry to Bay 21.
- Ground staff marshal the aircraft to STOP at the Tug Release (disconnect) location – refer position **A** – shown on Attachment 1
- Tug connected and aircraft is towed onto Bay 21 following the 2nd B767 lead-in line to Marshall Stop Line – SB1
- Refer to mp4 file showing tracking of B763 when being towed onto Bay 21 – *requires Google Chrome to view – suggest downloading file:*



<https://www.dropbox.com/s/zv1x92ebwye11x0/02%20DIA%20BAY%202021%201920X1080.mp4?dl=0>

Aircraft Departure

- B763 aircraft push-back tail to the west (towards Bay 22) to the push-back limit (or disconnect point for Code C aircraft)
- B763 aircraft is then towed forward to the tug release (disconnect) point – **A**
- B763 departs via TWY E2 or B2 depending on the duty RWY and ATC instruction
- Refer to mp4 file showing tracking of B763 when being pushed-back and towed forward from Bay 21 -

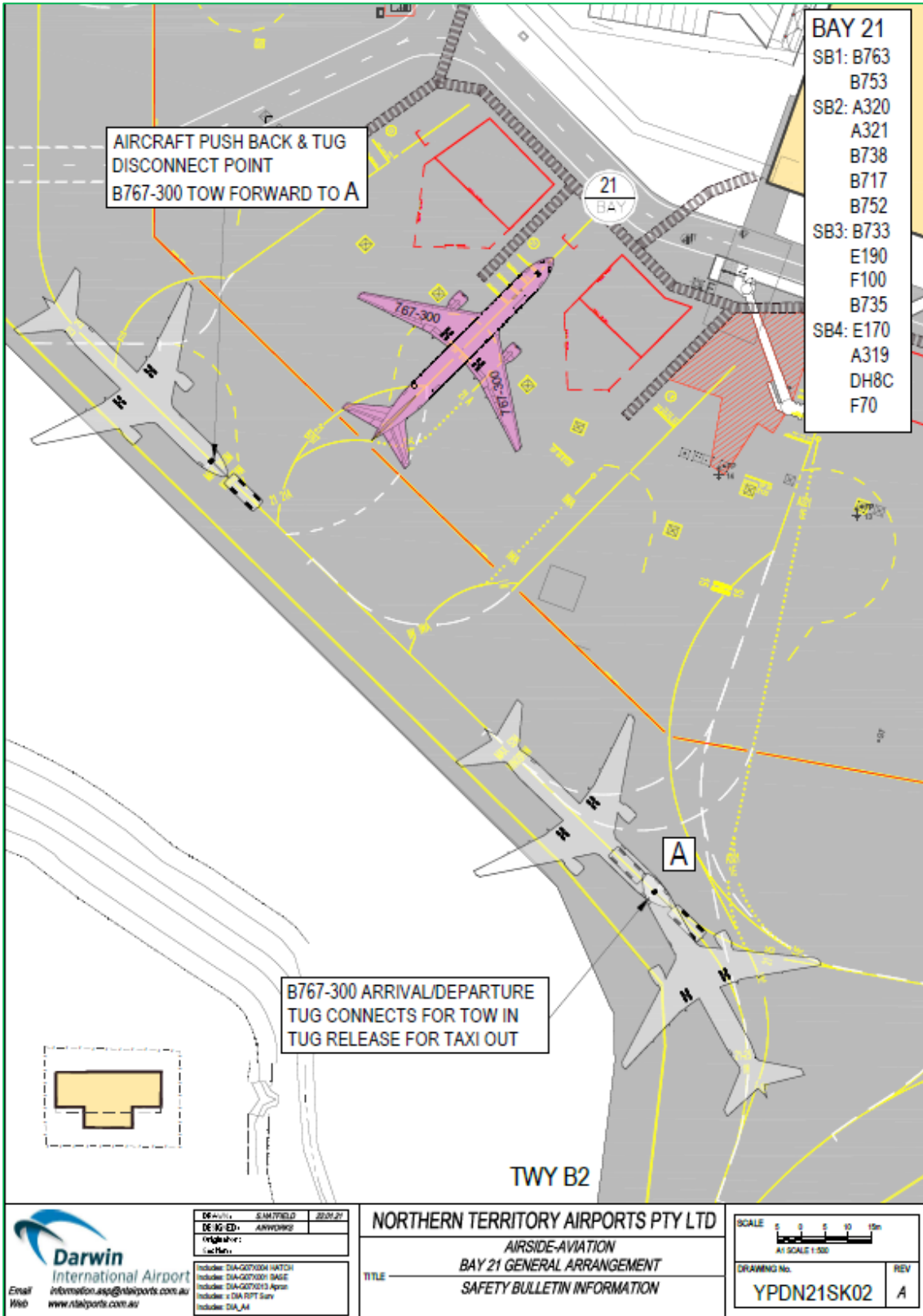
https://www.dropbox.com/s/jq13q426r6fmqys/DIA_BAY21-final.mp4?dl=0

Note Bay 21 vacant when B763 parked on Bay 21

THINK SAFELY, ACT SAFELY

SAFETY BULLETIN

ATTACHMENT 1



Mike Clancy
Airside Operations Manager
M: 0423 797 355 E: mike.clancy@ntairports.com.au

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