

<b>Safety Bulletin No.</b>	<b>2021 02</b>	<b>Date Issued</b>	15 February 2021
<b>Subject</b>	<b>Airside Operations - RPT Apron Bay 11A – B789 Operations</b>		
<b>Area of Concern</b>	<b>Airside</b>		
<b>Issued By</b>	Mike Clancy – Airside Operations Manager		

## Background

To accommodate the increased number of COVID-19 Repatriation flights there is a requirement to be able to accommodate long term parking for B789 aircraft that arrive onto RAAF Base MHS Apron and are towed from RAAF Base to Bay 11A, and positioning flights arriving onto Bay 11A for parking.

To facilitate parking B789 aircraft, amendments to the Bay markings were carried out, including - new Marshaller Stop Bar for B789; and lead-in line changed – *refer Attachment 1*.

Bay 11A is storage parking only for B789 and aircraft will be towed to Bay 1 for servicing and departure.

## Bay 11 A - B789 Arrival, Push-back and Towing Procedures

### 1- Arrival Procedure – Tow from RAAF Base Apron

- Following completion of disembarking and unloading on RAAF Base the B789 is towed to Bay 11A
- DIA Airside Operations Officer – Safety 1 – will provide escort from RAAF Base to Bay 11A
- Tow from RAAF Base MHS Apron to DIA Apron Bay 11A crosses RWY 18/36 and 11/29
- Safety 1 is responsible for comms with ATC and Tug operator must follow all instructions
- Route from RAAF Base to Bay 11A must be via TWY E1 and E2.
- Tow onto Bay 11A - B789 positioned on MSB1 - *refer Attachment 1*

### 2- Arrival Procedure – B789 Arriving onto RPT Apron – Bay 11A

- DIA to advise ATC B789 parking Bay 11A – arrival to Bay 11A must be via TWY E2
- Marshaller must be in position at Bay 11A prior to arrival of aircraft
- Aircraft Marshalled to stop at entrance to the taxilane - at the push-back limit marking abeam Bay 12
- Aircraft shuts down
- Following company procedures tug proceeds onto taxilane to connect tug
- Tow onto Bay 11A – B789 positioned on MSB 1

### Notes:

- 1- **Tug and any other vehicle must remain behind Parking Clearance Line until aircraft has stopped.** If aircraft stops in any other location e.g. stops short on TWY E2 - taxilane is considered 'live' and Tug Operator **must obtain ATC approval** to 'enter taxilane and proceed to aircraft' and approval to commence towing onto Bay 11A
- 2- When towing onto Bay 11A- prior to disconnecting tug – you must check to ensure wingtip 3m clear of airside road; and aircraft is clear of the Parking Clearance Line – reposition if required.
- 3- Bay restrictions apply when B789 aircraft Bay 11A

### 3- Towing Bay 11A – Bay 1

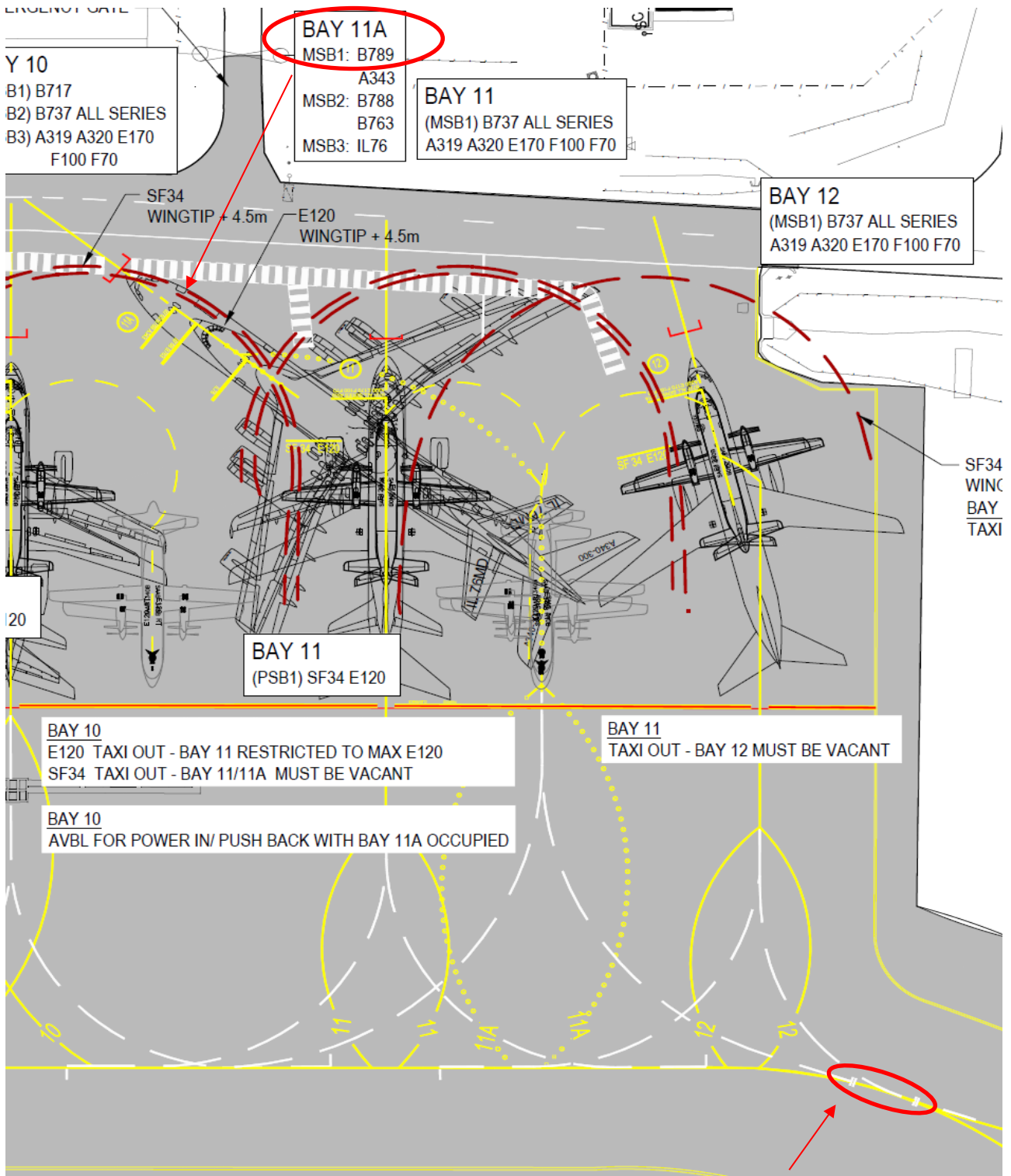
Towing B789 from Bay 11A to Bay 1 is essentially the same procedure for push-back and/or towing of any aircraft. Prior to towing aircraft obtain approval from DIA Bay 1 is vacant and available for parking B789:

- Follow company push-back and towing procedures e.g. connecting towbar, pre-departure walk-around, FOD check, equipment, and personnel clear of aircraft
- Request push-back and tow to Bay 1 clearance from ATC – including **WHO** you are, **WHERE** you are located – BAY 11A, **WHAT** you wish to do – "*Request push-back from Bay 11A and tow to Bay 1*"
- Following receipt of approval from ATC commence push-back
- Push-back to the 'push-back limit line' marking and then commence tow to Bay 1
- Advise ATC when tow complete

**THINK SAFELY, ACT SAFELY**

# SAFETY BULLETIN

## ATTACHMENT 1 – Bay 11A



Push-back Limit Markings

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