

SAFETY BULLETIN

Safety Bulletin No.	2022/03	Date Issued	06 May 2022
Subject	Aircraft Towing Guidelines		
Area of Concern	Darwin Airside		
Issued By	Mike Clancy - Airside Manager		

Introduction

This **Safety Bulletin** is issued to remind operators of the correct procedures when involved in aircraft towing activities.

Prior to any towing operations operators need to ensure that all involved are aware of the plan to carry out the aircraft tow and this could be 'Take 5' type pre-check:

- Do all involved have a clear understanding of the towing plan – agree who is 'person in charge'
 - Do we have the correct equipment – correct towbar and tug
 - Trained and competent staff to tow aircraft
 - Is the equipment serviceable e.g. check radio is serviceable and on correct frequency
- **Prior to any towing** operations to/from the Air Transport Apron (e.g. from hangar/apron to Air Transport Apron) or from Bay to Bay, **approval must be obtained from.**
 - **Operators must establish who is the 'person in charge' of tow** and who is responsible for communicating and requesting approval from ATC e.g. Tug Operator or Engineer on board.
 - **ATC directions must be followed** at all times.
 - When requesting clearance for towing, you must, identify who you are (call sign), current position and intended destination. For example:

WHO you are calling	<i>Ground</i>
WHO you are	<i>VH-ABC</i>
WHERE you are located	<i>On Bay 12</i>
WHAT you wish to do	<i>Request tow from Bay 12 to Bay 1</i>

- Following approval from ATC aircraft commences tow to the relevant Bay or Apron – note aircraft tow operations to (or from another Bay) on the Air Transport Apron must not commence unless approval to occupy the Bay has been provided by DIA ADM.
- At all times during a tow operation, the 'person in charge' of the aircraft towing must maintain direct communications with ATC; and maintain a constant 'listening watch'.
- Operators in charge of radio communications must hold a CASA Aeronautical Radio Operator Certificate (AROC).

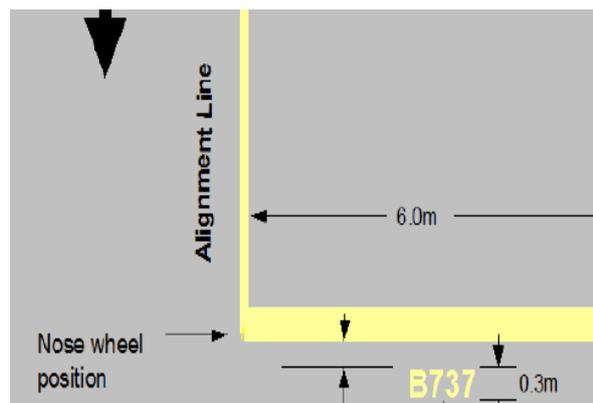
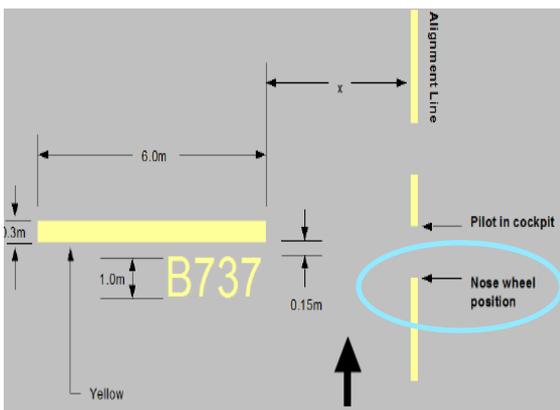
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- It is the responsibility of the Airline or Ground Handler that anyone involved in towing (and push back) of aircraft have undertaken suitable training and be assessed as competent to carry out aircraft towing operations.
- Except when involved in the push back and/or relocating an aircraft on the Air Transport Apron via the taxilane, Drivers involved in towing operations must hold an Authority to Drive Airside (ADA) for the appropriate category e.g. CAT 3 required for taxiways (exemption to cross RWY 18/36 to TWY C4).
- Aircraft under tow must comply with the standards for lighting as described in the operator's procedures manual, and/or at minimum ensure that the aircraft's anti-collision and navigation lights are switched ON and operational prior to commencing the tow.
- It is important that the maximum turning angle of the aircraft is closely monitored during towing operations and the correct lead-in line is followed onto the Bay to avoid over steering and potential to damage the bypass pin.



- It is essential that aircraft are positioned on the correct alignment line and the correct Stop Bar or Nose-wheel position.
- Incorrect parking of aircraft under tow can impact on aerobridge and refuelling operations; and in some cases, could result in reduced separation distances.



Refer to the ***Airside Drivers Guide*** and ***Air Transport Procedures*** for additional information.

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