

	Department of Operations	ISSUE 1
NSCBI Airport	Airside Management, NSCBI Airport	December 2021
SOP for Non-Standard Parking of Aircraft		

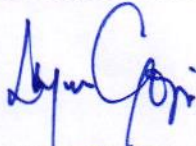
Standard Operating Procedure
for
Non-Standard Parking of Aircraft

Prepared by



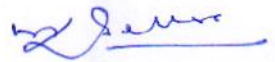
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1) Scope

The scope of this document is to ensure Safe, Orderly, efficient Operations of aircraft in compliance with Indian and international laws and regulations in order to optimise allocation of Non-Standard Parking Stand at NSCBI Airport, Kolkata.

2) General

Specifications for the aprons and aircraft stands are globally defined by the International Civil Aviation Organization (ICAO), Annex 14, Volume I, Aerodrome Design and Operations and in the Civil Aviation Requirement, Section-4, Series-B, Part-I of DGCA. However, some time it create an emergency and urgent situation in terms of aircraft parking requirements due to various reasons not limited to Aircraft Emergency, Diversion due to bad Weather or priority landing due to natural calamities or national emergency. Besides the planning and design requirements, there are operational issues, which significantly differ from the normal airport operations during such situations.

With apron space at maximum capacity, it must resort pavement areas for using space designated Non-Standard Parking Stand for parking of Aircraft to mitigate the urgent problem. In terms of airport operations, it could be recommended to use all the space at aprons first, before considering taxiways and runways as parking area options. Concrete pavements should be favoured for the long-term parking, rather than flexible asphalt pavements.

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3) Safety Assessment for Non-Standard Parking of Aircraft

Availability of such paved areas to be identified for parking of Non-Scheduled/ General Aviation aircraft and Safety Assessment to be carried out by identifying possible hazards and compliance plan for mitigation measures.

All the relevant stakeholders should be represented in the safety assessment meeting, including but not limited to:

- Aircraft owners and/or operators, fixed base operators
- Safety regulator
- Air Traffic Management
- Airport security
- Airport safety
- Aircraft Rescue and Firefighting Service

This situation may lead to risks to infrastructure and safety. Therefore, the plan should be continuously monitored and updated when required and should identify at least:

- locations for long, intermediate, and short-term parking of aircraft
- safety impact of parking options on obstacle limitation surfaces (OLS) and operations
- clearance distances between aircraft during parking manoeuvres
- Issues around aircraft access and availability
- notification procedures for closure of any operational area
- preventive measures for damage from the use of pavement for parking
- impact on ARFF, law enforcement and other emergency response deployment.

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4) Non-Standard Parking Procedure:

1. All efforts should be made to utilize Existing Parking Sands. Once all the stands are occupied, other options might be considered e.g. parking on aprons and then taxiways.
2. Temporary Markings of Taxiway centreline to be made in white colour on existing apron considering safety distances as per DGCA CAR Sec-5, Series-B, Part-I.
3. Efforts to be made for parking more number of smaller aircraft (Code-B/C) on existing Parking Stand designed for Code-E/F type of aircraft. However, necessary safety distance to be maintained by making temporary taxiway centreline marking in white dotted line.
4. On receipt of arrival/departure intimation of aircraft, Duty Apron Manager/ Operations Official shall provide "Follow-me Service" in guiding arriving/departing to/from allotted non-standard parking stand. Also provide same service for vehicles/equipment as and when situation warrants.
5. Ground Handling Agency to be intimated well in advance who shall provide Marshalling Service or any other special service required by the aircraft operator.
6. Airside Officials to inspect the area and ensure that apron is free from any FOD, vehicles or equipment prior to aircraft parking at Non-Standard bay.
7. Proper closure marking or lighting shall be placed, if closing of any movement area warrants for parking at any Non-Standard Parking Position and promulgation of NOTAM of such closed area or downgrade of resource is to be made by AOCC, if required.