





STANDARD OPERATING PROCEDURES (SOP)
FOR
Non- Standard Parking of Aircraft
At
Airports Authority of India
Belagavi Airport

AAI/VOBM/ATM/SOP - Non-Standard Parking
05th May 2023, Issue –I

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CONTENTS

1) Contents/Index	Page - 2
2) Amendments	Page - 3
3) Scope	Page - 4
4) General	Page - 4
5) Safety Assessment for Non-Standard Parking of Aircraft	Page - 5
6) Non-Standard Parking Procedure	Page - 6
7) Annexure -I Docking Chart	Page - 8

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AMENDMENTS

SL. NO	Amendments	Date of Amendments	done by

Marked

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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 regulations in order to optimize allocation of Non- Standard Parking Stand at Belagavi Airport, Belagavi

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, sometimes it creates 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 Calamity 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 Nonstandard 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 pavement should be favored for the long-term parking, rather than flexible asphalt parking.

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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 is to be carried out by identifying possible hazards and compliance plan for mitigation measures. The type of aircraft, its dimensions and possible parking stands and Aprons are to be identified in safety assessment.

ATM In-Charge, Belagavi Shall propose the possible stands and aprons along with possible size (wing span) of aircraft that can be parked in proposed space to Airport Director, Belagavi Airport.

Airport Director shall form a committee lead by safety manager for safety assessment of Non-Standard Parking proposal.

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

- 1) ATM In Charge, Belagavi Airport
- 2) Safety Manager
- 3) Head of Department, Engg- Civil
- 4) Head of Department, Engg- Electrical
- 5) Chief Security Officer (CSO)
- 6) Chief Airport Security Officer (CASO)
- 7) In-charge, Airport Rescue and Firefighting Services
- 8) In-charge, Airport Operations
- 9) In Charge, CNS
- 10) Aircraft Operators/ Handlers (If Available)

Non-Standard parking of aircraft may lead to risks to infrastructure and safety. Therefore, the plan should be continuously monitored and updated when required and should identified at least:

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- 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 and Operational areas.
- Preventive measures for damage from the use of pavement of parking.
- Impact on ARFF, law enforcement and other emergency response deployment.

4) Non-Standard parking procedures

- a) During ATC watch hours, all efforts should be made to utilize Existing parking stands. Once all the stands are occupied, other options might be considered e.g. parking on aprons and then taxiways.
- b) The designated nonstandard parking position shall be for Code A type aircraft or light weight helicopters.
- c) Temporary marking of Taxiway centerline to be made in white colour on existing apron considering safety distances as per DGCA CAR section 5, Series B, Part-I.
- d) Efforts to be made for parking of more number of smaller aircraft/ helicopters on existing parking stand designated for Code –C type of aircraft during ATC watch hours. However, necessary safety distance to be maintained by marking temporary taxiway centerline marking in white dotted lines.
- e) During ATC watch hours, on Receipt of arrival/departure intimation of aircraft, Duty Manager, Terminal/Operations Official provide “Follow me Service”, in guiding arriving/ departing to/from allotted nonstandard parking stand. Also, provide same service for vehicles/equipments as and when situation warrants.

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- f) Ground Handling agency to be intimated well in advance who shall provide Marshalling service or any other special service required the aircraft operator.
- g) Airside inspection official during ATC watch hours to inspect the area and ensure that apron is free from any FOD, vehicles or equipment prior to aircraft parking at Non-Standard bay.
- h) 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.

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