



OPERATIONAL SAFETY INSTRUCTION

Version A Issued 01/09/2020

Apron Lighting System Failure

Issued By Airfield Technical and Compliance Manager Ref BRS-OSI-MSC-004

It is the responsibility of all employers to ensure that relevant OSIs are brought to the attention of their staff. However, individuals remain responsible for their own actions and those who are in any doubt should consult their Supervisor or Manager.

1. INTRODUCTION

This instruction explains the requirements and actions to be taken in the event of an apron lighting power failure.

2. APRON LIGHTING SYSTEM

Loss of the apron floodlight system could result in operations becoming delayed, due to inadequate lighting for both passengers and staff. Any loss of lighting is likely to be a short-term issue and should be managed tactically depending on variables including location, number of aircraft affected, and timing of power loss.

The likelihood of a total apron lighting failure is extremely improbable, as several substations separately supply power to the apron lighting system. If a total failure does occur, it would most likely be associated with a site-wide power failure leading to implementation of broader emergency action plans.

However, in the event of a full or partial apron lighting failure, this document provides guidance to airside operators should any apron power lighting failure arise, to minimise the potential for injury and delays.

3. IMMEDIATE ACTIONS

In the event of an apron lighting failure during darkness or low visibility conditions, the Bristol Airport Engineering team should be made aware and will be responsible for assessing the potential for serviceability and estimated time of reinstatement. The Airport Duty Manager (ADM) may activate the Management Informer system depending on the projected impact to operations.

In the event of a localised failure, aircraft that are undergoing turnarounds parked on stands without available lighting, should be relocated to another part of the apron with serviceable lighting. This may include aircraft being parked temporarily in an off-stand position, depending on stand availability and under the direction and control of Airside Operations. This must be

agreed between the Ground Handling Agent (GHA), RMS and Airside Operations prior to the repositioning of any aircraft.

4. AIRCRAFT TURNAROUND WITHOUT APRON LIGHTING

Unless the GHA considers the ambient lighting suitable and safe for passengers to transit the apron passengers that are yet to board/disembark shall be held on coaches/aircraft/within gate areas until adequate lighting around prescribed walking routes is provided.

Airside Operations will liaise with the Airport Control Centre (ACC) to identify which aircraft stands are priority for boarding/disembarkation and liaise with providers of temporary lighting. Task lighting may be provided from several sources including airside vehicles, RFFS or mobile task lighting (Ground Transportation units for example) and will be allocated to each stand according to operational priority by Airside Operations.

Task lighting must be provided on both port and starboard sides of the aircraft, to ensure that airside operators are able to continue the aircraft turnaround. GHAs at the airport should assist Airside Operations with the placement of lighting and must be satisfied that lighting is acceptable prior to commencing any turnaround operation.

Once lighting levels have been agreed, the ADM shall be notified. If possible, Airside Operations shall maintain presence when passengers are on the apron, to provide additional assistance if required. Upon completion of boarding/disembarkation, and/or the aircraft servicing has been completed, the task lighting shall be moved to the next applicable aircraft.

The ACC will follow their own specific procedures contained within BRS TOP: G1 System Failure – Loss of Electricity and Power Procedure.

5. ADDITIONAL REQUIREMENTS AND GUIDANCE

Only vehicles that have serviceable headlights should operate on the ramp and must remain on designated apron roads unless access to a specific aircraft is required.

If there is a lack of acceptable task lighting, the Airside Operations and Safety Manager or deputy may, after liaison with ATC, request a NOTAM to put flow control measures into place in order to increase spacing between projected peak arriving aircraft.

All non-essential work in progress on the apron will be suspended unless Airside Operations consider the ambient lighting or lighting provided by the contractor to be suitable and safe for work to continue.

6. GENERAL ENQUIRIES

Any enquiries should be addressed to Airside Operations on **01275 473705** or **07712 792235**.