

AOP 17 –
Operations in
Adverse
Weather –
Preparation –&
Response
Procedures

- Unit Load Device's to be checked to ensure they are correctly loaded with stops raised. Where possible towing EMPTY ULD containers should be avoided during strong winds
- All equipment must be stored in the designated red marked parking bays at the head of stand, with consideration given to wind direction, ground handlers in-house procedures and any specifications laid down by the airline.
- Steps must be lowered (before being moved) and, where possible, turned into wind with stabilisers down and brakes ON.
- Ensuring that all covers on trailers are lashed down
- Check that all equipment is correctly parked and secured
- Removing any items of litter or debris that are likely to constitute a FOD Hazard.

1.2.3 LBA is responsible for:

ATC will promulgate weather warnings via email.

AOU/Fire Operations will carry out an initial inspection ensuring aircraft are adequately chocked and / or tied down to prevent weather-cocking and air bridges are retracted (if wind exceeds 40kts), lowered and correctly parked with shutters down and doors closed. AOU/Fire Operations will report any concerns to the appropriate individual departments / business partners. AOU/Fire Operations will carry out regular inspections during the period of the wind warning.

The LBA Project Manager for any ongoing works is responsible contractors in airside areas take appropriate action to secure equipment and materials, as well as lowering cranes etc. when appropriate.

1.2.4 Parking Into Wind - General

Handling agents/Airlines will contact AOU/Fire Operations informing them that aircraft require parking into wind.

Handling agents are to refer to their own / airline operating limits when ensuring safe marshalling in high winds

1.2.5 Parking Into Wind - Stands 7 to 21C

Aircraft up to the size of DH8D can be marshalled directly onto stand (7-21C) when available. There must be a minimum of one empty adjacent stand to facilitate this operation. Aircraft larger than DH8D wishing to be parked into wind must stop on the taxiway and be pushed on to the stand. Aircraft will shut down their engines prior to the pushback tug being connected. All marshallers are ultimately responsible to ensure sufficient clearance is available for the safe manoeuvring of their aircraft'

1.2.6 Parking Into Wind - Stands 1, 5 & 6

Stand 1, 5 and 6 can accommodate aircraft up to DH8D size parked nose out. Stands 5 and 6 will require the aircraft stopping on the taxiway and being pushed on the stand. Handling agents please refer to your written procedures.

Nose out parking on Stand 5 for DH8C and D could prove problematic for fuelling purposes so AOU will need to bear this in mind for stand planning purposes.

1.3 **Thunderstorms / Heavy Rain**

1.3.1 Thunderstorms

The Airside Operations Unit maintains a general awareness of weather prospects by monitoring the prevailing weather Forecasts.

Thunderstorms represent a hazard to airport operations due to the potential for: Lightning striking aircraft, vehicles, buildings or persons.

Handling agents are advised to avoid the use of headsets during pushback.

Fuelling operators will suspend fuelling operations in accordance with their own operating procedures.

Thunderstorms also bring additional hazards such as:

- Very heavy rain or hail
- Poor visibility
- Strong gusting winds
- Wind shear
- Interference with radio transmissions and compasses
- Electrical outages

All operators at LBA are to ensure thunderstorm warnings are disseminated to all relevant staff.

1.3.2 Heavy Rain

Heavy rain has the potential to cause pooling of water, slippery surfaces and overloading of drainage. The Airside Operations Unit will monitor prevailing weather conditions and take all appropriate migratory actions to prevent any operational disturbances. Aerodrome inspections will be carried out in accordance with AOP 24.

'Sweeper' is also available if required to remove any significant areas of standing water.

Handling agents are required to pay particular attention to the management of their passengers during periods of heavy rain and if there are any delays to boarding or offloading of flights, LBA must be informed in the first instance.