

16 febbraio 2023

(English text at the bottom)

AIRCRAFT PARKING NEW REGULATION

Gentili Colleghi,

Con l'ultima revisione dell'EASA Easy Access Rules for Aerodromes (regolamento EU 139/2014) in materia di aeroporti, sono state introdotte nuove regole riguardanti le modalità di ingresso alle piazzole di parcheggio degli aeromobili.

Un servizio di guida assistita deve sempre essere fornito al fine di consentire all'aereo di entrare nella piazzola di parcheggio in sicurezza.

La AMC1 ADR.OPS.D.035(b) specifica che solo uno dei seguenti metodi può essere utilizzato per guidare un aeromobile durante le manovre di parcheggio:

- (a) un *visual* o un *advanced visual docking guidance system*; oppure
- (b) un *marshaller*.

Non saranno più possibili le manovre di self-parking per accedere agli stand.

La revisione è in vigore dal 20 marzo 2022, ma molti gestori aeroportuali hanno richiesto alle proprie Autorità nazionali deroghe per consentire la formazione e la certificazione del personale addetto a fornire il servizio di marshall.

A tal proposito ribadiamo che le istruzioni per accedere ai parcheggi sono sempre riportate nella parte "general" delle cartine aeroportuali dei rispettivi route manual.

Di seguito le pagine della normativa EASA ed uno stralcio esemplificativo della parte general del Lido Route Manual di LIRF, che si è già adeguato alla normativa.

ANPAC – Dipartimento Tecnico

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AIRCRAFT PARKING NEW REGULATION

Dear Colleagues,

The latest revision of EASA Easy Access Rules for Aerodromes (regulation EU 139/2014) related to Aerodromes, has introduced new rules concerning Aircraft parking.

A guidance service must always be provided to enable the aircraft to park safely.

The AMC1 ADR.OPS.D.035(b) says that only one of the following means should be used to guide an aircraft during parking manoeuvres:

- (a) a visual or an advanced visual docking guidance system; or
- (b) a marshaller(s).

Self-parking manoeuvres to enter the stands will no longer be possible.

The revision is effective from 20 march 2022, but many aerodrome operators asked to their National Authorities for an exception to allow training and certification of personnel assigned to provide marshall service.

Parking instructions will always be indicated in the general part of the aerodrome charts of your route manual.

Here below two pages of the EASA regulation and an example excerpt of the LIRF general part of Lido Route Manual, which has already adopted the regulation.

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GM1 ADR.OPS.D.025(b)(2) Aircraft stand allocation

ED Decision 2020/021/R

PARKING AIDS

The following are considered parking aids:

- (a) a visual or an advanced visual docking guidance system;
- (b) a marshaller.

GM1 ADR.OPS.D.025(b)(3) Aircraft stand allocation

ED Decision 2020/021/R

FACILITIES SERVING THE AIRCRAFT STAND

The following facilities may have an impact on the allocation of aircraft stand:

- (a) passenger boarding bridges;
- (b) fixed ground power supply units;
- (c) air-conditioning units;
- (d) location of fuel pits;
- (e) equipment parking areas.

ADR.OPS.D.030 Marshalling of aircraft

Delegated Regulation (EU) 2020/1234

The aerodrome operator shall ensure that marshalling of aircraft is provided using the marshalling signals in accordance with Appendix 1 to the Annex to [Commission Implementing Regulation \(EU\) No 923/2012](#)¹.

ADR.OPS.D.035 Aircraft parking

Delegated Regulation (EU) 2020/1234

The aerodrome operator shall establish and ensure the implementation of procedures to ensure that:

- (a) an area designated for aircraft parking on an apron is monitored to ensure that the clearance distances are maintained during the parking manoeuvre;
- (b) **guidance is provided to enable the aircraft to park safely;**
- (c) automated parking guidance systems, if installed, are functioning properly;
- (d) persons responsible for aircraft taxiing are alerted to stop the aircraft when the clearance distances are not maintained;
- (e) persons, other than those required to assist the aircraft parking procedure, are prohibited to approach the aircraft when anti-collision lights are turned on and engines are running;
- (f) the aircraft stand is clear of any Foreign Object Debris (FOD) that may have an impact on safety.

¹ Commission Implementing Regulation (EU) No 923/2012 of 26 September 2012 laying down the common rules of the air and operational provisions regarding services and procedures in air navigation and amending Implementing Regulation (EU) No 1035/2011 and Regulations (EC) No 1265/2007, (EC) No 1794/2006, (EC) No 1758/2006, (EC) No 1033/2006 and (EU) No 255/2010 ([OJ L 281, 13.10.2012, p. 1](#)).

AMC1 ADR.OPS.D.035(a) Aircraft parking

ED Decision 2020/021/R

MONITORING OF AIRCRAFT STAND

The monitoring of an aircraft during its arrival to the assigned stand should be conducted either by assigned personnel at the stand or through cameras in order to verify that clearance distances are maintained.

AMC1 ADR.OPS.D.035(b) Aircraft parking

ED Decision 2020/021/R

GUIDANCE OF AIRCRAFT DURING PARKING MANOEUVRES

Either of the following means should be used to guide an aircraft during parking manoeuvres:

- (a) a visual or an advanced visual docking guidance system; or
- (b) a marshaller(s).

AMC2 ADR.OPS.D.035(b) Aircraft parking

ED Decision 2020/021/R

OPERATION OF VISUAL AND ADVANCED VISUAL DOCKING GUIDANCE SYSTEMS

The procedure for the operation of visual and advanced visual docking guidance systems should:

- (a) require the activation of the docking guidance system only when the stand is considered safe for use by the arriving aircraft and the involved personnel in charge of parking operations are present;
- (b) require the activation of the docking guidance system before the aircraft arrives at the stand;
- (c) require to check the suitability of the docking guidance system for the type of aircraft the use of the stand is intended for; and
- (d) include emergency procedures to inform the flight crew when the parking operation has to be discontinued.

AMC3 ADR.OPS.D.035(b) Aircraft parking

ED Decision 2020/021/R

PROCEDURE FOR THE PROVISION OF MARSHALLING SERVICES

- (a) The procedure for marshalling services, established by the aerodrome operator, should require the provision of marshalling services where visual or advanced visual docking guidance systems do not exist or are unserviceable, or where guidance to aircraft parking is required to avoid a safety hazard.
- (b) The procedure should include comprehensive written instructions for marshallers, including:
 - (1) the need for the marshaller to ensure, before making the authorised hand signals, that the area within which the aircraft will be guided is clear of obstacles which the aircraft, in complying with their hand signals, might otherwise hit;
 - (2) the circumstances where one or more marshallers may be used and the circumstances when wing walkers are necessary; and

GENERAL

Standard Taxi Routes

Preferential use of TWY:

Arriving Traffic	RWY 16L / 34R	RWY 16R / 34L
100	TWY D - U	TWY A - H - BT - B - DM - U
200	L I R F	TWY A - H
300		
400		
500 even		
500 odd	TWY D - CF	
600	TWY D - H	TWY A - M / V
700		TWY A - V / W / Y
800		TWY A - J
900		

Departing Traffic	RWY 25	RWY 16R / 34L
100	TWY U - DM	TWY DM - B - A
200	TWY NG - N - B	TWY N - B - A
300		TWY G - B - A
400	TWY NG - N - B / P - B	
500 even	TWY NG - N - B	
500 odd	TWY P - B	
600	TWY R - B	TWY R / T - B - A
700	TWY T - B	TWY V / M - A
800	TWY V / W / Y - A - H - BT - B	TWY V / W / Y - A
900	TWY J - A - H - BT - B	TWY J - A

Taxi

Marshaller from AD operator AVBL for contingency reasons only.

Parking

Marshaller mandatory on stands not equipped with Visual Docking Guidance System (VDGS) and provided by ground handling operator.

Visual Docking Guidance System SAFEGATE is AVBL at stands: 301-313, 402-412, 422, 432, 501-510, 518, 601-614, 701-711, 806-815, 824-829, 831, 833, 835, 901-909.

PRKG guidance systems may encounter problems in identifying dark colored ACFT.

Stands 301-306 entry only via TWY NC.

Stands 308-313 entry only via TWY NH.

Stands 314-318 entry only via TWY NE.

Stands 399 entry only with follow-me from IHP H2 via TWY NE.