

Stand rules: A-VDGS activation prior to AAMM entry and stand traffic rules

Emitted by:	PH Movement
Volume DDS:	3 – Apron Safety
Rif. Par.:	3.2.6. - 3.2.26

*Paragraphs 3.2.6 and 3.2.26 are updated as follows
(added/updated text highlighted in grey)*

3.2.6 - As soon as the allocation of the stand is known, the Lender/Self handler shall ensure that the stand itself, in the delimited areas for manoeuvring the aircraft and the boarding bridges, and in correspondence with the equipment manholes and accesses to the fire extinguishers and stop buttons, is completely cleared of vehicles and materials of any kind. The Lender/ Self Handler, if available, must activate the A-VDGS optical guidance. It is recommended that before activating the optical guidance for aircraft entry, it should be verified that:

- the boarding bridge and its bellows are fully retracted
- the stand is clear of FOD, vehicles and any equipment that may pose a hazard to the aircraft entering the stand.

Once the optical guidance has been set, the operator must remain constantly at the stand to supervise that the aircraft's entry is carried out in complete safety in order to be able to operate the "lock" button if necessary.

3.2.26 - In order to leave the vehicular road, a right angle must be made, as this maximises the driver's view of the obstacles present.

In particular:

1 - Wherever possible, avoid entering the stands with vehicles, except for reasons strictly necessary for operational, inspection or emergency intervention activities.

2 - If it is necessary to enter the stands,

- moderate your speed when entering the stands, complying with the maximum limit of 5 km/h (at walking pace).

Warning: *The high mass of the vehicles means that even a collision at low speed can have significant consequences for a pedestrian.*

- plan a linear route for both entry and exit before entering the stands, guaranteeing an easy exit if necessary, giving preference to exits perpendicular to the vehicular roads.
- avoid stand positions that require reversing manoeuvres for the subsequent exit.
- If a complex manoeuvre and/or reversing manoeuvre is necessary, if no suitable sensors or cameras are available for the manoeuvre, request support from a lead man.