MELBOURNE AIRPORT

H1 Aircraft Traffic Warning System

Guide

AFO-AS-GUI-14-0001

Version 3

Effective 15 April 2025

Document Number	AFO-AS-GUI-14-0001		
Version Number	Version 3		
Originator	Airfield Safety Officer, APAM	Date	15 April 2025
Approver	Airfield Operations Manager, APAM	Date	15 April 2025

Foreword

This **Guide** has been prepared by Melbourne Airport to meet the applicable requirements of the *Melbourne Airport Aerodrome Manual*, the *APAC Safety Management Standard* and also the *Part 139 (Aerodromes) Manual of Standards 2019*, made under regulation 139.095 of the *Civil Aviation Safety Regulations (CASR) 1998.*

Any external references made to regulations, standards and documents should be read in conjunction with this document. As these external references are in force from time to time and may be subject to change, the latest issues/amendments should be checked prior to using this document. APAM will review this document regularly to ensure as far as possible that the information contained within is current, accurate and suitable for the intended purpose. Should any changes be found necessary, or where compliance with this policy becomes impractical or impossible, the Airfield Manager is to be advised immediately.

Head of Airfield
Aviation
Australian Pacific Airports Melbourne

Contents

Definitions

Please refer to the Aeronautical Information Package and the CASA Website for commonly used Aviation terms and abbreviations.

For additional definitions specific to Melbourne Airport, please visit www.melbourneairport.com.au/glossary.

Change Summary

Version	Date	Change Description
2	16 October 2020	• Reissued as a guide • Inclusion of code D aircraft
3	15 April 2025	• Inclusion of Pushback Procedure • Amendment of activation responsibility • Minor procedural and administrative changes

1.   Introduction

When Bay Hotel 1 (H1) is in use for Code D or E operations, the Aircraft Traffic Warning System provides a visual warning to traffic on Freight Service Road as the wingtip of arriving/departing aircraft will infringe the road. The system is not required to be used for code C aircraft utilising H1A.

2.   Scope

The **Guide** titled **H1 Aircraft Traffic Warning System AFO-AS-GUI-14-0001** applies to all vehicles utilising Freight Service Road adjacent to the freight apron, and all operators using H1 for Code D or E operations. The purpose of this guide is to outline the use of the traffic warning system, and to provide information and illustrations that can serve as a reference to support external company's internal policies and procedures.

3.   Background

To facilitate the design of the freight apron, it was necessary to allow the wingtip of Code D & E aircraft taxiing onto or pushing back from H1 to infringe Freight Service Road.

As Freight Service Road has typically been clear of aircraft movements, the design has incorporated a combination of road lights and signage to provide extra warning to drivers. The system consists of two rows of red lights on the road associated with the vehicle holding point markings. These lights are activated by a button at the head of stand by the aircraft ground engineer in charge of the arrival/pushback. The lights should be manually deactivated by the aircraft ground engineer once the aircraft has arrived on the bay or pushed back to the towbar disconnect point, but will otherwise time-out after 10 minutes.

4.   Description of the System

The site layout is shown in APPENDIX A. The section of the road marked in yellow needs to be kept clear during code D & E arrivals and push backs. See APPENDIX B for an illustration of system lights and signage.

5.   Procedure

Airfield users can refer to the pushback procedure, Hotel Freight (AFO-AD-PBP 15-0016), accessible via the Melbourne Airport website.

5.1.   Aircraft Arrival

Prior to a Code D or E aircraft arriving on to H1, either under power or under tow, the warning system is to be activated once the aircraft has entered Taxilane Juliet. This will provide enough time for vehicles in the affected area to safely move clear. The aircraft ground engineer must ensure that the lights do not time-out after 10 minutes if the aircraft has not completed its arrival onto the bay.

5.2.   Aircraft Departure

Prior to a Code D or E aircraft pushing back from Bay H1, the warning system is to be activated well prior to the anti-collision beacons being activated on the aircraft. This will provide time for vehicles in the affected area to safely move clear of the aircraft. The aircraft ground engineer must ensure that the lights do not time-out after 10 minutes if the aircraft has not completed its pushback.

5.3.   Operating Vehicles

All vehicles are to exercise caution when operating in the vicinity of Bay H1. Prior to crossing the marked Vehicle Holding Position markings, drivers must ensure that they are situationally aware and stop if a Code D or E aircraft is moving into or out of Bay H1, regardless of whether the lights are activated.

Any vehicles driving on Freight Service Road are to stop and hold at the Vehicle Holding Position markings when the red lights are activated. Vehicles are only to proceed once the lights have been extinguished and driver has determined that the pushback/arrival has been completed. Any vehicles already on the affected road area when the lights are activated are to move directly out of the area beyond either Vehicle Holding Position in a safe manner.

Vehicles exiting from the Qantas Freight building, or entering the airside from Gate 30A, are to exercise caution at all times when moving in the affected area, and ensure that a Code D or E aircraft is not arriving onto or departing from Bay H1.

6.   Reportable Incidents

Any incidents, accidents or hazards involving vehicles or equipment airside at Melbourne Airport must be reported to the Senior Airside Safety Officer (Car 2) on 0418 335 985 immediately.

7.   Further Information

For further information with regard to this **Guide**, please contact: airfieldsupport@melair.com.au.

AFO-AS-GUI-14-0001

APPENDIX A   Site Layout
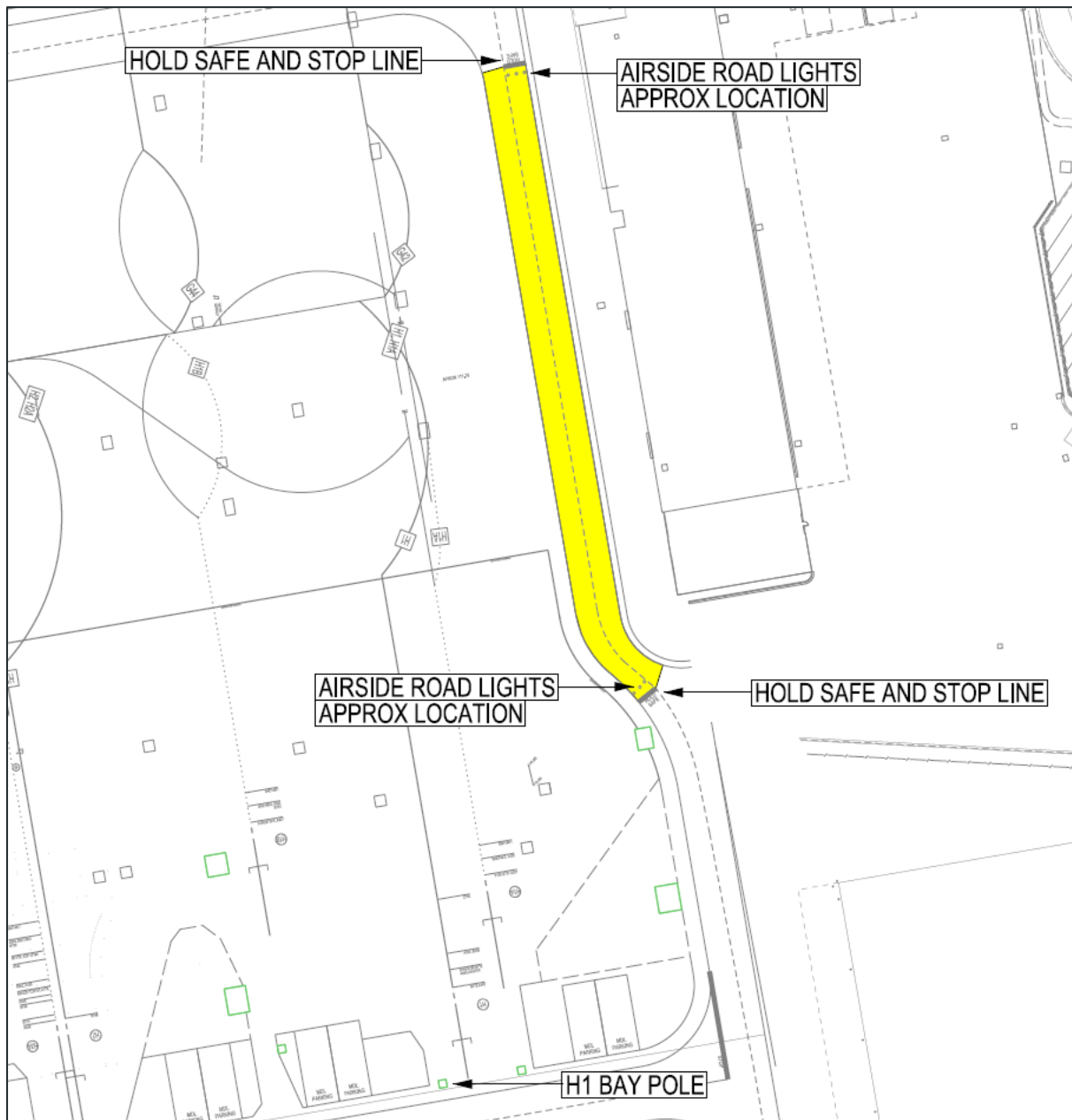
APPENDIX B Lights and Signage

Lights at Southern End of Airside Road

Lights at Northern End of Airside Road

Control Button on H1 Bay Marker Pole

AFO-AS-GUI-14-0001
Uncontrolled when downloaded or printed

Sign Installed Opposite Gate 30

AFO-AS-GUI-14-0001