Aerobridge Practical Training Assessment Kit

Candidate Name:		**Date:**
Candidates ASIC #:		
Company:		
Assessor Name:		
Assessors ASIC #:		
Aerobridge/s Used for Signoff (please specify concourse & bay number).		
Prerequisites:	• Candidate holds a valid and current ASIC (Aviation Security Identification Card). • Candidate has successfully completed the Aerobridge Operator – Initial eLearning module via AIRDAT.	
Conditions:	A Melbourne Airport approved assessor shall evaluate each candidate to satisfy the practical component for the purpose of obtaining their Aerobridge Driver Authority (ABDA). The assessment is to be done on the job at a mutually agreeable time.	
Assessor Instructions:	The practical component shall be conducted by the approved trainer to allow the candidate to receive a competency in this part. A practical is required for new staff wishing to be signed off and staff that have had extended leave for more than 3 months. The practical assessment should comprise at least 2 dockings and retractions during an actual aircraft turnaround or during a training exercise using Melbourne Airport's training unit. Each practical assessment should last up to 20 minutes.	

Practical Assessment Tasks:			
	Competent	Not Yet Competent	N/A
Initial Checks			
1. Conducted pre-operation inspection of the aerobridge and reported any problems or irregularities to Faults 9297 1002.			
2. Correctly set the aerobridge doors for arrivals mode using the Programmable Logic Controller (PLC), where required.			
3. Correctly identified the designated aircraft cabin door using the Aerobridge Compatibility Chart.			
4. Ensured apron area was clear of vehicles, equipment and personnel before swiping on.			

5. Identified and acknowledged proximity hazards including engine ingestion zones, aircraft antennae, aerials, pitot-static probes and other sensitive structures.			
6. Demonstrated understanding of control icons on AUX (Auxiliary), Pre-Position and Auto Operation screens.			
7. Conducted a check to confirm aerobridge was clear of non-essential personnel prior to movement.			
8. Correctly swiped on to the aerobridge system (using trainer's access).			
Docking			
1. Observed CCTV (where fitted) to confirm red hatching area was clear.			
2. Selected the correct aircraft type on the Pre-Position screen.			
3. Waited for aircraft to be parked and received thumbs-up signal before initiating aerobridge movement.			
4. Maintained continuous vigilance during docking and monitor and control aerobridge movement, ensuring alignment with the intended cabin door and safe clearance from surrounding aircraft structures (e.g., engines).			
5. Accurately adjusted aerobridge cab to align with aircraft fuselage.			
6. Identified the SLOW APPROACH mode during docking phase.			
7. Positioned cab between 7.5 cm and 15 cm below the aircraft door.			
8. Ensured the arrow was aligned correctly to the edge of the aircraft door.			
9. Pressed AUTO MODE to complete docking and correctly logged off system.			
10. Removed or raised SAFETY STRAP or ROLLER DOOR, where applicable.			
11. Removed SAFETY SHOE and placed it securely beneath the aircraft door.			
12. Completed an inspection of the aerobridge after docking to ensure there are no safety hazards prior to disembarkation			
13. Gave thumbs-up to crew before door opening or stood at a safe distance when crew opened the door post-signal (as per airline policy).			
Retracting Aerobridge			
1. Removed the SAFETY SHOE and returned it to the holder correctly.			

2. Extended the SAFETY BELT or ROLLER DOOR, where applicable.			
3. Retracted the aerobridge a safe distance (2–3 metres) away from the aircraft.			
4. Returned the aerobridge to the HOME position correctly, after the aircraft has pushed back from the bay.			
5. Completed the swipe-off process from the aerobridge system.			
6. Correctly returned the aerobridge to the arrivals position using the link or, where not fitted, by setting doors via the PLC.			
Troubleshooting			
1. Demonstrates understanding of the EMERGENCY STOP button function and purpose.			
2. Understands and describes correct power failure procedure.			
3. Understands the bumper over pressure procedure.			
4. Understands the procedure if the SAFETY SHOE is activated.			
5. Understands the reset procedure after using the EMERGENCY STOP button.			
6. Aware of and explains Melbourne Airport's strong wind policy for winds exceeding 54 knots.			
7. Describes the purpose of the Tunnel Pinch Point Sensors.			
8. Understands the appropriate response when the Safety Loop is activated.			
Triple/Dual Aerobridges			
1. Demonstrates understanding of the Collision Avoidance System and its function during aerobridge operation.			
2. Understands the correct aerobridge operational sequence when using dual aerobridges at Bays Delta 9A/B/C, 11A/B/C, and 14A/B.			
3. Understands the functional distinction between UL1 (Upper Level) and ML2 (Main/Lower Level) aerobridges.			

ASSESSOR USE ONLY:			
Final Result			
Competent ☐	Not Yet Competent ☐	Further Action:	Choose an item.
Signed by the assessor:		Date:	
Signed by the candidate:		Date:	
Feedback to Candidate:			