


## Safety Alert for all aircraft operating at Sydney Airport (SYD)

On 25 June 2014, Sydney Airport published the following Safety Alert concerning Aircraft arrival - nose in guidance system (NIGS) and aerobridge configuration for all flight crews operating at Sydney Airport.

Please read the following carefully:

# SAFETY ALERT



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**No:** 9/2014 **Date:** 25 June, 2014

**Subject:** **Aircraft arrival – nose in guidance system (NIGS) and aerobridge configuration**

*This Safety Alert has been issued to brief all airline flight crews on the appropriate configuration of NIGS and aerobridges at Sydney Airport.*


Inappropriate use of NIGS and aerobridges has the potential to cause serious harm to aircraft, airport infrastructure, passengers and personnel. Recently, there were two separate incidents where A380 aircraft proceeded onto the bay at Terminal 1 without the guidance of the NIGS or marshallers in place. In both instances the NIGS had not been switched on. Only the gate number was displayed. These incidents highlight the need for increased awareness of the operation of NIGS and aerobridge configuration.

In the first incident, the aircraft overshot the designated parking position by approximately 6 metres, and came to a stop with the number 2 engine a short distance from aerobridge C on the bay. The second incident is currently under investigation. Initial findings have shown that the aircraft overshot its designated parking position by approximately 8 metres, resulting in the number 2 engine coming into contact with the support structure of aerobridge C on the bay. As a result of the contact, damage was sustained to the leading edge of the cowling, resulting in the aircraft being “overnighted” for repairs to be undertaken.

While current infrastructure and systems meets all required standards, Sydney Airport is currently investigating potential safety enhancements to the NIGS and aerobridge systems with the manufacturer. Sydney Airport will present the results of its investigations to airlines and other relevant personnel once complete.

In the interim, it is recommended that all airlines remind their crew that should they observe the NIGS as “not set” when approaching a bay, they must bring the aircraft to a stop and contact ATC to request assistance. Under no circumstances should aircraft be brought onto any bay without the guidance of the NIGS or a marshaller.

For your assistance, set out below is a description of the facilities available at Terminal 1 for guidance of an aircraft onto a bay.



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## **NIGS:**

Sydney Airport parking bay NIGS is equipped with the SafeGate visual docking guidance system (VDGS).

### *Standby mode:*

When in standby mode, the NIGS indicates the gate number only on the display. The display will alternate between 'Gate' and the relevant bay number. On approach to the bay, should flight crew see this display, they should not continue onto the bay. Where only the gate number is displayed, the NIGS have not been configured to guide the aircraft onto the bay.



*Alternating display of Gate Number in Standby mode.*

### *Aircraft configuration:*

NIGS are configured by ground crew to the specific aircraft type which is arriving onto the bay. When configured, the NIGS display will indicate the aircraft type and arrows to direct the arriving aircraft onto the bay. Once the NIGS has picked up the aircraft, the display will also indicate a distance to the aircraft's stop point. As the aircraft reaches its designated parking position, the NIGS will display 'STOP' and two vertical red bars either side of the display, to instruct the crew to stop.



*NIGS Display Configured B747*

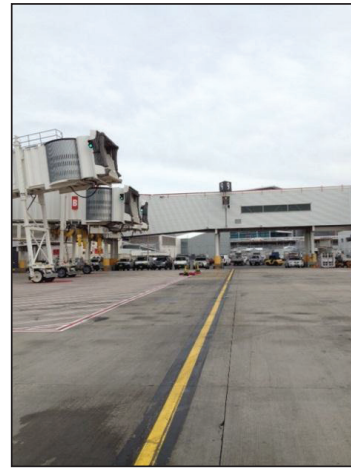
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## Aerobridge configuration:

Aerobridges at Sydney Airport are equipped with a red and green light on the exterior of the aerobridge facing the approaching aircraft. The green light indicates to the flight crew of an approaching aircraft that the aerobridge is appropriately positioned. A red light indicates that the aerobridge is not positioned correctly. Should flight crew see a red light on any aerobridge they should not continue onto the bay until the aerobridge is repositioned and a green light is shown. On A380 bays, should aerobridge 'C' not be configured correctly and the NIGS are activated, the NIGS will display 'BR IN' for 'Bridge In' indicating the crew to stop.

*Note: The red and green lights on aerobridges do not provide guidance in bringing an aircraft onto the bay.*



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