SAFETY ALERT AND ACTION REQUIRED: AIRCRAFT MAINTENANCE ACTIVITY

There have been some recent occurrences where aircraft wheel changes on stand have resulted in significant surface damage causing the surface to collapse beneath the jack during the lifting process.

Following on from this, all engineers are advised that the use of a spreader plate is mandatory when applying jacks during aircraft maintenance on all stands. See below image of such an incident.

When maintenance work is carried out, engineers are also responsible for ensuring that:

- Aircraft are not disabled such as they may not be removed from the stand in a reasonable time. If this is not feasible due to the nature or particular technical defect, Airfield Control must be informed immediately.
- Spillages of fuel, oil and other fluids do not occur and that if they do occur, the actions detailed in ASI21 are followed without delay.
- FOD is not left around the apron area.
- Appropriate procedures are in place for occupant evacuation of aircraft which have personnel on board.

Further information on this can be found in the Aerodrome Manual, ASI 4 or contact Airfield Operations on 0161 489 3331.

MAN-TP: ONE YEAR OF AIRFIELD WORKS

In August, Manchester Airport celebrated one year since works commenced on its £1bn transformation programme, with Galliford Try being the chosen contractor.

The first phase is complete and the second began in June 2018 with an aim to upgrade the dual taxiways (Delta and Echo) and install/replace over six miles of ducting and lighting. Additionally, the project will see 148,000m² of new taxiway and apron, 95,000m³ of concrete poured and 25 miles of cabling installed. This is due to be completed by July 2020.

Did you know?
- In just one year, Galliford Try have placed over 35,000m² of lean mix and pavement quality concrete (PQC) – the equivalent of 5 football pitches!

Colin Abbot, Aviation Director, Galliford Try said:
“We have developed a meticulously planned programme of works on the airfield that allows the airport to remain fully operational, whilst we deliver a larger and more efficient layout of the new and existing aprons and taxiways with new lighting and services.”

manchesterairport.co.uk/ops
FUNDAMENTALS OF MINOR WORKS PROJECT DELIVERY

SAM BUAH

Minor works projects take place across site and across core business departments for non-construction and construction related activities. The nature of minor works can range between installing CCTV screens, purchase of waste compactors to installation of charging points and canopy lighting and many more.

A need to provide further support to business areas and colleagues holding responsibilities has been identified to ensure projects are properly planned, implemented and managed safely. To help introduce the basic processes for managing minor works alongside providing a general overview of project management and project delivery through MAG Engineering Services, Sam Buah, Project Manager, has led sessions on the Fundamentals of Minor Works Project Delivery for key stakeholders.

As the responsible person for all Minor Works projects, Sam has designed a comprehensive course handbook and accompanying presentation to deliver to stakeholders including Customer Services, Health and Safety, Engineering and Facilities Management. As part of the three and a half hour workshop aimed at colleagues who have responsibility or a role in the delivery of minor works projects, the essential steps and processes required for managing minor works projects are covered.

The sessions held so far have received positive feedback and have provided valuable support and the opportunity for colleagues to clarify queries and gain a better understanding of their responsibilities in the minor works process.

Sam will be holding further fundamentals of minor works project delivery workshops over the coming months, and for any colleagues interested or wishing to extend to direct reports, please contact Sam directly via Samuel.buah@manairport.co.uk for available dates.

HANGAR 3 DEMOLITION PROJECT

PROJECT MANAGER, JOE RYMILL

A need had been identified to demolish Hangar 3, which was a dilapidated 1940’s aircraft hangar, with a view to providing a usable car park storage area.

R&M Developments were appointed to work collaboratively with MAG to ensure that the planning stage of the demolition considered how the hangar could be safely demolished to ground level. As a result, a number of challenges arose as very little information was available in terms of services, gas, electric, water condition and the materials inside the building structure; additionally, the hangar contained an electrical substation.

One of the most challenging issues that arose was around electrical services and asbestos. Surveys were conducted to find out exactly where asbestos was in the hangar and what type of asbestos it was alongside surveys of all incoming and outgoing services. From the information received a comprehensive plan was developed to remove the substation and identify alternative routes for electric cables. Asbestos removal took place with 10 weeks of notifiable asbestos removal, which was a highly controlled process with safety controls put in place to ensure unauthorised access was impossible and areas were secure to prevent any harmful substances escaping.

As part of the project, electrics were rerouted with a temporary substation built with electrical trenching work. During this process, an underground structure was uncovered which was not present on any plans or records and required further investigation. This required working in a confined space to determine extent of structure.

The project began in December 2017 and was scheduled for an end date of June 2018, with works taking place 7 days a week and with up to 10 people on site. Despite the challenges faced, works were completed only two weeks later than proposed end date with an available car park. Without the collaborative approach to problem solving and interrogating the building structure the project could not have been completed safely.

HANGAR 4 MOTOR TRANSPORT DOORS PROJECT

PROJECT MANAGER, MATT GILLETT

A needs statement was submitted to the business for investment in new Hangar doors the Motor Transport base.

The existing doors at the time were archaic and were on a roller system from post-world war two which required excessive manual handling by turning a handle. An accident review had also supported this need.

A design consultant was engaged to come up with viable modern solution for automated doors, which met the health and safety requirement and fitted with Motor Transport operation. Following this the design information was taken to contractors within the small medium framework for a competitive tender process. The successful contractor commenced works on site in December 2017 and completed in March 2018. As part of the planning approval stage, the colours and size of the doors were reviewed against the interface with other tenanted buildings in the area, which had sparked concerns.

To conduct the new works, the existing doors were aligned to create 4 vehicle access points, and one pedestrian access point to mitigate the risk of vehicle and pedestrian collision. This was done in consultation with end users (Motor Transport) to create separate and operationally functional access and egress points. The next step involved the erection of a steel frame within the voids and internal façade to allow the installation of the new automated doors.

To ensure the doors would meet the needs of all stakeholders, the fire strategy for the building was revised and approved, audio visual alarms were installed and vision panels in the doors were specified with consideration to see movement either side of the operational space, and high enough to also allow natural light.

The project was a health and safety success with new doors being successfully installed, mitigating the risk of manual handling injuries when operating doors.
SAFETY ALERT AND ACTION REQUIRED:
ACCESS/EGRESS TO T3 SERVICE YARD

Following several changes to the operations of Terminal 3 Service Yard, the existing risk assessment has been reviewed to assess hazards and associated risk in line with current use and tasks being performed.

As part of the review a number of observations were made around pedestrian behaviour, specifically the area being used as main access/egress from T3 forecourts to the security service yard. Colleagues were observed approaching the service yard through the vehicle access barriers, putting themselves at considerable risk of being hit by a barrier, road blockers and approaching/manoeuvring vehicles.

The current signage around the vehicle entrance/exit area has been reviewed, with legacy signage removed and clear signage added to advise this is not a pedestrian entrance. The service yard should only be accessed by colleagues with valid operational requirements such as retail and construction deliveries and waste disposal.

Required Action:
For access to the service yard security area, colleagues should enter the main terminal building and approach using back of house corridors. Similarly, when exiting the service yard security area colleagues should exit via the main terminal and onto the forecourt.

To ensure the safety of our colleagues it is our collective responsibility to ensure that we are leading by example and using safe routes to and from the terminal building.

SAFETY ALERT AND ACTION REQUIRED:
REPORTING OF OUT OF SERVICE ESCALATORS

To ensure the safety of our colleagues, visitors, passengers and other site users, it is our collective responsibility to ensure that we are vigilant on site and reporting any issues which pose a hazard.

It has been observed within the community that Airport assets including escalators are not in operation, and no guarding is present to prevent site users continuing to use the equipment. In line with guidelines around the safe use of escalators, it is mandatory that the equipment is barriered off to prevent access whilst awaiting necessary engineering checks to confirm the equipment is safe to use.

If any escalators are observed out of use with no barriers in place, it is your responsibility to ensure that a call is made to the Asset Call Centre via 0161 489 3776 and report the out of service asset. An escalator number will be asked for and this can be found on the base plates. The asset call centre will then allocate any reactive jobs to the on-site contractor (Jackson’s).

manchesterairport.co.uk/ops
We want **YOU** to speak to your Line Manager and nominate individuals who demonstrate a commitment to airside safety

**HOW**

Complete the Airside Safety Award nomination form – see IN 02-2018 MAG Airside Safety Award

**OR**

Go to www.manchesterairport.co.uk/airsidesafetyaward

**OR**

Scan the QR code

Please contact Airfield Operations (0)161 489 3331 for further information

manchesterairport.co.uk
At 10:30hrs on Tuesday 31st July, Island Air flight ‘ROC123’ en route from the Isle of Man to Leeds Bradford, declared a Mayday, reporting a loss of engine power on both engines and requested an immediate divert to Manchester Airport. At 11:00hrs the ATR42-500 landed short of the runway within 1000m of the Runway 05L (Runway 1) threshold, within the Bollin Valley area. Thankfully this was a training and exercise scenario and not real!

However, the scenario was created to simulate the type of incident that would activate the emergency plans of not only the Airport and its Emergency Services but also those of the Local Authority Emergency Services.

The location of the exercise was specifically chosen to provide significant and technical challenges to all the responding agencies, from off airfield access, steep ground, water rescue and cross-border interoperability.

Interoperability was the main aim of the exercise, along with several other objectives, however it had been designed in such a way, that meant that there would be three fire services, including our own, two police forces, ambulance teams and a specialist voluntary search and rescue team, across two county boundaries.

Manchester Airport is leading the way nationally with the promotion and integration of the Joint Emergency Services Interoperability Principles (JESIP). A Government backed protocol which came about after the feedback and learning from some significant major incidents over recent years and this exercise was a showcase of those principles – and what a showcase!

The exercise was a huge success, with some very positive outcomes and learning to be explored in the coming months, as the formal debrief process occurs. It will also go towards the evidencing of compliance with not only the Civil Aviation Authority, Aerodrome Licence but also the Civil Contingency Act and feedback into the National Joint Organisational Learning platform for Emergency Services, another first by Manchester Airport.

An exercise of this nature and scale could not have been possible without the enthusiasm and support from all those that took part and helped in the planning and facilitation of it, to which there is huge thanks.

Those agencies involved included some

- 40+ Emergency Vehicles and 100+ Personnel from:
  - Manchester Airport Emergency Planning and Resilience
  - Manchester Airport Airfield Security
  - Manchester Airport Airfield Operations
  - Manchester Airport Airfield Engineering
  - Manchester Airport Fire and Rescue Service
  - Greater Manchester Fire and Rescue Service
  - Greater Manchester Police
  - Cheshire Police
  - North West Ambulance Service
  - Cheshire Search and Rescue
  - National Air Traffic Services
MEET THE MAN-TP EXPERTS: GALLIFORD TRY

Nick Fox, Contracts Manager – Airside for Galliford Try, tells us more about how works are delivered whilst the airfield remains operational and how safety is fundamental to their operation.

The bulk of the airside airfield works are undertaken at night to ensure the airport can operate as close to normal as possible. Due to the nature of the works and methods of construction, we still must close operational parts of the airfield (taxiways and stands) but this is carried out around the key operating times.

FOD (Foreign Object Debris) is our number one priority when planning and delivering works airside. All our projects are planned to minimise the amount of debris generated to prevent any risk to aircraft around the airfield.

To minimise the disruption to West Gate, we are utilising an access facility just for the construction traffic to minimise the impact on the supply chain partners of the airport and ensure that on time performance can still be achieved. We operate using vehicle escorts to get our deliveries onto site. It is the role of the escorts to ensure that deliveries and vehicles arrive safely and with minimum disruption. By seeking Air Traffic Control clearance, they take our vehicles onto site avoiding any possible conflict with aircraft and operating as safely as possible.

As working airside is so different to other construction environments, we have implemented a Virtual Reality induction so that anyone working at Manchester has the chance to go airside and see some of the key risks before they leave the induction room. This has had a massive impact on the workforce as they can appreciate the location before heading airside.

Learn more about MAN-TP airfield works from the experts by visiting bit.ly/mtpairfield

SAFETY ACHIEVEMENT: ZERO DAMAGE TO AIRCRAFT ON GROUND IN 2 MONTHS!

An extremely positive result from Team Manchester ground handlers over the past two months.

Our safety performance data is collected monthly from the Airfield Occurrence reporting system and in both June and July data has highlighted that there were no events that lead to aircraft damage during an aircraft turnaround.

With a high number of movements and the busy summer period in full flow – this is a great result for all ground handling agents! Ensuring that safety is paramount for all involved in the aircraft turnaround process. Well done all!

VIP NOMINATION

David Dickinson, Arcadis Project Manager has been nominated for a ‘Safe Hands’ Award to recognise his commitment to safety.

As part of the Manchester Airport Transformation Programme works across site, David has been involved in a number of key projects and has considered safety implications and required solutions to mitigate operational disruption and potential harm.

On behalf of the Manchester Health and Safety Team, thank you for your commitment to creating a safer environment for your colleagues and around the airport premises.

CONTACT US

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We would like to ensure that content is relevant, so if you wish to contribute, and provide details of any specific topics to cover in the next edition or safety initiatives that are being implemented please do get in touch via above contact details.
Manchester Airport supports a Just Culture

FOCUS

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