

Airport Operating Standard

Transfer of Explosive Cargo



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Introduction

Airport Operating Standards have been produced by Perth Airport to ensure safe operations at Perth Airport. The *Transfer of Explosive Cargo* standard applies to those involved in the consignment and movement of Class 1 explosive cargo on passenger or cargo aircraft at Perth Airport and are to be performed in conjunction with each individual organisations procedures and requirements. This standard does not apply to explosives listed in classification codes 1.4S or 1.6N of the Australian Explosives Code.

The *Transfer of Explosive Cargo* standard aims to provide a safe environment for all airside staff, passengers and aircraft and to ensure that the requirements documented in this standard are relevant and capable of practical implementation by all staff.

This Standard and the procedures described within may be amended from time to time by PAPL on recommendation of the Perth Airport Airfield Operations Management Committee following a meeting of the Airfield Operations Safety Management System. PAPL will endeavour to provide sufficient notification of changes to operators; however, it is the responsibility of the operator to keep informed of any amendments.

The Standard includes:

- Responsibilities
- Approvals
- Safe distances
- Preferred aircraft parking position
- Handling agent vehicular access
- Security

The Standard is designed to be read in conjunction with the *Perth Airport Operating Protocol* and is one of the suite of documents that forms the *Perth Airport Aerodrome Manual*.

The above documents are available via the Perth Airport Extranet at <https://perthairport.sharepoint.com/sites/Extranet> or via the Corporate page on the Perth Airport website www.perthairport.com.au/AOP.

Responsibilities

Perth Airport Pty Ltd (PAPL)

PAPL is responsible for producing this Standard and consulting with stakeholders as necessary to determine operating requirements and necessary restrictions.

PAPL (Airfield Operations) has the day-to-day responsibility for implementation of this standard including the issuing of approvals to operators who have demonstrated operational requirements to conduct the transfer of explosive cargo. PAPL will consult with the Civil Aviation Safety Authority (CASA) in determining appropriate parking locations for aircraft with explosive cargo that have the potential to impact normal aircraft operations. PAPL is responsible for collating the details of all transfers of explosive cargo.

Aircraft Operators, Handling Agents and Freight Handlers

Aircraft operators, handling agents and freight handlers are responsible for complying with this standard and all the legislation regarding transfer of explosive cargo. They are expected to:

- monitor and oversee the safe loading and unloading of hazardous materials onto and off the aircraft; and
- ensure adherence to this standard, procedures and legislation, whether governmental or airport;
- ensure all packaging, storage and transport of any hazardous goods is compliant with the *Dangerous Goods Safety (Explosives) Regulations 2007*.

Operators must adhere to all published information in the En-Route Supplement of Australia (ERSA) and any relevant NOTAM information published while operating at Perth Airport; and any company or manufacturers operating procedures.

Civil Aviation Safety Authority (CASA)

CASA is responsible for providing an instrument of approval for t explosives identified by the ICAO Technical Instruction (TI) as 'Forbidden' for air transport through the airport.

Approvals

PAPL approval

All airline operators and forwarders **MUST** seek PAPL approval prior to conducting the transfer of:

- more than 1000kg Net Explosive Quantity (NEQ) of hazard division 1.3 explosives; or
- more than 5 kg NEQ of hazard division 1.1, 1.2 or 1.3 explosives (other than Category 1.4S or 1.6N) as per Table 1; or
- carrying explosives identified as 'FORBIDDEN' in the ICAO Technical Instructions (TI) through Perth Airport.

Approvals must be sought at least **3** working days in advance of the proposed carriage.

In seeking approvals, the airline operator or shipper shall provide the following information to PAPL:

- a) Date and time of expected arrival and departure
- b) Category of movement (International or Domestic)
- c) Type of aircraft and flight number
- d) Type and quantity of cargo
- e) Number and type of vehicles involved in explosive transfer
- f) Airline or other air operator coordinator and contact number
- g) A copy of the CASA aircraft approval certification (where applicable).

This information is to be provided to the Airfield Safety & Operations Manager for approval.

CASA approval

Prior to the transfer of explosives identified by the ICAO TI as 'FORBIDDEN' for air transport through the airport, the operator and shipper or their agent must obtain CASA permission to conduct the flight.

A copy of the CASA instrument of approval must then be provided to PAPL.

CASA will consult with PAPL in relation to any operational conditions that may be imposed on the flight, where they relate to the airport, before issuing any permissions for transport of explosives listed as 'FORBIDDEN unless with written permission'.

ICAO/IATA compliance

The Airline Operator must provide PAPL with an assurance that the flight and the cargo comply with all the requirements of the *ICAO - Technical Instructions for the Safe Transport of Dangerous Goods by Air*. Otherwise the operator must provide proof of compliance with the *IATA - Dangerous Goods Regulations*, or otherwise a copy of a CASA instrument, giving permission for such transport.

Safe distances

PAPL has adopted the Civil Aviation Safety Authority recommendation for safety distances contained within *AC 139-12 (O) - Explosive Laden Aircraft and Other Aerodrome Facilities*. This information is included in Table 1 below:

TABLE 1: Safety distances between explosive laden aircraft and other aerodrome facilities

Net Expl Qty. (NEQ) (KG)	Hazard Division 1.1, 1.2 and 1.5		Hazard Division 1.3 & 1.4 (other than 1.4S. See Note iii) Propellant and non-propellant	
	Passenger Terminal and Runways	Other inhabited buildings, taxiways and public roads	Passenger Terminal and Runways	Other inhabited buildings, taxiways and public roads
25	270	180	50	30
200	270	180	60	40
500	270	180	80	50
1000	270	180	90	60
2000	270	180	100	70
3000	300	200	110	80
5000	380	250	120	90
10000	480	320	150	120
20000	600	400	200	150

Notes:

- (i) Explosive laden aircraft should not be parked, loaded or unloaded in front of glass constructed passenger terminals. Where this is unavoidable, the recommended safety distance should be doubled.
- (ii) For NEQ less than 25kg, safety distances less than those recommended above may be used by aerodrome operators with due consideration for safety.
- (iii) Hazard Divisions 1.4S and 1.6N explosives may be handled without the need for safety distances.
- (iv) Safety distances recommended in the table apply to active runways, taxiways and public roads.
- (v) The separation distance for intermediate quantities of explosives may be obtained by interpolation.
- (vi) Definition of Hazard Divisions 1.1, 1.2, 1.3 and 1.5 is contained in ICAO Technical Instructions for the Safe Transport of Dangerous Goods. Details of the hazard divisions of the explosives transported should be made available by the consignor/consignee of the explosives or the aircraft operator carrying the explosives.
- (vii) Additional requirements concerning distances from radio transmitters may also be applied by CASA.

TABLE 2: Determination of Hazard Division for Loads Containing More Than One Hazard Division

Division	1.1	1.2	1.3	1.4	1.5	1.6
1.1	1.1	1.1	1.1	1.1	1.1	1.1
1.2	1.1	1.2	1.1	1.2	1.1	1.1
1.3	1.1	1.1	1.3	1.3	1.1	1.3
1.4	1.1	1.2	1.3	1.4	1.5	1.4
1.5	1.1	1.1	1.1	1.5	1.5	1.5

When more than two Hazard Divisions (HD) are present in any load, two HD shall be considered in determining a resultant HD which should then be considered with the next HD and so on until all HD present in the load have been considered.

Preferred aircraft parking positions

Subject to aircraft type, the preferred parking position for aircraft with explosive cargo either on board, or for upload, is either the intersect of Taxiway C and Taxiway C11 or Taxiway W near the threshold of runway 24. (See Appendix 1 – depicted by blue circles on plan).

All aircraft involved in transfer of explosives will be handled from one of these positions.

Aircraft involved will be directed to the remote parking position by a PAPL ADM and marshalling of the aircraft will be conducted by the handling agents. Vehicles and equipment of the handling agent will also be escorted and directed by a PAPL ADM.

Alternative parking position

An alternate aircraft parking position at the intersect of Taxiways C and C9 may need to be designated should either of the above positions become unavailable. PAPL will need to assess the aircraft size and operational availability of taxiway C for this site to be made available. (See Appendix 1 – depicted by amber circle on plan)

Handling agent vehicular access

The vehicles involved in the explosive cargo transfer will be escorted to a marshalling area at the nominated preferred aircraft parking positions by a PAPL ADM. All vehicles and equipment must remain within the marshalling area until required for the aircraft unload or loading.

A PAPL ADM will escort the handling agent's equipment and vehicles to the aircraft. Any vehicles carrying the explosives either onto, or off-airport, will be escorted by PAPL to Gate 1 for direct access to the Airport Drive or Gate 14 for direct access to Grogan Road.

Security

Staff

Standard security measures will apply to all staff involved in the transfer.

These security requirements include:

- (i) Only vehicles involved in the transfer are to be brought airside.
- (ii) Only persons required for the transfer operation are to be brought onto the airside.
- (iii) All visitors are to be issued with and should display, either a valid ASIC or VIC and must remain under the escort of an ASIC holder at all times.

During loading and unloading from an aircraft

The following safety procedures are to be adhered to during the loading and unloading of explosive cargo from the aircraft.

- (i) Loading or unloading may only occur whilst aircraft are not landing or taking off on Runway 06/24 (if using Twy W location) or 03/21 (if using Twy C/C11 location).
- (ii) Loading or unloading must only commence with the approval of the PAPL ADM.
- (iii) Loading or unloading must be done in accordance with all recognized and applicable IATA standards.
- (iv) Loading or unloading may only commence following the complete shutdown of the engines of the aircraft.
- (v) Transfer to and from the airport must be in accordance with the Australian Explosives Code (AEC).

Further Enquiries, Contacts & Emergencies

Further enquiries

If you have any questions in relation to this standard, please contact:

General Manager Airfield Operations
Perth Airport Pty Ltd
PO Box 6
Cloverdale, Western Australia, 6985
Phone: (618) 9478 8820
Fax: (618) 9478 8889

CASA Dangerous Goods Inspector
Phone: 131 757
Email: dg@casa.gov.au

For proposed changes to this standard, please email document.controller@perthairport.com.au. Changes will be considered by the Ramp Safety Committee and the Local Runway Safety Team.

Important contacts

Airside Operations Manager

Phone: 9478 8434
Mobile: 0439 528 530

Airport Control Centre (ACC)

Phone: 9478 8572

Airfield Duty Manager (ADM)

Phone: 9478 8424
Mobile: 0419 195 790

Emergencies

In case of emergency contact 000 (if life threatening situation) then ACC on 9478 8500.

Definitions and Acronyms

Term	Definition
Airfield Duty Manager (ADM)	PAPL employee responsible for airfield safety including oversight of Airport Operations Officers (AOO) and Works Safety Officers (WSO).
Air Traffic Control (ATC)	A branch within Airservices Australia (AsA) that controls the movements of aircraft at and around a controlled aerodrome.
Civil Aviation Safety Authority (CASA)	The Commonwealth's safety regulator for civil air operations in Australia and the operation of Australian aircraft overseas.
Class 1 Explosives	Class 1 explosives comprises of: <ul style="list-style-type: none">(a) Explosive substances (a substance that is not itself an explosive but which can form an explosive atmosphere of gas, vapour or dust is not included in Class 1), except those that are too dangerous to transport or those where the predominant hazard is appropriate to another class;(b) Explosives articles, except devices containing explosive substances in such quantity or of such a character that their inadvertent or accidental ignition or initiation during transport will not cause any effect external to the device either by projection, fire, smoke, heat or loud noise; and(c) Substances and articles not mentioned under (a) and (b), which are manufactured with a view to producing a practical, explosive or pyrotechnic effect.
Explosive Article	An article containing one or more explosive substances.
Explosive Substance	Is a solid or liquid substance (or a mixture of substances) which is in itself capable, by chemical reaction, of producing gas at such a temperature and pressure and at such a speed as to cause damage to the surroundings. Pyrotechnics substances are included even when they do not evolve gases.
Manoeuvring Area	Those parts of the airport used for the takeoff, landing and taxiing of aircraft, excluding Aprons (e.g. Taxiways and Runways).

Term	Definition
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Pyrotechnic Substance

A substance or a mixture of substances designed to produce an effect by heat, light, sound, gas or smoke or a combination of these as the result of non-detonative, self-sustaining, exothermic, chemical reactions.

Appendix 1

Preferred Parking positions - Plan FS-7834



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