



SIERRA LEONE CIVIL AVIATION AUTHORITY

ADVISORY CIRCULAR

SLCAA-AC-ANS013-Rev. 00

EFFECTIVE DATE: 31st AUGUST 2021

Guidance for the development of Control of the Movement of Persons and Vehicles on the Maneuvering Area of the Aerodrome

A handwritten signature in blue ink, appearing to read 'Moan', is positioned to the left of the official seal.



Director General

Sierra Leone Civil Aviation Authority

1. GENERAL

The Sierra Leone Civil Aviation Authority's Advisory Circulars contains information about standards, practices and procedures that the Authority has found to be an Acceptable Means of Compliance (AMC) with the associated Regulations.

An AMC is not intended to be the only means of compliance with a Regulation, and consideration will be given to other methods of compliance that may be presented to the Authority

Information considered directive in nature is described in this AC in terms such as "shall" and "must", indicating the actions are mandatory. Guidance information is described in terms such as "should" and "may" indicating the actions are desirable or permissive, but not mandatory

1.1 Purpose

This guidance provides instruction to develop and review the procedure for compliance with the Sierra Leone Civil Aviation Regulation (SLCAR) Part 11 pertaining to the control of the movement of persons and vehicles on the maneuvering area of the aerodrome for operations, personnel taxiing or towing an aircraft, and pedestrian control on the movement and safety areas of an airport.

1.2 Applicability

This Advisory Circular (AC) is applicable to Air Navigation Service Providers (ANSPs) providing Air traffic services in Sierra Leone.

1.3 Description of Changes

This AC is the first to be issued on this subject

1.4 References

(a) SLCAR Part 11- Air Traffic Services

1.5 Cancelled Documents

Not Applicable

2. BACKGROUND

(a) This AC provides for control of the movement of persons or vehicles on the movement area of an aerodrome.

(b) This AC covers all areas to be used for takeoff, landing and taxiing of aircraft, including the apron.

(c) This AC provides assistance to develop and review the procedure for safe operations of all airports depend upon careful observation of the relative positions of every moving object and prevention of unsafe activities.

(d) The movement of pedestrians or vehicles on the manoeuvring area shall be subject to authorization by the aerodrome control tower.

- (e) Persons, including drivers of all vehicles, shall be required to obtain authorization from the aerodrome control tower before entry to the manoeuvring area. Notwithstanding such an authorization, entry to a runway or runway strip or change in the operation authorized shall be subject to a further specific authorization by the aerodrome control tower.

3. SPECIFIC GUIDANCE

3.1 Aerodrome control towers shall issue information and clearances to aircraft under their control to achieve a safe, orderly and expeditious flow of air traffic on and in the vicinity of an aerodrome with the object of preventing collision(s) between:

- (a) Aircraft and vehicles operating on the manoeuvring area and
- (b) Personnel on the manoeuvring area.

3.2 All vehicles and pedestrians shall give way to aircraft which are landing, taxiing or taking off, except that emergency vehicles proceeding to the assistance of an aircraft in distress shall be afforded priority over all other surface movement traffic. In the latter case, all movement of surface traffic should, to the extent practicable, be halted until it is determined that the progress of the emergency vehicles will not be impeded.

3.3 The movement of pedestrians or vehicles on the manoeuvring area shall be subject to authorization by the aerodrome control tower.

3.4 Persons, including drivers of all vehicles, shall be required to obtain authorization from the aerodrome control tower before entry to the manoeuvring area.

3.5 All vehicles and pedestrians shall give way to aircraft which are landing, taxiing or taking off, except that emergency vehicles proceeding to the assistance of an aircraft in distress shall be afforded priority over all other surface movement traffic.

3.6 When an aircraft is landing or taking off, vehicles shall not be permitted to hold closer to the runway-in-use

3.7 At controlled aerodromes all vehicles employed on the manoeuvring area shall be capable of maintaining two-way radio communication with the aerodrome control tower, except when the vehicle is only occasionally used on the manoeuvring area

3.8 When communications by a system of visual signals is deemed to be adequate, or in the case of radio communication failure, the signals shall be used

3.9 In emergency conditions or if the signals in are not observed, the signal shall be used for runways or taxiways equipped with a lighting system.

4. PROCEDURES FOR LOW VISIBILITY OPERATIONS ON THE MANEUVERING AREA OF THE AERODROME

4.1 When there is traffic to operate on the manoeuvring area in conditions of visibility which prevent the aerodrome control tower from applying visual separation between aircraft and vehicles, the following shall apply:

- (a) vehicle on a taxiway shall not be permitted to hold closer to the taxiway, stop bar or taxiway intersection marking

4.2 Provisions regarding low visibility operations should specify:

- (a) the RVR value(s) shall be implemented;
- (b) special procedures for the control of traffic on the manoeuvring area, including:
 - (i) the runway-holding positions to be used;
 - (ii) the minimum distance between an arriving and a departing aircraft to ensure protection of the sensitive and critical areas;
 - (iii) procedures to verify that aircraft and vehicles have vacated the runway;
 - (iv) procedures applicable to the separation of aircraft and vehicles;

4.3 Any other relevant procedures or requirements.

4.4 The aerodrome control tower shall, prior to a period of application of low visibility procedures, establish a record of vehicles and persons currently on the manoeuvring area and maintain this record during the period of application of these procedures to assist in assuring the safety of operations on that area.