

Health and Safety Executive		Sector Information Minute	
Commercial and Consumer Services, Transportation and Utilities Sector (CACTUS)		SIM 05/2005/07	
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Target Audience:
FOD inspectors

Aircraft Turnround inspection

This SIM gives guidance to inspectors on planning and undertaking the 2005/06 project on inspection of activities at airports during aircraft turnround, including cooperation with Civil Aviation Authority (CAA) Aerodrome inspectors in joint ramp inspections where such joint visits are deemed useful and practicable. This project forms part of the contribution to the Workplace Transport Programme.

BACKGROUND

1 In 2002/03 there were 1649 accidents reported to HSE under the main Standard Industrial Classification (SIC) codes of 63200 and 62100 etc, 58 of which are specifically coded as ‘Hit by moving vehicle’, with other general categories potentially involving vehicles. Additional accidents at airports may be coded under SIC codes for activities such as catering, security, cargo handling, which are difficult to allocate to airport activities. Accident numbers are showing a slight decrease, but this may be a result in changes in the coding of accidents by the Incident Contact Centre.

2 Causes of accidents at airports have remained fairly constant over recent years, with around 50% of accidents related to Musculoskeletal Disorders (MSDs) (baggage and cargo handling; assisting disabled passengers; catering etc); 25% slips, trips and falls; 15% related to moving vehicles or ramp equipment; 12% falls from height (maintenance; aircraft access steps; catering high loaders etc).

3 A significant proportion of serious accidents occur during aircraft turnround, the time during

which an aircraft arrives on the ramp, passengers disembark, servicing of the aircraft is undertaken, with catering, cleaning, security, fuelling, maintenance and other activities around the aircraft, and passengers embark ready for take-off.

4 Analysis of accident data up to 2002 shows that the accident rate is rising compared to numbers of passengers, numbers of flights and cargo carried. Increasing congestion on the ramp and pressure for ever shorter turnaround times is a cause for concern.

5 The air transport industry is highly contractorised. Airport Authorities provide the infrastructure of airports and are licensed for flight safety by CAA; airlines use the airport facilities, are subject to CAA regulation, and are responsible for contracting service providers such as catering, cleaning, security, fuelling baggage and cargo handling; ground handling companies compete to provide such services in a highly competitive and cost conscious environment.

6 Historically HSE has struggled to ensure that the Management of Health and Safety at Work Regulations (MHSWR) are effectively implemented, largely due to the high degree of contractorisation in the industry, and the lack of a single industry body to address overall management issues. Activities such as aircraft turnaround, involving a number of service providers, has been poorly managed in health and safety terms, with the emphasis on turnaround times and avoidance of damage to the aircraft.

7 After consultation with the industry HSE published HSG209 Aircraft Turnaround in 2000, to assist the industry in applying MHSWR to the aircraft turnaround process. Although there was general agreement that the guidance was needed, take-up was poor, and development and implementation of Turnaround Plans was slow. Where the guidance was followed, individual ground handlers and airlines were developing their own widely varied Plans, with the possibility of creating additional confusion about roles and responsibilities. The industry could not agree on ownership of the plans, and responsibility for the supervision of the process. Arguments revolved around the role of the 'Turnaround Supervisor' their authority and the cost of fulfilling this role.

8 In addition to this work, HSE have worked closely with CAA and the industry in the development and revision of CAA guidance document CAP 642 Airside Safety Management, which aims to align safety management requirements of both HSE and CAA. Joint inspections of airside safety have been undertaken at some airports involving HSE inspectors and CAA Aerodrome inspectors. These inspections have been extremely useful and well received, and it is hoped that further joint inspections will be arranged on a local basis. CAA are developing guidelines for such inspections.

Current situation

9 In 2003 an Industry Strategy Group (ISG) was established under the 'Revitalising Health and Safety in Air Transport' banner (RHSAT). This group, and a number of Working Groups set up to consider specific issues, has membership from across the industry, with representation from airports, airlines, ground handlers and employee representatives. The ISG acts as an industry steering group which aims to identify key health and safety issues and establish industry standards.

10 Following a series of discussions a Turnround Working Group was set up and met in February 2005. This group considered a range of existing Turnround Plans and came to an agreement that industry guidance on Turnround Plans, and production of a generic format would be useful. The group is taking this work forward. Inspectors can find further information on the work of this group on the Air Transport Community of Interest site, or by contacting the Transportation section.

11 There is, however, concern about industry-wide take-up of the HSG209 principles, and reports from the field indicate widely varying standards of turnround management, and of work practices during turnround. With increasing time pressures on turnround, effective management will become more important in preventing accidents and poor practice.

12 HSE have commissioned research by BOMEL to assess the level of compliance with HSG209 and identify barriers to the introduction of Turnround Plans. This research is due to be undertaken in the early part of the 2005/06 work year.

Inspection activities

13 Divisions are asked to plan interventions at one or two international or regional airports, dependent on number of local airports, airport expansion plans, new airport openings.

14 There is potential for cross-division cooperation with major airport groups such as BAA (Heathrow, Gatwick, Stansted, Glasgow, Edinburgh, Aberdeen and Southampton); TBI (Luton, Cardiff and Belfast International) and Manchester Airports Group (Manchester, Nottingham East Midlands, Bournemouth and Humberside Airports).

15 Divisions may also plan coordinated interventions with airlines at their HQ or at several airports. UK based airlines include British Airways (Heathrow HQ), Virgin (Gatwick), BMI (Nottingham East Midlands), EasyJet (Luton), charter airlines such as Britannia, Thomas Cook, Monarch, MyTravel, First Choice (Manchester). Transportation Section can assist in facilitating cross-division projects where required.

16 Each intervention could include initial inspection with time for follow-up with individual companies or airport safety groups, a single intervention with planned feedback meetings scheduled at the end of the inspection, or a Head Office intervention linked with airport

inspection.

17 Suggested resource allocation is given in [Annex 1](#). Divisions are asked to inform Transportation Section when inspection plans are agreed so the initiative can be coordinated nationally, where interventions may impact on airport groups, ground handlers or airlines, and inspectors can be made aware of other interventions.

18 Divisions may wish to plan the Turnround inspections for the latter half of the work year, to allow for further development of the industry initiatives and BOMEL research on Turnround.

19 Inspections should be designed around airside inspection of turnround activities, with the primary emphasis on Workplace Transport, and will incorporate the following issues as relevant:

- Workplace transport – driver training and standards; compliance with ramp safety requirements; maintenance; vehicle management systems; vehicle design (BS EN 1915 and 12312); falls from vehicles. Transport issues related to airport infrastructure and design include pedestrian control and segregation; design of roadways and pedestrian walkways; airport authority control of driving standards and airside driving permits.
- Falls from height – aircraft access steps and passenger access; ground handling access equipment; aircraft maintenance/ de-icing etc.
- Manual handling – baggage and cargo handling; assisting disabled passengers.
- Partnership working with CAA, Local Authorities as relevant.

20 Safety by design for new builds or extension of runways and facilities may be considered as part of the inspection, but time spent on this should be allocated to the project detailed in [SIM 05/2004/53 Designing in Health and Safety at Airports](#), and not to the Turnround project.

21 CAA have provided details of their programmed airside inspections and local inspectors and some involvement of the aerodrome inspector could be included if perceived to be useful and convenient.

Aims and Objectives

22 Aims and objectives:

- To reduce Workplace transport related injuries during aircraft turnround.

- To reduce manual handling, slips and falls from height injuries during aircraft turnround activity, and to reduce manual handling, slips and transport injuries within terminal buildings through cooperation and liaison with LAs.
- To maintain and raise awareness among dutyholders (airports, airlines and ground handlers), employees, trades unions and other regulators about MHSWR and management of health and safety during aircraft turnround.
- To work with dutyholders to prevent accidents and ill-health through improved design of GSE and airport infrastructure.
- To support the work of the Industry Strategy Group and stakeholders in the industry by use of appropriate sensible advice and enforcement where cooperation is not forthcoming.

Enforcement

23 Enforcement should be in line with the guidance in existing SIMs. Where inspectors are considering enforcement action relating specifically to Turnround Plans or Turnround Management, such as action against an airline which may operate out of several different airports, or an airport which is part of a group, they should consider national implications. In such cases inspectors should contact the Transportation Section who will endeavour to provide national coordination of any such action, and any other Turnround initiatives with national implications.

Further information and guidance

24 Information on airport inspection and current issues can be found on the Air Transport Community of Interest site. Any inspectors who are not members of the Community should contact the Transportation Section.

25 Current SIMs are:

- [SIM 05/2002/60](#) - Manual handling risks during baggage handling on the ramp
- [SIM 05/2003/55](#) - Manual handling risks during assistance of disabled passengers boarding or disembarking aircraft
- [SIM 05/2003/58](#) - Safe external access and working platforms at helicopters (rotary wing aircraft) during maintenance

- [SIM 05/2004/13](#) - Safe access to aircraft for catering operations
- [SIM 05/2004/53](#) – Designing in Health and Safety at Airports: Project for 2004/05
- [SIM 05/2004/55](#) – Leader Ports and Airports: Project for 2004/05
- [SIM 05/2005/05](#) - Preventing falls from height from, or when opening and closing, aircraft doors

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ANNEX 1

Time allocated is suggested **Contact time**. All other activities such as planning, reporting etc should be calculated according to the requisite allowances for these activities.

1 **London** – 2 days

- **Heathrow Airport.** There is considerable work underway at Heathrow involving the Heathrow Safety Leadership Group and the RHSAT Turnround Working Group. Heathrow have already introduced a generic Turnround Plan, which is being used as the basis for industry wide guidance or framework.
- It is suggested that the London Division allocate 2 contact days to establishing links and liaison with the existing Working Groups to monitor progress. Also potential for coordinating role for cross-division BAA or British Airways work.

2 **ESE** – 6 days

- **Gatwick Airport.** Gatwick have initiated a Turnround project with the aim of developing and introducing a Turnround Plan (based on the Heathrow work) by September 2005. 2 days contact time should be allocated to liaison with this group and monitoring of progress in the second half of the year. Also HO location for Aviance, Virgin Atlantic.
- **Stansted and Luton.** 2 days each at these airports, with potential for airport group (TBI

or BAA) focus or HO intervention with EasyJet, linking with inspection at other airports.

3 **WSW** – 4 days

- **Cardiff, Bristol, Southampton and Bournemouth** airports with potential for cross-division work on TBI airport group, BAA or Manchester Airport Group.

4 **Mids** – 4 days

- **Birmingham International, Nottingham East Midlands.** Potential for cross division work with Manchester Airports Group or with BMI at East Midlands.

5 **YNE** – 4 days

- **Leeds/Bradford, Humberside, Teeside, Newcastle.** Potential for work with Manchester Airport Group.

6 **NW** – 4 days

- **Manchester Airport, Liverpool John Lennon.** Possible coordinating role for Manchester Airports Group or intervention with Charter Airlines. Servisair also have their HQ at Manchester.

7 **Scotland** – 3 days

- **Edinburgh, Glasgow, Aberdeen.** BAA airports – potential for central or coordinated intervention.