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COURSE BROCHURE

Airside Safety and Apron Management Training Course

7 – 11 June 2027
Geneva

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Registered in the United Kingdom and Saudi Arabia

Airside Safety and Apron Management Training Course

Ref: 2098_77314 **Date:** 7 – 11 June 2027 **Location:** Geneva **Fees:** 7500 GBP

Airside Safety and Apron Management is a 1-week training course for apron supervisors, airside operations managers and movement-area safety leads, built around an Apron Safety Inspection and Control Plan that each participant drafts for their own stands and service roads. Busier turnarounds and mixed vehicle fleets make apron incidents costly. Jupiter Prime Training delivers this Airside Safety and Apron Management course.

Why Airside Safety and Apron Management Matters Now

Three forces shape the apron today. Tighter turnaround windows push more vehicles, staff and equipment into the same stand area at once. Electric ground support equipment, autonomous tugs and new charging points change how the ramp is laid out and driven. An airport that controls its apron well protects aircraft, people and schedule; one that does not faces damage, injuries and lost slots. The course rests on the safety management system SMS approach and on the aerodrome operating rules found in an aerodrome manual.

Who Gains Most from Airside Safety and Apron Management

- Those who supervise stand activity and marshalling during each turnaround
- Those who issue airside driving permits and enforce vehicle rules
- Those who inspect the movement area and close defects
- Those who coordinate handlers, fuellers and caterers on the ramp
- Those who investigate apron occurrences and track corrective actions

An airport operations unit gains most when apron supervisors, permit officers and safety staff attend together and agree one set of ramp rules.

Airside Safety and Apron Management Capabilities

Participants leave able to run a safer, more orderly ramp in which every vehicle, person and aircraft movement follows a known rule.

- Assess apron hazards by stand, time of day and activity — duty managers allocating supervision
- Design vehicle routes, speed limits and right-of-way rules — airside driving permit holders
- Specify an inspection routine for markings, lighting and debris — the movement-area safety lead
- Apply stand entry, chocking and clearance checks — ground handling partners
- Build an occurrence reporting and corrective action log — the safety committee
- Communicate ramp rules through briefings and signage — contractors new to the airside

Key Airside Safety and Apron Management Terms

- Apron — the airside area where aircraft park, load, refuel and board, shared by vehicles, equipment and staff.
- Equipment restraint area — a marked zone near the stand where ground equipment waits until the aircraft has stopped and is chocked.
- Foreign object debris FOD — any loose item on the movement area that can be ingested by engines or damage tyres.
- Airside driving permit — the authorisation that allows a named person to drive a stated vehicle type on set airside zones.
- Stand clearance check — the visual confirmation that the stand is free of people, equipment and debris before an aircraft arrives.
- Jet blast zone — the area behind an aircraft where engine exhaust can move vehicles, equipment or people.

Airside Safety and Apron Management Day by Day

Day 1: The Apron as a Shared Workplace

- Apron Layout and Stand Geometry — Where Conflicts Between Aircraft and Vehicles Arise
- Turnaround Activity Map — Which Parties Occupy the Stand and When
- Safety Management System Basics on the Ramp — Who Owns Each Apron Hazard
- Electric Ground Equipment and Charging Points — New Layout and Fire Questions
- Apron Occurrence Trends — Which Incidents Deserve Supervision First

Day 2: Vehicle and Personnel Control

- Airside Driving Permit Scheme — Who May Drive Which Vehicle Where
- Service Road and Speed Rules — Separating Vehicles From Taxiing Aircraft
- Equipment Restraint Areas — When Ground Equipment May Approach the Aircraft
- High-Visibility and Hearing Protection Rules — Protecting Staff Near Engines
- Escort and Visitor Control — Managing Contractors on the Airside

Day 3: Stand Operations and Hazards

- Stand Clearance and Arrival Checks — Releasing a Stand for an Aircraft
- Marshalling and Visual Docking Guidance — Safe Final Positioning on Stand
- Chocking, Coning and Wingtip Clearance — Preventing Ground Damage
- Jet Blast and Pushback Zones — Keeping People Out of Exhaust Paths
- Fuelling Safety Zones — Coordinating Refuelling With Boarding and Loading

Day 4: Inspection and Occurrence Follow-Up

- Movement Area Inspection Routine — Frequency, Route and Recording of Defects
- FOD Walks and Sweeper Scheduling — Keeping Stands and Taxi Lanes Clean
- Markings, Lighting and Signage Checks — Prioritising Repairs on the Apron
- Occurrence Reporting and Root Cause Review — Turning Reports Into Fixes
- Corrective Action Log — Tracking Closure With Handlers and Contractors

Day 5: Practising the Apron Safety Inspection and Control Plan

- Stand Hazard Ranking for One Apron — Choosing Where Supervision Goes First
- Vehicle and Permit Rule Set — Agreeing Ramp Rules With Every Operator
- Inspection Calendar and Checklist — Assigning Each Check to a Named Role
- Ramp Briefing and Signage Pack — Reaching Contractors and New Staff
- Apron Safety Inspection and Control Plan — Final Draft for Leadership Sign-Off

Applying Airside Safety and Apron Management After the Course

- Run a two-week stand hazard survey on the busiest apron and rank stands by turnaround conflicts.
- Rewrite the airside driving rules with handlers and brief every permit holder on the changes.

Airside Safety and Apron Management Questions FAQ

What is Airside Safety and Apron Management and why does it matter now?

It is the control of people, vehicles and aircraft on stands and service roads. It matters now because faster turnarounds, electric equipment and more contractors put more activity into the same space, so incidents are likelier and more costly.

Which roles gain most from Airside Safety and Apron Management training?

Apron supervisors, permit officers, movement-area inspectors and airside safety staff gain most.

How does Airside Safety and Apron Management differ from a ground handling course?

It focuses on the rules and inspections that keep the ramp safe for everyone. A ground handling course covers contracts and productivity instead.

What do you bring back from Airside Safety and Apron Management training?

You bring back a draft inspection and control plan for your own apron. It ranks stand hazards and assigns each check to a named role.

Airside Safety and Apron Management: The Way Forward

The Apron Safety Inspection and Control Plan first informs where supervisors stand during peak turnarounds. Duty managers, permit officers and handling partners use it to agree ramp rules and inspection duties. After its first month in use, the hazard ranking is worth revisiting with fresh occurrence reports, new equipment and any changes to stand layout.