

Business Continuity Manual

Business Continuity Plan: H2

Prolonged Red Lightning Warning

		Signature	Revision	Effective Date
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A. INTRODUCTION

1.0 Regular Apron Capacity

There are altogether **236** aircraft parking stands available for aircraft ground services or maintenance at Chek Lap Kok (CLK).

*Passenger Apron Frontal Stands	77
*Passenger Apron Remote Stands	42
*Cargo Apron	34
*West Cargo Apron	35
Maintenance and Long Term Parking Apron	21
Temporary Parking Stands	27

***No. of Operational Parking Stands: 188**

1.1 Temporary Parking Stands

The available temporary parking stands and their corresponding condition of use are as follows:

Stand No.	No. of Stands	Condition of Use
TW1	1	<ul style="list-style-type: none">• Tow-in/ Tow-out• Up to wing span of 26m (only for CR700 and ERJ170)
TW2	1	<ul style="list-style-type: none">• Tow-in/ Tow-out• Up to Code C aircraft
TC1	1	<ul style="list-style-type: none">• Tow-in/ Tow-out• Up to Gulfstream 650.• No night time operations.
M25-27	3	<ul style="list-style-type: none">• Tow-in/ Tow-out• Up to B737 MAX 8

M1A	1	<ul style="list-style-type: none">• Tow-in/Tow-out• Up to Code C aircraft
NB21-NB40	20	<ul style="list-style-type: none">• Tow-in/Tow-out• Up to Gulfstream 650• No ground servicing of aircraft• No night time operations

2.0 Objectives of Mitigation Parking Procedures

Sudden surge in demand for active parking stands may arise when adverse weather, prolonged Red Lightning Warning or industrial actions affecting airlines operations. Mitigation parking increases the aircraft parking capacity by providing temporary parking positions on the apron for non-active aircraft and release full operational stands for active aircraft whilst maintaining safe and efficient airfield operations. Those parking positions are not equipped with aircraft ground servicing facilities.

B. PARKING OF INOPERATIVE AIRCRAFT WITHOUT INTERFERENCE TO NOMRAL AIRFIELD OPERATIONS

1.0 Failure Impacts

1. Increase in the demand for parking stands.
2. Increase in the number of aircraft parked in the airfield.

2.0 Failure Recovery

1. Temporary parking positions are provided at various locations on the Apron. Table One below summarises the parking areas to be used under Phase One.

Mitigation PARKING AREAS-TABLE ONE

Parking Order	Location	No. of aircraft able to be accommodated
1	Taxilane M (MT1 – MT3)	3
2	Taxilane P (PT1 – PT5)	5
3	Taxilane N1 (NT11 – NT16)	6
4	Taxilane L7 (LT1 – LT2)	2
5	Taxilane N2 (NT22 – NT24)	3
6	Taxilane R (RT1 – RT9)	9
Total		28

- a. IAC-ACC will seek permission from Air Traffic Control (ATC) prior to activation with the general aircraft stand occupancy, expected amounts and types of aircrafts involved, expected overall duration.
- b. All line maintenance operators will be well informed of the parking locations.
- c. Towing of the aircraft on Mitigation Parking positions must be closely monitored by Airfield staff to ensure parking position on taxilane is correct.
- d. When Taxilane N2 is to be used, IAC-ACC will inform AFC on the arrangement.

C. FULL APRON CONTINGENCY PROCEDURE

The procedure is established for the purpose of avoiding and handling full apron situation so that the airport operations can be resumed as soon as possible.

To avoid full apron situation is the main focus of this procedure that highly relies on the Apron Control Center (ACC) staff who are responsible for the parking stand allocation to foresee the parking stand condition of the next coming hour. If it is found to be critical, the “Departure Holding Procedure (DHP): should be activated.

- a. When full apron is predicted in the next hour and condition warrant
- b. ACC inform ATC to activate the “DHP”

- c. ACC inform Airport Duty Manager (ADM) of the activation of the DHP and issue SMS notify airport community.
- d. If arrivals have been held on Taxiway T and F (abeam Taxiway A) waiting for parking stand already, Airfield Duty Manager (AFDM) should consult ATC supervisor and deploy a trained Airfield Officer to ATC tower to coordinate the disruption and expedite the clearance of the arrivals being held at taxiways.
- e. Details refers to ACC-1003-R

D. INTERFACE WITH OTHERS

1.0 During Contingency

- 1. ADM will consider activation of AEC if situation warrants:
 - a. AEC activation to include representatives from airlines, ground handling agents, ramp operators and other involved parties
 - b. Coordination may need to take place within the AEC for delivering checked bags to passengers who are unable to be reconciled with their luggage.
 - c. Crowd management issues may arise for both airside and landside.
 - d. TOD crowd management plans may need to be actioned.
 - e. PCT teams may need to be deployed

END OF BCP – H2