

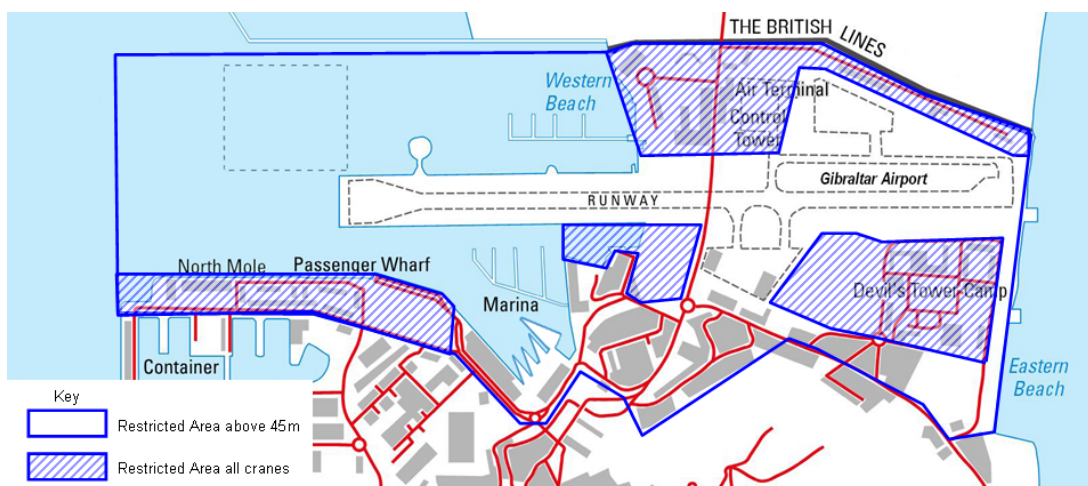
8 Apr 18

## CRANE OPERATOR REQUIREMENTS

In mid July 2015 a scheduled aircraft had to be diverted to Malaga Airport due to the presence of a mobile crane operating on the North Mole, which had not been notified to the Aerodrome Operator. In order to avoid such costly occurrences in the future, you are reminded that you are to notify the Aerodrome Operator (through RAF Gibraltar Air Operations) of any crane operations in and around the runway area regardless of whether or not they will breach the Obstacle Limitation Surfaces. The notification should include the following information as a minimum:

- Date of commencement of crane operations;
- Duration of crane operations;
- Times that the crane is expected to operate;
- Location of the crane activity – A latitude and longitude is required;
- Type of crane to be utilised;
- Maximum height the crane will be operated – this should be referenced to the aerodrome elevation (at time of publishing this is 12ft above Alicante Datum but latest information is found in the UK Military Aeronautical Publication);
- Area of operation; – the total area used including that of the horizontal jib should be shown using a map which also shows the runway;
- Point of contact (fluent English speaker) with whom the Aerodrome Operator's representatives can discuss the planned activity.

The diagram below shows areas considered in the immediate vicinity of the Airfield. This is depicted below bounded by a blue line. The operation of any mobile crane expected to exceed the height of 45 metres anywhere within the Restricted Area shall be subject to coordination with and approval from the Aerodrome Operator.



The operation of any mobile crane within the confines of Devil's Tower Camp, the cemetery, Victoria Stadium, North Mole north of North Mole Road or anywhere north of the runway require coordination with and approval from the Aerodrome Operator. This is depicted above as the blue hashed areas.

In order to ensure the required coordination can be achieved prior to the works commencing, Crane operators should request any such activity through the Aerodrome Operator at the earliest opportunity in order for the request to be facilitated with minimum delay but are to be submitted a minimum of 5 working days prior to the planned commencement date. The request should be submitted to [GIB-RAF-ASM@mod.uk](mailto:GIB-RAF-ASM@mod.uk) and to [trevor.hammond@nats.co.uk](mailto:trevor.hammond@nats.co.uk).

Once the initial submission has been made, the Aerodrome Operator will then request any further additional information required, depending on the location of the request and whether tower or mobile cranes are to be used. When working underneath the Obstacle Limitation Surface, it is up to the crane operator to prove that this is the case and in the case of mobile crane operations, how the crane operator will be briefed to ensure he understands the limitation under which he is allowed to work.

The Aerodrome Operator will then review the information provided and indicate to the applicant that they are content for the works to proceed on the basis that the operations will not infringe the OLS.

For cranes which will breach the Obstacle Limitation Surfaces, then a draft crane management plan will need to be provided to the Aerodrome Operator with the notification. The Aerodrome Operator will review this and usually invite the requesting organisation to a meeting to discuss the draft plan to confirm details and articulate any changes required. When drafting a crane management plan the requesting organisation should bear in mind that the use of mobile cranes breaching the OLS within the Restricted Area will not normally be permitted and spatial limits imposed on fixed cranes while flying is in progress. Flying shall be considered to be in progress from 30 minutes before any aircraft ETA until it lands and from the time an aircraft starts engines for departure until 15 minutes after its ATD.

Since a crane management plan may require additional orders to be written for actions to be incorporated into routine ATC operations, the requesting organisation must take into account that additional time may be required as the process may take up to an additional 20 working days.

M Jones  
Flight Lieutenant  
Air safety Manager  
RAF Gibraltar  
2005 3365