PENTICTON AIRPORT

Apron Management Plan

AMENDMENT PROCEDURES

The Penticton Airport Manager is responsible for the development, issuance, and control of amendments to this manual. Once reviewed by the SMS (Safety Management System) committee, amendments will be properly inserted by the person in the position indicated on the distribution list. All manual holders will be responsible for the safe custody of their manual.
Within thirty days of issue of an amendment, confirmation will be provided to the Airport Manager that the required amendment action has been accomplished by the return of the amendment control page, signed, and dated by the individual amending the manual.

(a) Each page will show the amendment number and date at the bottom.
(b) All amendments will be shown by providing a vertical black line in the margin where changes in paragraphs or wording are made.

RECORD OF AMENDMENTS

No.	Date of Issue	Changes Made	Enter By
1	April 24, 2025	All Sections	Simon Barbour

LIST OF MANUAL HOLDERS

No.	Organization	Type
Master	TC - Penticton Airport Manager	Paper and Electronic
#1	TC - Superintendent of Airport Operations	Paper and Electronic
#2	TC - Airport Operations and Maintenance Supervisor	Paper and Electronic
#3	Nav Canada – Penticton FSS	Electronic
#4	WestJet Encore	Electronic
#5	Executive Aviation	Electronic
#6	Pacific Coastal	Electronic

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1. INTRODUCTION

The airside of an airport is a specialized working environment which is governed by rules specifically designed to prevent accidents and minimize the risks of injury to all persons within it.

This manual is a reference source to combine the applicable acts, regulations, and procedures related to safe apron operations that experience has shown to be most important in the airside environment. These rules are drawn from TP312 Aerodrome Standards and Recommended Practices, ICAO (International Civil Aviation Organization) Aerodrome Standards Design and Operation.

This manual should be considered supplemental to the Penticton Airport Operation Manual and the Airport's Local Airport Traffic Directives AVOP (Airport Vehicle Operations Pass), and Airport Winter Maintenance Plan. The directives contained in this manual apply at Penticton Airport only and are based on Acts, Regulations, procedures best practices for the safe and orderly operation of activities on airport aprons.

The following acts and regulations were used to support the information in this manual.

(a) Aeronautics Act
(b) Civil Aviation Regulations
(c) Airport Traffic Regulations

Persons using this manual are reminded that it has no legislative sanction. For the purposes of interpreting and applying the law, the Acts and Regulations should be consulted. Damage to the airport or facilities due to flagrant negligence of compliance with this plan may be subject to civil action.

Penticton is a Certified Airport #5151-P145 identified as CYYF or YYF. YYF is designated as an uncontrolled airport. Thus, the air traffic is only advised by Flight Services of the current conditions at the airport and pilots can make their own decisions as to where and when to maneuver. Vehicle control services are not provided by Flight Services for aprons. This manual is best practice use of the apron based on the existing design of each surface.

2. DEFINITIONS

ACN: Aircraft Classification Number; a number which expresses the relative structural effect of an aircraft on different pavement types for specified standard subgrade strengths in terms of a standard single wheel load.

Aerodrome - any area of land, water (including the frozen surface thereof), or other supporting surface used, designed, prepared, equipped or set apart for use either in whole or in part for the arrival, departure, movement, or servicing of aircraft and includes any buildings, installations andequipment situated thereon or associated therewith.

Aircraft - any machine capable of deriving support in the atmosphere from the reactions of the air.

Airport - an aerodrome in respect of which a Canadian aviation document issued pursuant to the Aeronautics Act is in force.

Airport Operator - the entity, which is Transport Canada Penticton Airport, responsible for the operation ofthe aerodrome as a certified airport.
Airport Manager (APM) - the person in charge of an airport or the authorized representative of that person.

Airside - that area of an airport intended to be used for activities related to aircraft operations and to which public access is normally restricted; all areas inside the airport perimeter fence orairside building security barrier which is marked with “Restricted Area” signs, as defined in the aerodrome security regulations.

AGN: Aircraft Group Number; this operational based concept under TP312 5th edition uses specific characteristic of the aircraft such as approach speed, wingspan, outer main gear span and tail height relating to the infrastructure and Obstacle Limitation Surface design specification for every airfield element. This assessment and assignment of an AGN will determine the maximum AGN (size/type) of aircraft the specific airfield element (i.e., taxiway) can accommodate safely.

ALR; Aircraft Load Rating is a number expressing the relative structural loading effect of an aircraft on a pavement. The load rating of the aircraft is defined as the standard gear loading which has the same pavement thickness requirement as the aircraft
Apron - that part of an airport, other than the maneuvering area, intended to accommodate the loading and unloading of passengers and cargo, the refueling, servicing, maintenance and parking of aircraft and the movement of aircraft, vehicles, and pedestrians to allow execution of those functions. Also known as a “Ramp or Tarmac,” these terms are not recognized by Transport Canada regulations for airports.
AVOP - An Airside Vehicle Operator’s Permit authorizing a person to operate a vehicle on the specified airside areas, at the airport named.

Equipment - any motor vehicle or mobile device, either self-propelled or towed, or of a specialized nature, used for runway and airfield maintenance or in the maintenance, repair and/or servicing of aircraft, including test equipment, cargo, and passenger handling equipment.

Flight Service Station (FSS) – a Nav Canada operated facility from which aeronautical information and related aviation support services are provided to aircraft including airport and vehicle advisory services for designated uncontrolled airports.

Foreign Object Debris (FOD) – any metal, plastic, or paper litter that could potentially cause damage to jet engines or injure personnel.

Groundside - that area of an airport not intended to be used for activities related to aircraft operations and to which the public normally has unrestricted access; the portion of an airportthat is publicly accessible.

Maneuvering Area - that part of an airport ordinarily used for the take-off and landing of aircraft and for the movement of aircraft associated with taxiing but does not include the apron.

Markings; are painted lines on the movement surfaces.

Movement Area - that part of an aerodrome intended to be used for the surface movement of aircraft and includes the maneuvering areas and aprons.

Obstacle Limitation Surface (OLS); A surface that establishes the limit to which objects may project into the airspace associated with an aerodrome consisting of the following; a takeoff surface, an approach surface, a transitional surface, and an outer surface.

Outer Main gear span means the maximum width between the outer edges of the outer main landing gears, as stated by the aircraft manufacturer.

PLR: Pavement Load Rating; is a number expressing the bearing strength of a pavement for unrestricted aircraft operations. PLRs are expressed on a scale of 1 (weakest pavements) to 13 (strongest pavements). Pavement bearing strengths are determined from field measured data on pavement thicknesses and subgrade bearing strengths.
PCN: Pavement Classification Number; A number which expresses the relative load carrying capacity of a pavement in terms of a standard single wheel load.

Taxiway - the part of an aerodrome solely used for maneuvering to and from Apron and Runways.

Taxi-lane - the part of an aerodrome apron solely used for maneuvering to other parts of the apron or access to a taxiway

Tail height: means the maximum height of the highest part of the aircraft, as stated by the aircraft manufacturer.

Uncontrolled Airport - an airport that is “non-controlled” to the extent that the airport does not have an operating air traffic control tower.

Uncontrolled Area - an area on the airside which does not require “ground” permission to enter; the uncontrolled area consists of the main apron.

Vehicle - any type of automobile, bicycle, skateboard, over snow vehicle or any other type of self-propelled vehicle, which does not include aircraft.

Vehicle Control Services (VCS) – Nav Canada's FSS controls the movement of vehicles (not aircraft) on the airport maneuvering areas.

Wingspan: means the maximum width of the aircraft between wing tips, as stated by the manufacturer.

YYF – is the ICAO designator for the airport identification of Penticton Airport.

3. APRON MANAGEMENT GENERAL / SAFETY RESPONSIBILITIES

3.1 Objective

This manual is intended for instructing staff of organizations operating at the airport on how the aprons are intended to be used as designed. This manual will not repeat all the details of the Airport Traffic Directives / AVOP, as those requiring vehicle access onto any apron must be educated in those procedures.

Whilst the Airport Operator will set the framework for safety management, it is fundamental to safe airside working that all airport users work together to ensure the presence of a ‘safety culture’ and the use of ‘best practice’ to reduce the risk of accidents. To this end, each organization operating at the airport is responsible for ensuring safety standards are maintained and improved. Therefore, the following requirements apply to allorganizations operating at the airport:

- Managers must have terms of reference for safety responsibilities.
- All staff must be provided with safe systems of working and be adequately trained toperform the tasks that they are required to undertake.
- Managers must ensure that risk assessments have been undertaken for all tasks/procedures and that all reasonable steps to reduce risks have been consideredand implemented in accordance with the relevant legislation.

3.2 Procedures

It is the responsibility of all managers or section heads to ensure their staff is trained, briefed, and understands the requirements of apron/airside safety procedures and that a system is established by each organization to ensure these procedures are complied with. The procedures must cover such aspects as individual discipline in airside/apron areas, driver andvehicle operations, safety aspects of equipment use, equipment serviceability, equipment parking, control and guidance of passengers and safety aspects close to aircraft, engines, and propellers.

3.3 Mobile Telephones

In line with widespread guidance on the potential effects of mobile telephones, YYF requires that no mobile telephones be used in airside areas as follows:

- Within 10 meters of a refueling aircraft or truck that is refueling an aircraft.
- By passengers who are airside of the Terminal Building

Ground handling agents and airlines are to ensure that passengers are instructed to turn off their mobile telephones when airside of the Terminal Building

All staff operating in airside areas and who are required to use a mobile telephone for operational duties may use mobile telephones in compliance with the requirements above, however, when doing so they must exercise care and caution regarding their surroundings and immediate activities that may be taking place. Under no circumstances must a mobile phone be used whilst driving a vehicle unless it is equipped with hands-free capability.

3.4 Smoking

In common with all Canadian Airports and relevant safety guidance, **smoking on airside is NOT PERMITTED**. Whilst the electronic cigarette itself may present no hazards, it is impossible to differentiate between an electronic and a real cigarette, especially at a distance. This reflects poorly on the airport, its partners and most pressingly, can alarm passengers and other apron users regardless of whether the individual is smoking. All operatives on the apron must either politely request any individuals using electronic cigarettes to cease immediately or notify the Airport Operator who will assist.

3.5 Walkways

Pedestrian walkways are clearly marked, and all users are to pay particular attention to passenger/pedestrian movements to/from aircraft in the vicinity of vehicle/equipment operations

3.6 Passenger Escort

Ground handling agents or flight crews are responsible for the safe escort of passengers in airside areas and are to ensure that there is sufficient staff available to adequately supervise passengers on the apron. This is to include the safe supervision of passengers walking to/from the terminal building and the issue of appropriate guidance to ensure passenger safety.

3.7 High Visibility Clothing

The wearing of hi-visibility clothing has long been regarded as one of the key elements of managing safety in the airside environment. Each organization operating at the airport must address the use of high visibility clothing in their own operating procedure/policy.

3.8 Lighting of Apron Activities during the Hours of Darkness

Only those aprons lit with flood lighting should be used at night for any operations other than taxiing. All non-standard activities on the apron, regardless of the time of day, require prior permission from APM. Upon receipt of permission, it is the responsibility of the party undertaking the activity to ensure that sufficient lighting is in place to provide safety. Any temporary lighting can only be erected upon development of a Safety Case/Risk Analyses and permission from the Airport Operator and Nav Canada.

Low Visibility Procedures

When visibility falls below ¼ sm or R.V.R 1200, persons and vehicles operating on the Apron must be kept to the essential minimum.

3.9 Towing/Taxiing of Aircraft

Whilst an aircraft is under tow, the tug driver is responsible for the safety of the aircraft just as the aircraft commander is when it is taxiing and is expected to comply with this apron management plan.

3.10 Apron right of way

In order of priority:

1. Aircraft
2. Pedestrians
3. Emergency vehicles with warning devices operating
4. Snow removal or maintenance equipment in the performance of their duties
5. Vehicles towing aircraft and
6. Aircraft fueling vehicles

3.11 Vehicle Parking

Vehicle parking on airside is addressed in more detail within the Airport Traffic Directive / AVOP manual. Vehicle parking is only allowed with expressed written consent of the airport operator (APM).

***At no time may a vehicle park, occupied or otherwise, in such a way as to block access for maintenance and emergency vehicles to airside via Gates #76 & #94. ***

3.12 Auxiliary Power Units (APU)

Aircraft APU's can generate elevated levels of noise and significant fumes that can cause disturbance to those operating close by. The noise of an APU may mask the noise of approaching vehicles thus endangering staff. Wherever possible, airlines / operators and handlers are to limit the use of APU's while the aircraft is parked. Also, wherever possible, APU's are not to be used whilst passengers are embarking / disembarking. GPUs are to be used in preference to APU's wherever possible.

3.13 Ground Power Units (GPU)

Operators are to ensure that when GPUs are in use, that the connection cable between the GPU and the aircraft as well as the connection to the power stand is routed so that as far as is practical, it does not present a trip hazard to persons. Additional identification measures such as hi-visibility tape, delineators or cones should be considered as part of a further hazard reduction technique. Operators are to ensure that the GPU's are maintained so that they do not present a safety hazard, i.e., all associated cabling must be adequately shielded from damage. All GPU's and related cables must always be stored off the maneuvering portions of the aprons when not in use to facilitate winter maintenance.

3.14 Aircraft Maintenance

To meet the increasing demands of air transport requirements and to achieve optimum usage of aircraft parking areas, especially those nearest to the Terminal, priority for aircraft parking usage is given to commercial arriving / departing aircraft.

When aircraft maintenance is undertaken on the apron or out of service aircraft are parked, which may inhibit the ability to perform winter maintenance, the flexibility for allocating that parking area to an arriving / departing aircraft is lost. To avoid this, unless prior permission has been received from the airport authority, any aircraft requiring maintenance that may impact on the use of the parking stand should be relocated to North Apron until repairs have been made.

3.15 De-icing

Deicing of aircraft must only occur within the designated deicing area. This area includes Ops Stand #2 and Ops Stand #3. Accurate records indicating the amount of glycol dispensed must be kept and supplied to the airport authority at the end of each winter operational period.

3.16 Fueling

All fueling activities on airside must comply with the CSA standard B836-14 Storage, Handling and Dispensing of Aviation Fuels at Aerodromes. Of special note is the limitation on fueling within 15m of the terminal building. Every tenant/licensed user of the airport that has fuel storage must have their own spill containment equipment and emergency response plan. Fuel spills must be reported to the airport operator immediately.

3.17 Engine Run-ups & Compass Swings

Defined as, any engine start-up not followed immediately by the departure of the aircraft concerned. A compass swing requires a large unoccupied area for rotating the aircraft through 360º while checking instrument calibration.

The airport operator is responsible for ensuring the safe ground running of aircraft engines on the aerodrome and the control of any resulting blast, fumes, and ground noise. The locations and procedures for aircraft ground engine runs and compass swings can be found in table 3.

3.18 FOD Control

Any FOD airside can seriously damage aircraft engines. Ground handling agents or flightcrews are responsible for control of any FOD from their operation. There are no waste receptacles airside, waste must be disposed of groundside before going airside.
Exterior groundside waste receptacles are in the fenced compound by the viewing area. If you observe FOD on airside, you must do your best to remove it. If you cannot remove it, advise the airport operator directly for removal. All FOD incidents are to be reported to the Airport Operator. FOD control is everyone's responsibility.

3.19 Animal Control

All animals must be under direct control by way of being physically always restrained when on the airside. A physical restraint can be leash, harness, kennel, or vehicle. The only exemption to this rule is police service dogs or wildlife control dogs hired by the airport operator. All other animal control information can be found in the Airport Wildlife Management Plan.

3.20 Aircraft Chocks

Chocks are used to prevent the movement of an aircraft whilst on the ground. The method used for chocking will vary depending upon the aircraft type and the requirements of individual airline operators. Chocks should be used for every aircraft parked on the apron without tie-downs and only be removed at the request of the pilot. Penticton Airport assumes that itinerant aircraft owners/operators will provide their own chocks, however Maintenance does have limited chocks available upon request. If utilized, chocks must be returned to Maintenance prior to departure.

3.21 Fire Prevention

Fire prevention is easier than firefighting. The following are guidelines designed to minimize fire hazards on the aprons: the transport or storage of flammable materials on the airport property or the performance of "Hot Work" requires prior permission from the Airport Operator. Fire extinguishers on the Apron or equipment operating on the Apron must be serviceable, checked monthly and clearly tagged showing date of last inspection. Penticton Airport **does not** provide firefighting services; however, the City of Penticton Fire Department will respond as required.

4. LEVELS OF SERVICE

4.1 Design Considerations

4.1.1 Pavement Strength

The bearing strength of airside pavement operational surfaces is determined on behalf of the airport operator by a professional engineering consulting firm experienced in the measurement and analysis of the bearing strength of airport pavements, in determining their ability to support aircraft loads, and in assessing the effect that aircraft loads are likely to have on the future structural performance and condition of the pavement.

The pavement bearing strength as it relates to the aircraft gear load is expressed in either the PLR/ALR or PCN/ACN system, described in section 2 Definitions. Effective aircraft with an equal or lesser value ALR or ACN than the PLR or PCN of the movement surface can use that movement surface without prior permission from the airport operator. Refer to table 2 for PLR and PCN values of each apron.

4.1.2 Markings

Passenger Path Lines “walkways” are white solid lines intended for pedestrian movement to and from the terminal to aircraft operational stands. These pathways are to be kept clear of hazards; however, it does not prevent the ground handling agents or flight crews from the responsibility of passenger escort whilst on the apron.

Taxiway Center Lines; are a continuous yellow line from a taxiway center line across the apron leading to the aircraft parking stands. These taxi lanes are to be kept clear of obstructions for aircraft passage.

Aircraft Stand: YYF has 3 operational Commercial Aircraft Parking Stands that include aircraft lead in lines as a continuation from the taxiway center lines to provide guidance to pilots and marshallers for the safe parking of Commercial Aircraft. Two stands are in front of the ATB with the third to the North. Ops stand 2 and 3 have outlets for GPUs available.

Vehicle corridors are provided at YYF. These corridors are delineated by two solid white lines with a broken white line down the center. Mandatory stopping locations are delineated as well. The Penticton Airport AVOP Manual covers driving protocols and provides more detail on vehicle corridors.

4.1.3 Lighting

Edge Lighting/Markers; are blue lights, no more than 60m apart, to delineate the usable edge of the apron or taxiway. Double Amber lights indicate the transition between the taxiway and apron (FSS permission is required to cross this threshold).

Flood Lighting; ICAO design standards indicate that apron flood lighting shall be provided on an apron intended to be used at night. Refer to table 2 for level of service provided.

4.1.4 Aircraft Design

For the purposes of the Apron Management plan; only the wingspan and gear span of the AGN for access to an apron via a taxiway is relevant. An aircraft with an equal or lesser AGN is permitted to use the surface without prior permission from the airport operator.

The original design aircraft for Penticton Airport is a Boeing 737-400 (Code C aircraft).

Table 1 Aircraft Grouping Numbers

AGN	Wing Span	Outer Main Gear Span
I	Less than 14.94m	Less than 14.94m
II	14.94m up to but not including 24.1m	4.5m up to but not including 6m
IIIA & B	24.1m up to but not including 36m	6m up to but not including 9m
IV	36m up to but not including 24.1m	9m up to but not including 14m

4.1.5 Examples typical Aircraft using YYF

1. Beech 1900D
- Wingspan – 17. 65 m
- Outer main gear span – 7.25 m
- AGN II

2. Boeing 737-400 (YYF's AOM (Airport Operations Manual) - Design Aircraft)
- Wingspan - 28.9 m
- Outer main gear span - 6.4 m
- AGN IIIB

3. DH8-Q400
- Wingspan – 28.4 m
- Outer main gear span – 8.8 m
- AGN IIIA

4. Saab 340
- Wingspan – 21.44 m
- Outer main gear span – 8.8 m
- AGN II

4.2 Apron Use

Table 2 Services Available / Design Limitation - Aprons

Service Level	Apron I
PLR	11
PCN	70/F/C/W/T
Apron Strip**	3m
Markings	Aircraft Stand Taxi-lane, Aircraft Stand, Pedestrian Corridor, Vehicle Corridor
Edge Lighting*	ME
Flood Lighting	Yes
Tie - downs	No
Power Outlets	GPU (2)***
Winter Maintenance Priority	1
Pedestrian Corridor Lines	Yes
Vehicle Corridors	Yes
Helicopter TD Pad	No
Deicing Pad***	Yes, on Ops Stand 2 and 3
Vehicle Control	None
Aircraft Control	Advisory
Vehicle Access	Gate 76 and 94
Fueling Jet – A***	Tank or Truck
Fueling 100LL***	No
Tug ***	Yes

*ME – Medium intensity lights (Blue)
**Apron Strip; distance unobstructed from edge
*** Service(s) provided by Executive Aviation Service (Not the Airport Operator)

4.3 Access to Aprons

Terminal use /access; The Airport Terminal Building on Apron I is for use by any Commercial airline or aircraft pilot/passengers. Parking restrictions do apply, see Table 3 for details.

The North Apron is intended for use by charter operations and general aviation pilots. Access to the apron from groundside is by way of walking gates.

Walking Gate; access to the apron is by way of passcode locks at Gates 85 and 91. Codes are posted Airside on gate signage. It is the pilot's responsibility to view the gate code to gain access back onto the apron. Gate codes are not to be shared. Gate codes are changed every 3 months, so it is important to check the provided code on each visit.

Vehicle Access; access to aprons is restricted by way of the Airport Traffic Directive & AVOP Manual procedures. Access can only be granted by the airport operator or under escort by those that have an AVOP permit for YYF.

4.4 Aircraft Parking

Apron 1 parking area wingspan limits are indicated on Table 3 which allows for a 4.5m separation from obstacles such as buildings, non-frangible airport infrastructure or other aircraft parking areas. A prior permission request can be filed via the Vortex Portal for all itinerant aircraft operations.

Table 3 Intended Use - Aprons

Parking Area **Apron I**	**Max Wing Span (m)**	**Parking Type;** ***Short = 2 hours Medium = 2 days***	**Comments**
Ops Stand 1	25	Short Term / Charter Operations or back up Commercial Airline	Ground handling available by Executive Aviation Services. No maintenance activities permitted without permission.
Ops Stand 2	28.9	Short Term / Commercial Airline	Ground handling available by Executive Aviation Services. No maintenance activities permitted without permission.
Ops Stand 3	28.9	Short Term / Commercial Airline	Ground handling available by Executive Aviation Services. No maintenance activities permitted without permission.
Medevac	NA	Short Term / Medevac	Northwest corner of Apron. Ambulance access through gate 94
North Apron	NA	Medium Term/ General Aviation	Parking is at the pilot's discretion. Prior Permission Required by airport operator. PPR request can be filed via Vortex Portal . Parking Rates will apply

Marshalling; the Marshaller signals the pilot to keep turning, slow down, stop, and shut down or start engines, leading the aircraft to or away from its parking area. Marshalling is the best practice to ensure aircraft maintain their separation from obstacles and use the parking areas for optimum efficiency of passenger, and aircraft flows. At YYF, this service is only available on the Apron from Executive Aviation Services.

Picketing; securing aircraft when parked in the open to restrain movement due to weather or condition of the parking area. There are no tie town anchors located on the apron. The use of ground penetrating anchors is prohibited unless on private leased land.

At no time may an occupied or unoccupied aircraft park or block access for maintenance and emergency vehicles to the airside via the Vehicle Corridor.

4.5 Airport Winter Maintenance

These procedures are covered under the Airport Winter Maintenance Plan. This Plan is reviewed every year and sent out to the tenants and stakeholders of YYF for their reference.

Snow removal equipment will not perform any winter maintenance operation closer than 10 feet (3m) to any aircraft. Aircraft parked overnight during snow conditions may have windrows around them. The pilot will have to request equipment aided snow removal from their contracted ground handling agents for commercial airlines. Snow removal for general aviation will only be performed by the airport operator under the pilots' direct observation and may require a fee for service.

5. AIRPORT OPERATIONS

5.1 Incident Reporting

The responsibility for the activities of air carriers, air operators, air traffic services providers and other companies and agencies on the airside rests with those agencies; however, it is important to ensure that information, which could affect airside safety, is shared between all agencies operating on airside. To that end all incidents that happen at the airport are to be reported to the airport operator (APM). SMS information is discussed during regularly scheduled meetings with the various agencies. Additionally, information with respect to an airside activity (i.e.; construction) which could impact the operation of a particular carrier or agency is sharedwith that carrier or agency as required.
Incident Reporting can be completed using the Vortex Portal

5.2 Security

There is an airside pass control system required and in effect at Penticton Airport. While Commercial Aircraft are occupying Ops Stands 2 and 3, a sterile area surrounds these aircraft that no unscreened pedestrian may enter.
Pedestrian control at the air terminal building and apron(s) is monitored by the airline operator and onsite Security Personnel for commercial flights. Security Personnel and the Airline Representatives are responsible for ensuring that the sterile environment remains while processing arriving and departing flights.
Access to the itinerant and private aircraft parking area is restricted to the aircraft operator/aircrew and passengers only. Aircrews for charter and itinerant aircraft are responsible for pedestrian control of their passengers.
A contracted security firm provides groundside security patrols for the airport that include perimeter security line integrity checks.