

Ground Handling / Ramp Equipment & Services



Marshalling Wands Night

LED marshalling wands are available in a range of colours and are a great way to safely guide your aircraft on to the runway.

- Run on (2) C batterie
- Last up to 400 hours
- Shock proof
- Weather resistant
- Visible up to 1 mile away

£ POA



Marshalling Wands Day

Heavy-duty triangular orange marshalling wands are designed for day use. They will not roll across ramp like round wands.

£ POA

Ramp Operative Storage Bags

We can supply a range of bags perfect for ground handlers to store headsets and other equipment or personal belongings. The bags can be tailored to your company colours as you wish.

£ POA





Ramp Operative Head Sets and Leads

The headset range offers, in addition to the excellent attenuation, unique acoustic performance providing outstanding communication in very high noise environments.

Special built-in amplifier headset for communication between ground staff and aircraft cockpit.

We are also able to provide a system consisting of two options which are more tailored to specific working environments.

These are 'Hybrid Systems'. For example this would mean: if one user required open awareness, but the other required ear protection, you could have one Block and one Lighter headset to create your system

£ POA

Wheel Chocks

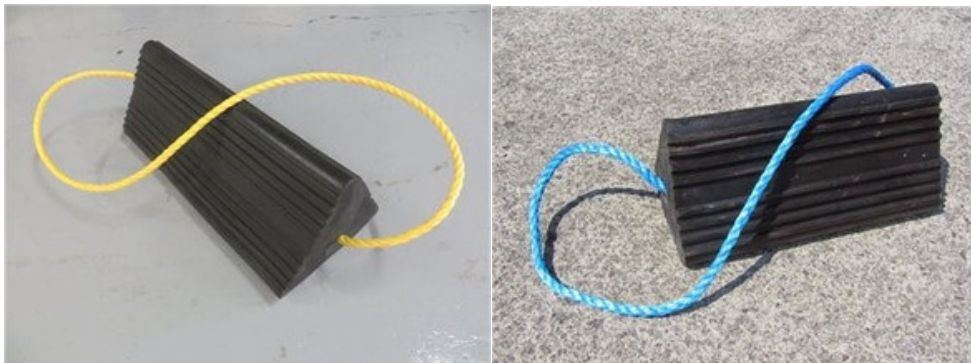
This chock is supplied with a rope for carrying and for pulling the chock from the aircraft wheel by hand.

Airline specific guidelines must be adhered to regarding the length and size of air chock required for each aircraft type.

Different colour ropes can be fitted at extra cost.

This chock is supplied with a rope handle, but can be supplied with chain at extra cost.

£ POA



"Airside Airport Equipment have been supplying TAG Farnborough Airport with ground handling equipment for over 10 years.

The airport is very happy with the services provided in particular for the bespoke equipment which is required for a leading business aviation airport.

We would have no hesitation in recommending Airside Airport Equipment to provide your ground handling equipment."

- Bob Cook, Ground Handling Equipment Manager, TAG Farnborough Airport (Current client who has signed up for our Tough Examination Service Contract)

Bypass pins

Aircraft bypass pins are used to bypass hydraulic system steering on aircraft, allowing for steering to be controlled completely by the pushback tug. Failure to use a bypass pin when the hydraulic system is activated can lead to equipment damage and operator injuries, as well as damage to the aircraft.

Since some aircraft cannot bypass hydraulic steering without shutting down the entire hydraulic system, a bypass pin saves time and makes towing easy.



£ POA



Shear pins & Bushes

A shear Pin is an easily replaceable pin inserted into a Towbar at a critical point and designed to prevent an overload to the aircraft nose oleo.

One of the most frequent requests we receive are for Spare Parts for Towbars. We support the following manufacturers for Shear Pins, Bushes and other parts. Many items are held in-stock or can be made to order.

- ADE/EDGEHILL
- CAVOTEC
- CLYDE
- FLADUNG
- FRANK BROWN
- HALL INDUSTRIES
- HERAUD
- HYDRO
- WOLLARD
- INDUSTRIAL AUTOMATION
- JMS
- LFT
- PATTENDON
- PAYAN
- STANLEY
- STUWING
- TECHMAN HEAD
- TRONAIR
- ZWICKY

All supplied Towbar parts will be supplied with a Certificate of Conformity

£ POA

We are able to offer an annual inspection under our Thorough Examination service to ensure that any Towbar (as well as all other GSE equipment) is fit for purpose regarding safety and damage prevention to the aircraft.

Thorough examinations

£ POA

Airside Airport Equipment is the first company in the UK to offer full safety examinations for ground side equipment.

Fork Lifts and hoists have long been subject to LOLER inspections but we identified the need for greater safety levels on other ground side equipment, particularly anything passenger handling. In consultation with the Health & Safety Executive (HSE) we have established clear, definitive procedures and consistent standards that will eliminate poorly maintained equipment that could lead to expensive aircraft damage.

Maintaining GSE to a high standard, within operational procedures, minimises equipment downtime and results in a marked reduction in aircraft delays. Currently all GSE is required to pass a 'Report of Thorough Examination'.

This examination is required as soon as the equipment is one year old – and may be needed once, twice or even four times a year, depending on the equipment and its use. However not every inspection is a 'thorough exam' and it's important to know the difference.

Inspection is part of any routine service and maintenance – the emphasis is more on function. If your inspection does not conform you could be breaking the Law and invalidating any insurance.

Upon completion of a Thorough Examination our examiners will provide documentation that everything has been carried according to the strict standards demanded by the law. The documentation includes the following:

- A report in accordance with LOLER.
- A checklist showing what has been checked and any comments made.
- A certificate to keep with the equipment.
- A sticker placed on the equipment that shows the due date for the next thorough examination.

If you need confidence that your examinations meet and exceed current legislation talk to us now on 01252 372555.