



AVIATION HIGH VISIBILITY SAFETY GARMENT

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Issue 2

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Background

This Recommended Industry Practice (RIP) was developed to provide specific guidelines for the Aviation industry that were not provided in AS/NZS 4602. Therefore, this document must be read in conjunction with AS/NZS4602 and AS/NZS1906:4

Unfortunately, this document does not provide sufficient guidance for Airport tarmac areas and is, therefore supplemented by this Recommended Industry Practice. These 2 documents must be read in conjunction with one another.

Rationale

The most effective safety measure to protect personal safety on airports is to separate vehicle and aircraft movement areas from personnel movement areas. Unfortunately, this is not always possible so there is a need to ensure that personnel display a high level of visibility to those in control of moving aircraft and vehicles at all times and in all weather conditions. In addition to the clothing requirements specified in the AS/NZS4620 and this RIP, all airside personnel should be regularly trained in the risks of their work areas and in maintaining high situational awareness and reporting all incidents identified that present a risk to personal safety so that these risks can be investigated and dealt with in the most appropriate manner.

Recommended Industry Practice

As a minimum, all personnel walking or working airside must, while airside, wear a high visibility safety garment covering the body torso as a minimum.

This high visibility safety garment must be the outer layer of clothing to ensure that the person has the best opportunity to be seen by personnel operating moving aircraft and/or vehicles.

The minimum requirements of the fluorescent component

of the garment must be as follows:

Colour: Yellow

Min. Luminescence: 0.7¹

Garment classification: D/N²

Provide good UV and fade resistivity or be replaced on a regular basis.

The high visibility safety garment must comprise the following criteria which are different to the AS/NZS 4602 requirements:

1. The outer layer of clothing must be made of material that has the fluorescent specifications shown above;
2. The fluorescent material showing will comprise a total area of at least 0.4 square metres;
3. The sleeves and collar can be of any other colour;
4. A small company logo can be placed on the chest of the garment. This should be no larger than 10 cm x 10 cm;
5. The garment will have retroreflective tape applied to the following minimum criteria:
 - a. a full hoop of 50mm tape around the waist; and
 - b. a further half hoop across just the back of the garment of 25 mm tape no higher than 25mm above the full hoop; and
 - c. 2 braces of at least 25mm tape running over the shoulders of the garment from the back bottom hoop to the front bottom hoop.
6. The garment must incorporate a means of securing the garment so that it covers the torso (ie buttons, velcron or zip front or pull over the head styles).
7. Where overalls are worn, in addition to the upper body criteria specified above, there should be 1 hoop of 50mm tape placed around the calf of each leg.

It is still a requirement that the Airside Security Identification Card (ASIC) is shown in on the outer layer of clothing at the left chest area so the High Visibility Safety Garment should ideally incorporate a clear plastic pocket or some other means of securing the ASIC card in

¹ Users must be aware that the more open-weave an item is the harder it is to have this item meet the minimum luminescence requirements. See AS/NZS1906.4

² D/N refers to a garment that is designed for both day and night use incorporating retroreflective elements on a fluorescent background.

this position.

For those personnel involved in aircraft refuelling, the material should encompass a minimum of 50% natural fibre or some other anti-static or static reducing properties to reduce the risk of ignition source in the presence of fuel vapours.

Examples

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