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### **AIRPORT SPECIAL TRANSPORT SERVICE**

Special transport service is an air delivery section that carries out its activities on the basis of on-farm settlement [1]. The special transport service will rely on the following basic tasks:

- provision of special vehicles for work on maintenance of aircraft;
- provision of airfield machines and mechanisms for work on the environmental maintenance of the airfield;
- provision of transportation of aviation chemical property, cargo and other types of transport operations of the airline;
- organization and implementation of industrial activities of the MSS in accordance with the requirements of manuals, effective orders and instructions of the MGA, the Civil Aviation Administration and the airline;
- implementation of the effective and rational use of special vehicles, equipment, operating and repair materials for their intended purpose and in accordance with the established norms and rules [2].

In accordance with the purpose and main tasks, the functions of the special transport are:

- organization and implementation of technically correct use - use, maintenance (storage) and repair of all those dying in;
- preparation of personal requirements for the development of steps in the operation of new equipment; implementation of improvements, from acquisitions, of all advanced and progressive in the field of exploitation and repair of open machines;
- participation together with planned authorities of the airline in the development of plans for the operation of special vehicles and the introduction of on-farm accounting in all offers of the special transport service;
- compliance with the requirements of manuals and factory instructions during the operation of special vehicles, maintaining established accounting and reporting, correct use of spare parts, tires, hot lubricants and other automotive and tractor equipment;
- reduction of the cost of operating special tires, carrying out measures to increase the repair time, drawing up, in the prescribed manner, plans-applications for capital repairs of equipment and ensuring their timely implementation;
- ensuring control over the work of special vehicles, organizing the safety of their work and providing timely technical assistance to driverson line;
- analysis, development and implementation of preconceptions on combating road traffic accidents, fooling odious ships and delaying their departure due to the FTA;
- constant improvement of the technical, economic and cultural level of service workers, ensuring that a different composition of established requirements is meet, observance of labor;
- instilling in the personnel a high sense of responsibility for the entrusted equipment and the fulfillment of productive tasks;
- organization of socialist competition among the workers of department [3].

The general management of the work of the SS in departments and aviation enterprises is carried out by the heads of departments and heads of aviation enterprises through their deputies for ground operations, the department of the special transport of the aviation enterprise is headed by the head [4].

A special transport lodge consists of columns (sections), Shifts, teams and a repair and maintenance zone (repair shops).

Head of the SS: Responsible for the organization of work, for intravenous activities (safety, correct use of equipment), compliance with the Charter on the discipline of civil aviation workers, the organization of socialist competitions, Deputy Head of the SS for operation, a set of works on the

exploitation of special equipment and is responsible for the correct their use, compliance with labor safety requirements.

The chief engineer (technical manager) ensures the technical readiness of the open machines (condition, maintenance and repair, storage), compliance with the safety rules, is responsible for the correct eco-operation of the emergency vehicles and the compliance with the safety rules and labor [5].

The given block diagram is a functional-line, i.e. the employee receives instructions on productive activities only from one person and only "for certain types of his activities.

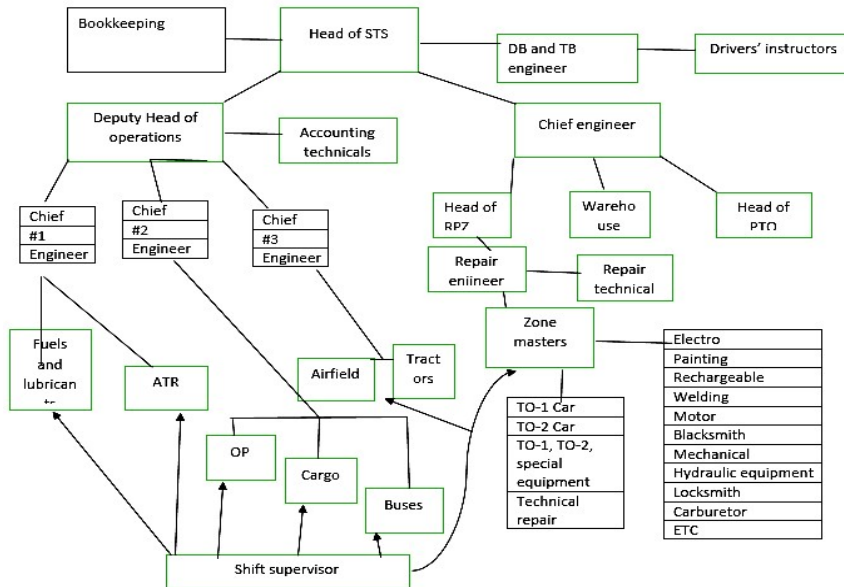


Fig.1. Airport special transport service structure

With the general plan of the aviation enterprise and defines several territorial zones, the main of which are the production and technical base (PB) and the operational support zone [6].

The device and equipment of the production and technical base must be provided:

- convenience of special vehicles before leaving the line and upon returning -convenience of the preside on the territory of the PTB;

-convenience of placement and complete safety of special vehicles;

-volume and quality;

-completion of technical casing and repair of special tires;

-fast start of special vehicles engines;

- observance of safety requirements;

The production and technical base 'includes:

- buildings for the placement of the management system;

- sanitary and household premises:

- repair shop - warehouse of material and technical property;

- detached and guarded conservatory; cues;

- places for storage of special vehicles;

- point of car wash.

The territory of the PTB must be landscaped, landscaped, have a fence, lighting, hard surface of driveways, driveways and areas for storing open machines. Near the entrance to the territory there should be a stand of the special vehicles driving scheme. Cleaning and washing stations for special vehicles are equipped with oil and dirt traps, which are required to be kept in constant operational condition [7].

Buildings, layout and size of maintenance and repair areas, auxiliary areas, their lighting, heating, power supply, ventilation, water supply and sewerage, as well as the number and design of outposts for the maintenance and repair of specialties must comply with the CST production program, building codes and regulations, the requirements for protecting the environment from pollution, in the architectural design of buildings and structures, interiors and landscaping - the requirements of technical aesthetics [8].

The repair shop is intended for technical maintenance and repair of special vehicles, as well as for carrying out routine maintenance on special equipment.

The repair shop includes:

- point for cleaning and washing units, assemblies and parts;

- areas for technical lining and repair of specialty materials;
- intermediate warehouses and tool storerooms;
- sites for checking the technical condition of special vehicles:
  - specialized sections for technical covering and repair of special equipment (fuel equipment, hydraulic systems, electrical equipment, etc.);
  - auxiliary areas (battery, vulcanizing, metalworking, blacksmithing, welding, chain winding, painting, copper, carpentry, wallpaper, etc.). These objects should be located in accordance with the technological process of technical maintenance and repair of special vehicles, in compliance with the established labor safety requirements.

The posts at which work is carried out to inspect, wash, lubricate or repair any hard-to-reach parts of a tire specialist must have inspection pits, lifts, overpasses or other devices that provide a comfortable position for workers when performing these works [9].

The operational support zone is a series of operational parking areas for special vehicles and auxiliary facilities located at the airfield near the parking areas for air vessels or aircrafts operating special vehicles.

Parking places for special vehicles are equipped on the territory of the production and technical base of the special transport service, as well as in the 8th operational support (at the airfield) and are subdivided into:

- parking spaces for special vehicles of daily operation;
- specialty parking places, which are under conservation;
- parking places for the operator, repair or maintenance.

The parking lots of special vehicles in the operational support zone are located near the apron and places from the aircraft on level platforms with artificial turf and have good access. A permanent place is assigned to each special vehicle availability of dispatch point and communication facilities provides fast leadership.

Preparation of special vehicles for production on the line carried out by the technical engineering and driver staff of SST and includes:

- performance of daily technical maintenance in accordance with the requirements of factory instructions and current manuals for technical maintenance of special vehicles;
- elimination of irregularities revealed during the control examination;
- refueling special vehicles fuels and lubricants and special liquids;
- Start and check of engines and systems of special vehicles;
- registration of the established documentation.

The release of special vehicles to the line is carried out by the column mechanic, who carries out a control inspection of the special vehicles and certifies the technical serviceability of his signature in the blowing letter (form).

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