



DBD COMMUNICATIONS

SUPPORTING AIRSIDE OPERATIONS

dbd Communications is a specialist provider of wireless duplex communication systems for airside operations. Since entering the aviation market in 2018, the focus has been on supporting clear, reliable communication in live, safety-critical environments.

Today, our systems are used across **36 countries**, including more than **100 airport locations in the United States**, with early adoption in the Far East. Deployment is shaped by close collaboration with ground handling teams and the realities of day-to-day airside operations.





THE COST OF COMMUNICATION BREAKDOWN

The market sector and environment is stressful and dangerous and without following strict procedures accidents will happen.

We understand that not all events are down to poor communications but without the ability to instantaneously command a situation additional risk are being applied.

Who needs to be in a communication circuit?

- Cockpit
- Tug Driver
- TCO
- Wing Walker

BLIND SPOTS ON THE RAMP

When carrying out:

push back,

Repo

hanger parking

towing

can all obstacles and obstructions be seen and avoided within
a safe distance





MAINTAINING SITUATIONAL AWARENESS

Becoming untethered from the aircraft gives the ability to maintain communications all-round the aircraft observing the local environments and keeping away from the safety areas around the aircraft and push back vehicle.

Something to consider is;

Are hand signals the best method to control the Tug driver?



NO ROOM FOR ASSUMPTIONS

We have to accept that not everyone and every team will be as skilled as each other. Experience is gained through imitation and practice which improves over time.

Having multi level teams assists in the training cycle when they have good communications between themselves. Enhancing immediate communications in real time not only support real OJT but also improves the safety aspects



COORDINATED PUSHBACK OPERATIONS

Creating wireless chat nets improves the overall control and operations airside.

When this is safety critical then duplex, (being able to talk and listen at the same time) is a necessity.

Dividing the groups is key to maintain control, for example only one person should be able to talk to the cockpit but anyone in the ground team should be able to shout **“STOP”** at any time.





WHAT MATTERS IN CRITICAL MOMENTS?

Having effective communications, all the time, from any position must be available in a modern ramp set up.

Why are hand signals and corded communications still being used with the limitations they inherently bring.

THANK YOU FOR JOINING THE CONVERSATION

Let us now debate the issues and concerns
you have with respect to communications
in the ramp environment



www.dbdcommunications.co.uk