



OPERATIONAL SAFETY INSTRUCTION

Version A Issued 01/09/2020

Aviramp Parking and Operation

Issued By Airside Operations and Safety Manager Ref BRS-OSI-DVO-006

It is the responsibility of all employers to ensure that relevant OSIs are brought to the attention of their staff. However, individuals remain responsible for their own actions and those who are in any doubt should consult their Supervisor or Manager.

1. INTRODUCTION

An aviramp is a step-free ramp used for boarding and disembarkation of aircraft. The equipment comes in several models which are for use on turboprop up to large wide-body aircraft.

Bristol Airport has access to two aviramp continental models (for use on medium/narrow body aircraft) and two aviramp lite models (for use on ultra-narrow body aircraft). All aviramps are owned by OCS and operated by ground handling agents.



Aviramp Lite

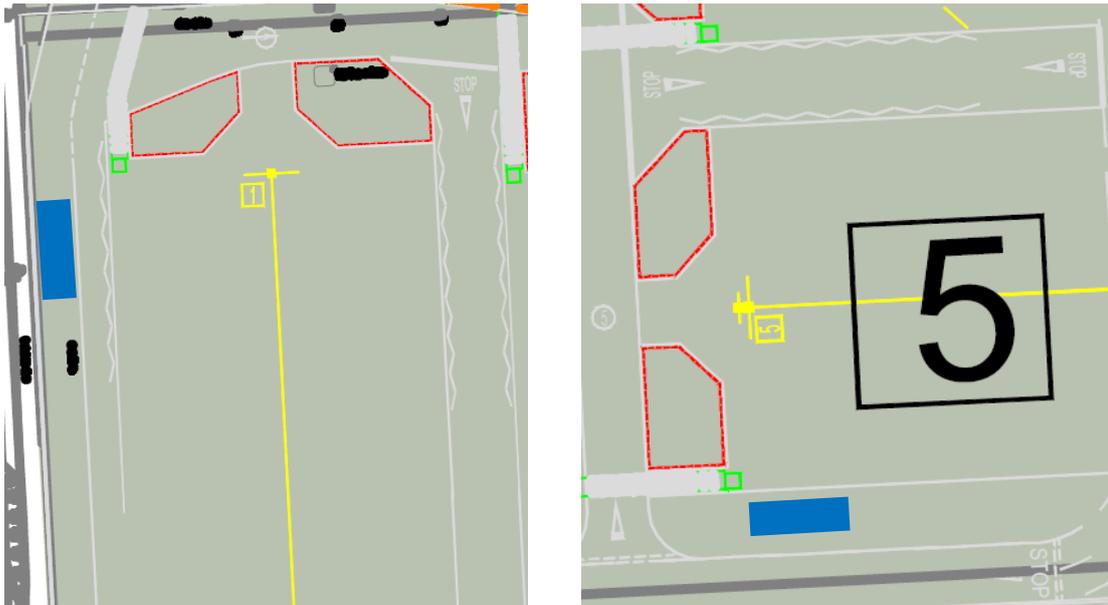


Aviramp Continental

2. AVIRAMP LOCATIONS

Aviramp continental equipment is located adjacent to stand 1 and stand 5, for use on these stands on aircraft such as the A320 family. There is a dedicated aviramp equipment parking area (EPA) immediately west of stand 1 and south of stand 5, as shown below.

Aviramp lite equipment is stored in an appropriate EPA, usually on the east apron, and used on turboprop/ultra- narrow body aircraft such as ATR 42/72, Saab 340 and Q400.



3. STORAGE

Aviramps are to be stored within an appropriate EPA when not in use and chocked. Ramp agents must ensure that no part of the aviramp is over-hanging the boundaries of the EPA.

4. PRE-POSITIONING

To improve efficiency of door-opening times of inbound aircraft, an aviramp may be pre-positioned on the port-side of the stand. The equipment must remain within the blue and white edged box, known as an equipment pre-positioning area (EPPA). For further guidance on the use of EPPAs, see BRS-OSI-GO-003 Equipment Parking and Pre-Positioning Areas.

5. LIGHTING

The aviramp continental that is stored next to stand 5 has been fitted with a battery-powered floodlight which can be used to provide extra illumination of the port-side of the aircraft. The light can be switched on by ramp staff once the aircraft has come to a stop on the stand. The light is controlled by a switch next to the battery and operates on a 30-minute timer (if not switched off sooner).

6. OPERATION

An aviramp must only be operated by trained and competent ramp or motor transport colleagues.

7. GENERAL ENQUIRIES

Any enquiries should be addressed to Airside Operations on **01275 473705** or **07712 792235**.