

**OPERATIONAL SAFETY INSTRUCTION**

Version A

Issued 01/09/2020

Aircraft TowingIssued By Airside Operations
and Safety Manager

Ref BRS-OSI-GO-016

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

This instruction sets out the procedures to be followed by airside drivers who are trained and authorised to tow aircraft.

For aircraft pushback criteria, refer to BRS-OSI-GO-017 Aircraft Pushback Procedures.

2. COMMUNICATION WITH BRAKE OPERATOR

Prior to the commencement of towing, there must be a clear line of communication between the tug driver and the brake operator.

Two-way communication must be maintained between the brake rider and the tow team until the aircraft comes to a stop at its final parking position.

3. RADIOTELEPHONY STANDARDS

- a) Tug crews who operate under positive control from ATC must be appropriately trained and competent in radiotelephony and hold an 'M' or 'R' airside driving permit, according to the areas in which they will be towing. Guidance can be found in CAP 413 Supplement 2 – Radiotelephony Phraseology for Aerodrome Drivers. Standard phraseology must be used for all verbal communication between the flight deck and tug crews.
- b) An illuminated red stopbar means STOP. Tug crews must not put any part of the aircraft beyond the stopbar until it is extinguished and ATC permission has been received.
- c) Tug crews must give full readbacks to ATC instructions. Additional care should be taken when tug crews are subject to a conditional clearance. It is vital that the correct aircraft or vehicle specified in the condition is identified. If there is any doubt, tug crews must seek clarification from ATC.

- d) Tug crews should adopt 'sterile cockpit' conditions, minimising distractions and unnecessary conversation. Communication between the tug crew regarding route and traffic information is encouraged to maximise situational awareness.
- e) Tug crews without an 'R' ADP must not cross a runway unless under a leader escort from airside operations. The tug crew should wait until the leader vehicle has arrived before pushback/towing clearance is requested.
- f) Tug crews must inform ATC if they are unable to execute an instruction or face difficulty in executing an instruction.

4. BRAKE RIDING

An engineer or member of the airline's handling agent will be required to cover the brake riding position in the cockpit throughout the tow (except for where towbarless tugs are used). This person must be trained and competent in the task; it is the engineering company or ground handling agent's responsibility to determine their requirements to achieve and maintain competency, and to set the minimum amount of tows to be deemed competent.

5. FAILURE OF AIRCRAFT LIGHTING

It is requirement that aircraft under tow must have their anti-collision lights illuminated.

Aircraft under tow on the manoeuvring area at night and during low visibility operations are required to have their navigation and anti-collision lights illuminated.

In the event that the required lighting fails, tug crews must inform the ATC. ATC will take appropriate action, which may include the following procedures:

- a) During push-back (for a towing manoeuvre), if an aircraft suffers lighting failure it shall be instructed to pull back on to stand.
- b) ATC may consider instructing the tug driver to stop briefly to attempt to re-establish the aircraft lights, provided that doing so would not unduly increase the risk to other aircraft or vehicles, it is acknowledged this process may not be possible with towbarless tugs.
- c) Runway crossings will entail ATC contacting airside operations to provide a leader vehicle to shadow and provide lighting for the unlit aircraft. The tug driver will be advised by ATC.

6. TOWING ACROSS THE RUNWAY

Aircraft that are being towed across the runway to/from the south-side aprons will require a following airside operations vehicle to check for FOD falling from the tug or aircraft. It is the

responsibility of the tow operator to request attendance from airside operations prior to commencing the tow.

7. TOWING ACROSS THE CRITICAL PART BOUNDARY

Tug crews must be searched by a security agent after completing the tow from the south-side to the north-side – refer to the instructions in BRS-OSI-GO-012 South-Side Aircraft and Ramp Operations.

8. GENERAL ENQUIRIES

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