



**OPERATIONAL SAFETY INSTRUCTION**

Version B

Issued 09/01/2020

**Trial of Aircraft Push and Hold Operations**

Issued By Airside Operations and Safety Manager

Ref BRS-OSI-GO-004

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.

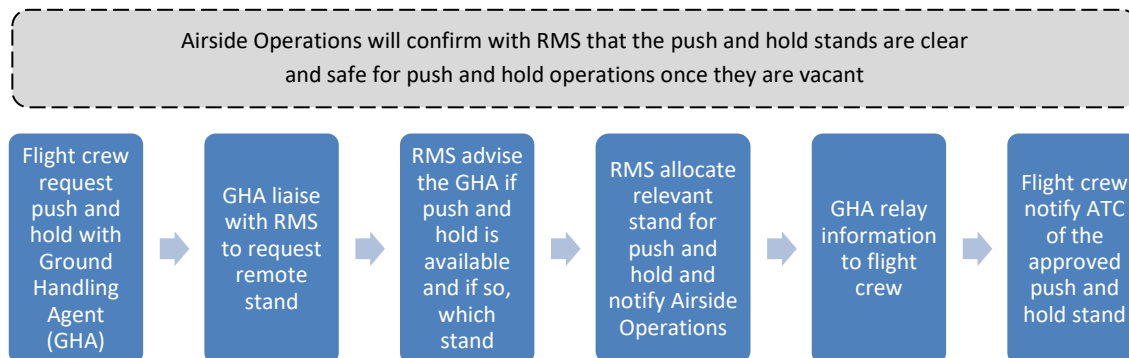
**1. INTRODUCTION**

Once an aircraft turnaround has been completed – aircraft servicing is complete, and passengers have boarded – the aircraft will normally be pushed back by tug or self-maneuvre off stand for departure. Occasionally Air Traffic Control (ATC) will not authorise the aircraft to push back or taxi if they have missed their ‘slot’ or due to restrictions imposed because of airspace congestion.

In these circumstances an aircraft would normally continue to hold on stand whilst the flight crew await a revised slot time from ATC. This affects the airline’s on-time departure statistics, may continue to occupy a priority contact stand and occupies a ground handling team, delaying them from moving on to other turnarounds. Bristol Airport is going to trial a ‘push and hold’ process, which is explained below.

**2. PUSH AND HOLD PROCESS**

‘Push and Hold’ is a process adopted by some aircraft operators for use when ATC have advised of an expected significant delay for take-off so as to allow their flights to record an on-time departure and/or to clear a stand for re-use. It involves an aircraft ground-positioning, either under its own power or under tow, to a designated remote (non-contact) parking stand. Here, the engines are shut down and aircraft services are maintained by the use of the APU until engine re-start is authorised by ATC.



### 3. PUSH AND HOLD TRIAL

The push and hold trial initially ran from September 2019 – December 2019. A further trial will now run from **13 JAN 2020 until 30 April 2020**, available to easyJet only.

### 4. STANDS TO BE UTILISED

The remote stands stated below will be used for push and hold subject to them being unoccupied at the time requested and with no aircraft allocated. These stands should, where possible, be allocated by RMS so that they will be the first stands to become vacant during the first wave of departures. Airside Operations will confirm with RMS that the push and hold stands are clear and safe for push and hold operations once they are vacant.

#### 4.1. Runway 09 in Use

If runway 09 is in use, aircraft will push and hold on stand 33 facing east or stand 9 facing west. On departure, the aircraft will self-manoeuvre off stand on to taxiway Zulu.

#### 4.2. Runway 27 in Use

If runway 27 is in use, aircraft will push and hold on stand 33 facing east or stand 10 facing east. On departure, the aircraft will self-manoeuvre off stand on to taxiway Zulu.

### 5. AIRCRAFT POSITIONING FOR REMOTE STANDS

If the remote stand being used for push and hold is in close proximity (within the same cul-de-sac) to the aircraft's original departure stand, then the aircraft may be towed to the push and hold stand by the ground handler. Otherwise, the aircraft will be pushed back and taxi to the push and hold stand under its own power.

Push and Hold Stand	Tow	Taxi
9 / 10*	4 / 5 / 6 / 7 / 8 / 11 / 12 / 13 / 14 / 15	All other stands
33	28 / 29 / 30 / 31 / 32 / 34 / 35 / 36	All other stands

\* Note: If stand 9 or 10 is allocated for push and hold, both stands 9 and 10 must be vacant throughout until the aircraft has taxied for departure.

### 6. SAFETY PROCEDURES

- Aircraft that are taxiing to a push and hold stand will do so with single-engine taxi and will be exempt from requiring a marshaller.
- Airside Operations must be present to authorise the re-starting of engines, ensuring that the area around the aircraft is clear of vehicles and pedestrians. Airside Operations

will utilise ICAO-standard hand signals to communicate with the crew. Airside Operations will not accept any responsibility for further delays if they are unable to attend the aircraft for engine start at the requested time.

- A walk-around check will only be required if ground equipment was positioned around the aircraft whilst it was holding on the remote stand with engines shut down.
- The maximum aircraft size authorised for push and hold is an A320.
- Push and hold will not be available in low visibility operations.
- ATC or Airside Operations reserve the right to refuse a request for push and hold / remote stand parking due to safety or resource limitations.

**7. GENERAL ENQUIRIES**

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

**DIAGRAM OF PUSH AND HOLD STANDS**

