

**OPERATIONAL SAFETY INSTRUCTION**

Version B

Issued 25/06/2020

## Stand Allocation and Operating Procedures

Issued By Airside Operations  
and Safety Manager

Ref BRS-OSI-GO-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**

Bristol Airport is responsible for the allocation of aircraft onto the north-side stands and for any specific operating procedures associated with each stand. This instruction contains the rules for operating on specific stands which may be in place due to a stand's size, location, orientation or surroundings.

**2. STAND ALLOCATION**

The responsibility for the allocation of aircraft parking stands lies with the Airport Control Centre (ACC) team, through the use of the Resource Management System (RMS). This team completes medium-term stand plans (up to twelve hours in advance), supported by dynamic changes as a result of factors beyond the team's control. The team undertake this using Gentrak 20:20 Resource Management System, which allows them to tactically plan movements and change stand allocation instantly if required.

Airside Operations provide real-time advice to the RMS during exceptional events (i.e. severe weather) or in the event of unplanned aircraft movements.

If the allocation of stands is no longer possible for aircraft, due to delayed departing aircraft, the following actions should be considered in liaison with Air Traffic Control (ATC) and Airside Operations, taking into account the further arrival of aircraft which may already be allocated a parking stand:

- Arriving aircraft to be held on taxiway until a stand becomes available
- Aircraft ready for departure positioned at a runway holding point awaiting departure

Each stand's maximum aircraft size capability is shown on the map in Appendix A.

During present and forecast periods of high wind, consideration must be given to parking aircraft off-stand and into wind. Further information on this can be found in BRS-OSI-WX-003 Adverse Weather.

### 3. **STAND 3R**

To accommodate an additional B757-200(w) aircraft on the central contact stands, stand 3R (right) has been created. The inter-stand clearway guidance markings to the east of the existing stand 3 are not applicable when stand 3R is in use and should not be used in any capacity. The inter-stand clearway to the west is still to be used.

The aircraft must be parked in the designated block for every movement. It cannot be parked to the left or right, or forward or behind that position. Only vehicles serving the B757, whilst on stand, should enter the stand or use the associated road system.

The Equipment Pre-Positioning Areas (EPPA) on this stand have been established to provide a safe obstacle clearance from aircraft parked on either stand 3 or 3R, so these can continue to be used as usual.

### 4. **STAND 4**

The designated use of stand 4 removes stands 5 and 6 out of service for the full duration. As part of this, all ground markings for stands 4 and 5 become non-applicable.

Airside Operations shall assess the stand in advance of the arrival to decide if any equipment needs to be removed from any of the EPAs prior to the arrival of the aircraft.

This is an ad-hoc stand that will only be used for specific movements. Therefore, there is no dedicated inter-stand clearway on either side, or dedicated equipment parking areas.

The head of stand road is for access to this, and other adjoining stands only. It is not a through route. It is a one-way road system (south to north), with the exception of equipment, such as pushback tugs, that need to oppose this direction for a demonstrable operational reason.

### 5. **STAND 7N**

See BRS-OSI-GO-005 Stand 7N Operations for detailed operating procedures.

### 6. **STANDS 13 – 15**

An A320 block has been added to stands 13-15 to allow for parking of an A320, however this is restricted to non-operational aircraft only, that must be towed on and off the stand, without passengers on board and a reduced fuel load where possible. RMS will not allocate these stands for an A320 arrival or turnaround.

### 7. **STANDS 19 AND 20**

See BRS-OSI-GO-001 Stand 19 and 20 Operations for detailed operating procedures.

## 8. STANDS 38 AND 39

Due to planning restrictions, no engine or APU running is permitted to take place on stands 38 and 39. Therefore, aircraft are not permitted to taxi on to these stands.

Positioning (i.e. no passengers on board) aircraft allocated to these stands may stop and hold on taxiway Zulu abeam stands 38/39, shut down and connect to a tug for positioning onto stand. This is subject to approval from ATC and is dependent on the current traffic situation. The ACC shall liaise with ATC and Airside Operations to plan the towing movement with the ground handling team.

Other arriving aircraft traffic will position to an alternative stand for passenger disembarkation and baggage offload. This will be communicated to the flight deck by ATC. Once the aircraft is offloaded, the aircraft will be positioned to stand 38/39 by a tug team. Prior to repositioning, the RMS system shall be updated with 'towing movement'. The ACC shall liaise with ATC and Airside Operations to plan the towing movement with the ground handling team.

## 9. BOEING 737 MAX AIRCRAFT

For the purposes of stand allocation/stand planning, Boeing 737 MAX aircraft should be treated as follows:

Boeing 737 MAX 8 – Follow stand allocation rules for Boeing 737-800

Boeing 737 MAX 9 / MAX 10 – Follow stand allocation rules for Airbus A321

## 10. CONTINGENCY STANDS

Contingency stands are non-contact stands that are located in the apron cul-de-sacs on the east apron (designated E1-E4) and west apron (designated W1-W8). These stands will only normally be allocated by RMS when the number of night-stopping aircraft exceeds the number of available core stands, or in exceptional circumstances with the prior agreement of Airside Operations and ATC.

These stands only have a nose-wheel stop marking and no extensive other markings, therefore any equipment required must be positioned safely outside of the aircraft's arrival route and parking footprint within the cul-de-sac.

The maximum aircraft size for contingency stands is in the lower table of the stand plan in Appendix A.

## 11. SELF-MANOEUVRING STANDS

Many aircraft operating at Bristol shall be pushed back from their allocated parking stand. However, some aircraft may be able to self-manoeuve. An aircraft that is self-manoeuving shall remain under marshaller instruction for stopping and engine starts. The marshaller is also

responsible for ensuring that the stand is free from FOD/objects before the aircraft arrives or starts engines.

When operating from self-maneuvring stands, Airside Operations will ensure that:

- Stand entry routes, parking positions and departure routes are clearly marked with standard paint markings
- The allocated stand is a suitable size for the aircraft wishing to perform the self-maneuvre
- Vehicles and equipment will not be parked in a position where they can be affected by blast

The handling agent will ensure that:

- Passengers will not be subjected to blast, excessive noise or fumes
- Sufficient staff are present to control the activities of all passengers
- The allocated parking area is inspected for FOD prior to the aircraft arrival

## 12. GENERAL ENQUIRIES

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

APPENDIX A STAND LAYOUT AND MAXIMUM AIRCRAFT SIZE



Multiuse stands																									
1	Boeing B737-800 /Airbus A321	2	Boeing B737-800 /Airbus A321	3	Boeing B737-800 /Airbus A321	3R	Boeing B757-200 (Winglets)	4	Boeing B737-800 /Airbus A320	5	Boeing B737-800 /Airbus A320	6	Boeing B737-800 /Airbus A320	7	Airbus A320	8	Airbus A320	9	Airbus A320	10	Airbus A320	11	Airbus A320	12	Airbus A319
Contact		Contact		Contact		Contact		Contact		Contact		Contact		Non - Contact		Non - Contact		Non - Contact		Non - Contact		Non - Contact		Non - Contact	
Nose in / push back		Nose in / push back		Nose in / push back		Nose in / push back		Nose in / push back		Nose in / push back		Nose in / push back		Nose in / push back		Push back / Self man		Push back / Self man		Push back / Self man		Push back / Self man		Nose in / push back	

13	Airbus A319	14	Airbus A319	15	Airbus A319	19	Boeing B737-800 /Airbus A321	20	Boeing B737-800 /Airbus A321
Non - Contact		Non - Contact		Non - Contact		Non - Contact		Non - Contact	
Nose in / push back		Nose in / push back		Nose in / push back		Nose in / push back		Nose in / push back	

21	Boeing B737-300 / Emb 190 / F100	22	Boeing B737-800 /Airbus A320	23	Boeing B737-800 /Airbus A321	24	Boeing B737-800 /Airbus A321	25	Boeing B737-800 /Airbus A321	26	Boeing B787-8	26S	Boeing B737-800 /Airbus A320	28	Boeing B737-800 /Airbus A321	29	Boeing B757-200 (winglets)	30	Boeing B737-800 /Airbus A321
Contact		Contact		Contact		Contact		Contact		Contact		Non-Contact		Non-Contact		Contact		Contact	
Nose in / push back		Nose in / push back		Nose in / push back		Nose in / push back		Nose in / push back		Nose in / push back		Push back / Self man		Push back / Self man		Nose in / push back		Nose in / push back	

Multiuse stands												Time constraint on stand use													
31R	Emb 145	31	Boeing B737-800 /Airbus A321	32	ATR-72 / Emb 145	32R	Boeing B757-200 (winglets)	32L	Emb 195	33	Boeing B757-200 (winglets)	33L	Emb 195	34	B737-800 (WL) / Airbus A321	35	Boeing B737-800 /Airbus A320	36	Emb 145	37	Boeing B737-800 /Airbus A321	38	Boeing B737-800 /Airbus A321	39	Boeing B737-800 /Airbus A321
Non - Contact		Non - Contact		Non - Contact		Non - Contact		Non - Contact		Non - Contact		Non - Contact		Non - Contact		Non - Contact		Non - Contact		Non - Contact		Non - Contact		Non - Contact	
Nose in / push back		Nose in / push back		Nose in / push back		Nose in / push back		Nose in / push back		Nose in / push back		Nose in / push back		Nose in / push back		Nose in / push back		Nose in / push back		Nose in / push back		Nose in / push back		Nose in / push back	

ARRIVAL / DEPARTURE POSITIONS																					
W1	Emb 145	W2	Boeing B737-800 /Airbus A321	W3	Boeing B737-800 /Airbus A321	W5	Boeing B737-800 /Airbus A321	W7	Boeing B737-800 /Airbus A321	W8	Boeing B737-800 /Airbus A321	E2	Boeing B737-800 /Airbus A321	W4	Boeing B737-800 /Airbus A321	W6	Boeing B737-800 /Airbus A321	E1	Boeing B737-800 /Airbus A321	E3	Boeing B737-800 /Airbus A321
Non - Contact		Non - Contact		Non - Contact		Non - Contact		Non - Contact		Non - Contact		Non - Contact		Non - Contact		Non - Contact		Non - Contact		Non - Contact	
Nose in / push back		Nose in / push back		Nose in / push back		Nose in / push back		Nose in / push back		Nose in / push back		Nose in / push back		Nose in / push back		Nose in / push back		Nose in / push back		Self Manoeuvring	

**Bristol Airport** 2019 Apron stand layout and max usage BIA-SL-16H July 2019

