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## OPERATIONAL SAFETY INSTRUCTION

### Aircraft Push and Hold Operations

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<b>Document</b>	Airside Operations	<b>Ref</b>	BRS-OSI-GO-004
<b>Owner</b>	Manager		

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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.

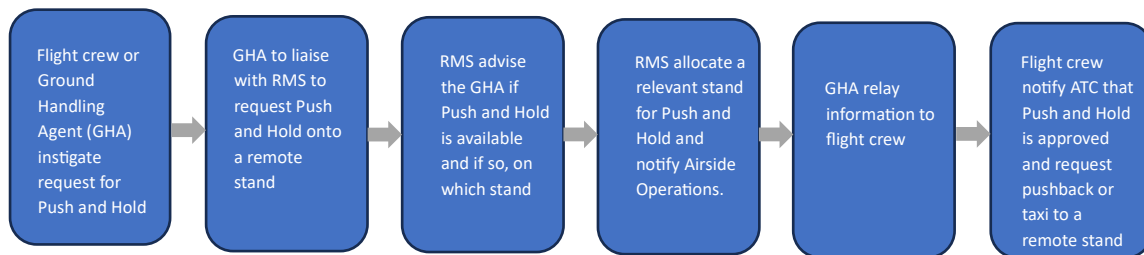
In these circumstances an aircraft would normally continue to hold on stand whilst the flight crew await a revised slot time from ATC. This can have the following impacts:

- Affects the airline’s on-time departure statistics
- The aircraft may continue to occupy a priority contact stand
- Occupies a ground handling team, delaying them from moving on to other turnarounds.

To mitigate these issues, Bristol Airport authorises the use of 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, 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 will be shut down and aircraft services are maintained by the use of the APU until engine re-start is authorised by ATC.



### 3. 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.

When an aircraft is moved to a push and hold stand, the stand allocation shall be updated in the 2020 flight information software. This will be the responsibility of ATC.

#### 3.1. Runway 09 in Use

If runway 09 is in use, aircraft will push and hold on **stand 28/31/33 facing west** or **stand 9 facing west**. On departure, the aircraft will self-manoeuve off stand onto taxiway Zulu.

#### 3.2. Runway 27 in Use

If runway 27 is in use, aircraft will push and hold on **stand 28/31/33 facing west** or **stand 10 facing east**. On departure, the aircraft will self-manoeuve off stand onto taxiway Zulu.

#### 3.3. Stand 9 and 10 Aircraft Size Limitation

The usual maximum aircraft size permitted for stands 9 and 10 is an A320 for aircraft turnarounds/overnight parking. However, A321/B737 may utilise these stands when requesting push and hold.

Note that the stands allocated for push and hold operations are not suitable for B787 aircraft.

### 4. AIRCRAFT POSITIONING FOR REMOTE STANDS

If the remote stand being used for the push and hold is in close proximity to the aircraft's original departure stand, the aircraft may be towed by the Ground Handler; otherwise, the aircraft will taxi under its own power (see table overleaf).

Push and Hold Stand	Push / Tow	Taxi
9 / 10*	5 – 8, 11 – 15	All other stands
31 / 33	29 – 36	All other stands
28W**	21 – 26, 29 – 32	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.

\*\* 28W is the acknowledged parking configuration. However, an aircraft may park facing East on 28, subject to liaison and confirmation between RMS and Airside Ops, before the GHA's and flight crew are advised of the stand.

## 5. SAFETY PROCEDURES

- Aircraft that are taxiing to a push and hold stand should do so with single-engine taxi where possible and will be exempt from requiring a marshaller.
- Once an aircraft has parked on a remote stand, engines must be shut down.
- Airside Operations must be present to authorise the re-start 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.
- An aircraft 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 will depend on the stand availability at any given time and will be determined by RMS.
- 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 workload, safety reasons or resource issues.

## 6. OTHER INFORMATION

Note that if the delay is less than five minutes, or the traffic situation permits, aircraft may be held at a holding point or within a cul-de-sac rather than positioning to a push and hold stand. ATC should inform Airside Operations as the aircraft may cause delays to vehicles on the adjacent apron road system.

## 7. GENERAL ENQUIRIES

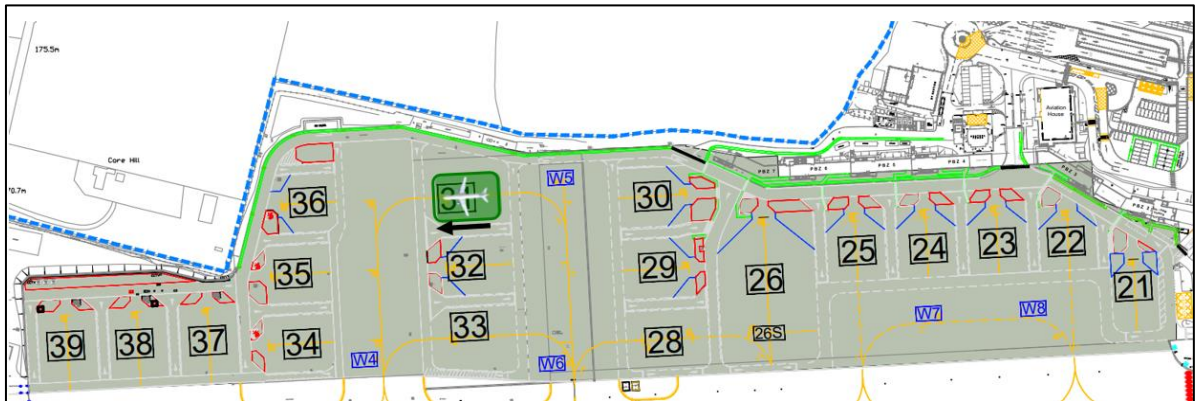
Any enquiries should be addressed to Airside Operations on **01275 473705** or **07712 792235**.

**APPENDIX A     DIAGRAM OF PUSH AND HOLD STANDS**

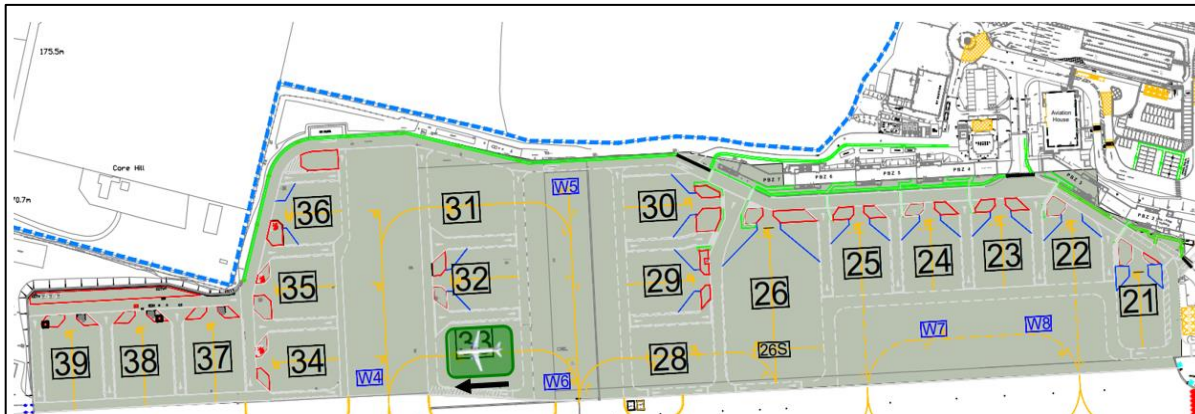
**STAND 28 – USED WHEN RUNWAY 09 OR 27 IS IN USE, FACING WEST**



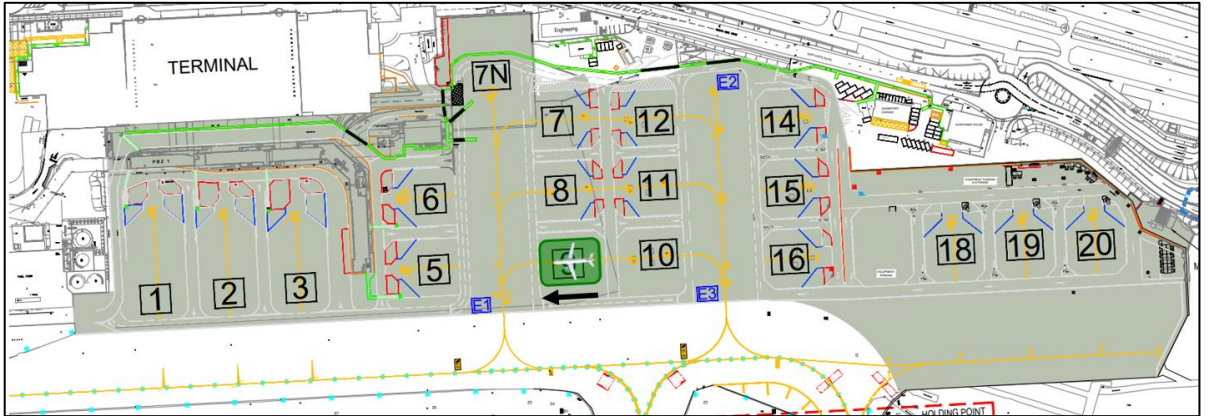
**STAND 31 – USED WHEN RUNWAY 09 OR 27 IS IN USE, FACING WEST**



**STAND 33 – USED WHEN RUNWAY 09 OR 27 IS IN USE, FACING WEST**



**STAND 9 – USED WHEN RUNWAY 09 IS IN USE, FACING WEST**



**STAND 10 – USED WHEN RUNWAY 27 IS IN USE, FACING EAST**

