

**OPERATIONAL SAFETY INSTRUCTION**

Version

B

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Aircraft Maintenance on Stands

Document
OwnerAirside Operations
Co-ordinator

Ref

BRS-OSI-GO-015

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

The maintenance of aircraft whilst parked on any aircraft stand is subject to restrictions. These restrictions are in place to ensure that stands are available for 'live' aircraft and for the purposes of pavement protection and prevention of environmental pollution.

2. AIRCRAFT MAINTENANCE

The following types of aircraft maintenance operations are not permitted on an aircraft stand unless Airside Operations are notified in advance:

- a) Any maintenance which would, or may, render the aircraft immobile for a longer duration. This includes the removal or replacement of any major components e.g. engines, Auxiliary Power Units, control surfaces or landing gear. Acceptable procedures would be minor maintenance such as oil and fluid checks undertaken during transit, replacement of minor parts, or turnaround checks.
- b) Any maintenance which would, or may, result in significant contamination of the stand by any substance, for instance where high volumes (>250L) of fuels or chemicals hazardous to the environment area required/in use.
- c) The venting or emptying (either partial or in full) of aircraft fuel tanks (in exceptional circumstances only).

Airside Operations shall be provided with the following information, before the activity commences:

- Aircraft type, registration and operator
- Current stand number and proposed location of maintenance work, if different
- Start time of maintenance work, nature of work to be completed and duration
- A point of contact who will be at the aircraft and is contactable by mobile phone

Maintenance procedures that fall in to category (b) or (c) above will only be permitted on the following stands which have full retention interceptors (and airside operations will notify the airport's Rescue and Fire-Fighting Service):

Stand 28

Stand 31 – 39 (preferred location)

Stands 18 – 20 (contingency)

Profred Apron

Engineers must be aware that Airside Operations may stipulate that the aircraft is moved to an alternative stand, either to protect key contact stands for live aircraft, or for pollution prevention. The responsibility for arranging and co-ordinating the aircraft relocation shall rest with the Engineer. Towing of aircraft shall be completed in accordance with requirements set out in BRS-OSI-GO-016 Aircraft Towing.

For guidance on engine power during aircraft maintenance, refer to BRS-OSI-ENV-002 Engine Ground Running.

3. USE OF 'INFLATABLE TENTS'

To support unscheduled or urgent engine or fuselage maintenance where an aircraft cannot be flown to a maintenance base, airlines or engineering support companies may utilise an inflatable tent or shelter that acts as a protective mobile hangar. It provides a dry, heated, and ventilated environment for maintenance.

Engineers must request approval from Airside Operations to set up and inflate a tent/shelter, stating the purpose, location and estimated duration of use. The wind limit will normally be 25 knots, unless supporting information on safer wind limits can be provided from the tent/shelter manufacturer.

4. ENGINEER RESPONSIBILITIES

- Engineers are responsible for ensuring that their work is carried out in a safe manner, compliant with their company procedures and the relevant Bristol Airport rules as published in this and other Operational Safety Instructions.
- Engineers are responsible for ensuring that any jacking equipment used on stand must be done so in conjunction with spreader plates. This is required to reduce the risk of damage to the apron surface. Damage to surfaces is chargeable to the user.
- Use drip trays or other suitable means such as temporary bunds, to minimise the risk of any chemical or hazardous spillage.
- Clear and dispose of Foreign Object Debris (FOD) in the correct containers.
- Engineers must be aware of the airport's emergency procedure for spillages, fire or other emergency situations.
- Report accidents, incidents or near misses in accordance with BRS-OSI-SMS-002 Airside Incident and Near Miss Reporting.

- Report any spillages to the Airport Control Centre in accordance with BRS-OSI-ENV-004 Spill Response.
- Submit Mandatory Occurrence Reports (MORs) to the competent authority, as per (EU) 376/2014 (as amended) using the online EU Aviation Safety Reporting Portal.

5. TAXIING OF AIRCRAFT BY ENGINEERING STAFF

Organisations who wish for their personnel to taxi aircraft, but who do not hold an aircrew licence (i.e. an Air Transport Licence (ATPL) or Multi-Pilots Licence (MPL)) must hold an Aircraft Engineering Qualification/Licence, recognised as appropriate by the UK Civil Aviation Authority (CAA) and/or in accordance with EU-OPS. A local certificate issued by a type-rated pilot must be held, indicating that the engineer has been trained and tested to an adequate standard to safely taxi the aircraft type. Finally, the organisation shall seek prior approval from airside operations (ext. 3705) prior to completing these activities.

6. GENERAL ENQUIRIES

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