



OPERATIONAL SAFETY INSTRUCTION

Version G Issued 11/08/2022

Stand 7N Operations

Issued By Airside Operations Co-ordinator Ref BRS-OSI-GO-005

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

A contact stand has been installed in the east apron cul-de-sac adjacent to the forward coaching lounge and has been designated as stand 7N. This instruction contains the procedures for the safe operation of this stand.

2. STAND 7N AVAILABILITY

Stand 7N is available for night stopping aircraft only, therefore it should be used only for early departures and late arrivals. i.e. no daytime turnarounds. If there is a need for the stand to be used for a turnaround at any other time, approval will be required from Airside Operations.

3. MAXIMUM AIRCRAFT SIZE

The maximum aircraft size that can use stand 7N is an A321. Note that this stand is not suitable for B737 aircraft.

4. STAND OPERATION

4.1. Ground Support Equipment

Stand 7N markings consist of an aircraft nose-wheel stop position only. No equipment parking areas (EPA) are marked. Prior to the arrival of an aircraft on stand 7N, all ground support equipment (GSE) and vehicles should be in a nearby EPA or on an adjacent stand if it is safe to do so. GSE or vehicles must not block the east apron road system or pedestrian walkways.

After an aircraft has departed stand 7N, all vehicles and GSE shall be returned to a suitable EPA or parking area.

4.2. Fuelling

Fuelling operations on the starboard-side wing of an aircraft on stand 7N will require the fuel bowser to park in the rear of stand road at the back of stand 7. Other ramp vehicles should seek an alternative route via the stand 7 head of stand road, where appropriate.

4.3. Aircraft Pushback

To assist with On-Time Performance (OTP) and efficient movement of first-wave traffic, departures from stand 7N will operate a 'two-stage' pushback

To facilitate the two-stage pushback, a new tug holding position, 'Push-Point 1' has been established within the cul-de-sac, indicated on the diagram at Appendix A.

The standard procedure shall be to push to 'Push-Point 1', irrespective of the runway in use. Subsequently, onward clearance will be given by ATC to continue the push onto taxiway Zulu once it is safe to do so, to face east or west depending on the runway in use.

4.4. Engine Start

Aircraft engine start is not permitted until the aircraft has completed its push onto taxiway Zulu.

4.5. Passenger Movements

Passengers will normally board the aircraft on foot from the forward coaching lounge which is adjacent to stand 7N. Two pedestrian walkways have been marked, for the front and rear steps.



The handling agent is responsible for ensuring that a safety person is situated in the road between the crossing points, to control road traffic.

Drivers using the road system which passes the forward coaching lounge must give way to passengers crossing the road via the marked pedestrian crossings and proceed with caution.

Arriving passengers will always be coached to arrivals.

5. ARRIVALS AND DEPARTURES ON ADJACENT STANDS WITH STAND 7N OCCUPIED

If an aircraft is parked on stand 7N, arrivals and departures (pushbacks) on the adjacent stands are affected as per the table below.

If aircraft servicing or boarding is taking place on stand 7N simultaneously with pushbacks occurring from other stands in the same cul-de-sac, RMS shall advise airside operations who will monitor for safety (e.g. jet blast impact) and intervene as required.

| STAND | ARRIVALS | DEPARTURES |
|-------|------------|--|
| 5 | No impact | Standard pushback. |
| 6 | Prohibited | Aircraft pushed back direct onto taxiway Zulu. Aircraft can also be pushed back into an unoccupied stand in the cul-de-sac, and pulled forward to the TRP. |
| 7 | Prohibited | Tow through stand 12 to adjacent cul-de-sac, only after stand 7 and 12 EPAs are cleared. |
| 8 | Prohibited | Aircraft pushed back direct onto taxiway Zulu. Aircraft can also be pushed back into an unoccupied stand in the cul-de-sac, and pulled forward to the TRP. |
| 9 | No impact | Standard pushback. |

6. GENERAL ENQUIRIES

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

APPENDIX A

STAND 7N DIAGRAM

