



OPERATIONAL SAFETY INSTRUCTION

Equipment Parking and Pre-Positioning Areas

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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

Bristol Airport has Equipment Parking Areas (EPAs) located either at the head of stands or elsewhere on apron areas, designated for the safe parking/storage of vehicles and ground equipment.

An Equipment Pre-Positioning Area (EPPA) is an area marked on some aircraft stands, which is available as a temporary equipment or vehicle waiting area prior to an aircraft arrival.

Nose-in, push-back aircraft stands at UK airports typically have EPAs and EPPAs located at the head of the stand. This is to ensure that when an aircraft arrives on stand there is an acceptable clearance between any part of the aircraft and ground equipment or obstacles, which is a regulatory requirement set by the Competent Authority. Maintaining this clear distance will prevent an aircraft from striking any objects on the ground when taxiing onto stand and provides a safety buffer in the event the aircraft overshoots the nose wheel stop marking.

2. EQUIPMENT PARKING AREAS

2.1. Location

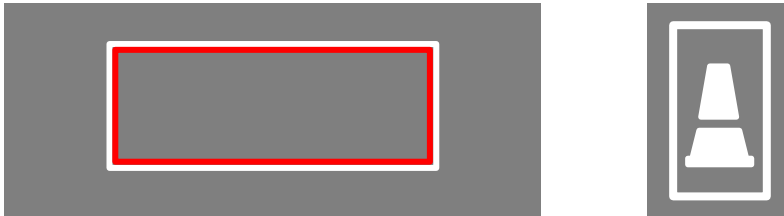
EPAs located at the head of stands are to store equipment that is needed regularly for an aircraft turnaround, including Ground Power Units (GPU), belt loaders, aircraft steps, chocks and cones.

EPAs located elsewhere around the apron should normally be used for aircraft and baggage tugs, baggage trolleys, hi-loaders, support vehicles and other surplus equipment not consistently required on every turnaround.

2.2. Markings

An EPA is marked by parallel red and white lines, usually forming a box as shown below.

An EPA may also contain a small box marked with a stencil of a cone; this is a designated area for the storage of chocks and cones, to prevent them from being left on the stand and to stack them as close as possible to the nose wheel stop position.



2.3. Allocation

EPAs may be marked up with initials that designate the EPA for a particular company or airside operator. This is to ensure that all companies are aware of where they can and cannot park vehicles and equipment and to reduce the possibility for any conflict. For example, an EPA marked with an 'S' would be allocated to Swissport.

If an EPA is not marked up with initials, it is either reserved for a particular item of equipment such as a coach/aviramp or is available for general parking. If in any doubt, check with Airside Operations.

2.4. Protocol

- When not in use for an aircraft turnaround, ground equipment shall be left parked in an EPA.
- Equipment should not be overhanging the boundary of the EPA, as this may infringe the apron road system or inter-stand clearway and reduce the area for large vehicles to manoeuvre.
- Equipment must be returned to an EPA as soon as possible after a turnaround has been completed as another aircraft may be allocated to the stand soon after.
- The responsibility for ensuring equipment is returned to an EPA after a turnaround lies with the Lead Agent or Team Leader.

3. CLEAR STAND POLICY

Once a turnaround is complete, it is important that a stand is cleared by the turnaround team and ready for the next aircraft. This means that no vehicles, equipment, chocks, cones or other objects can be left on the stand, other than in marked EPAs.

4. EQUIPMENT PRE-POSITIONING AREAS

4.1. Purpose

An EPPA is located in front of an Equipment Parking Area at the head of the stand and can be used a temporary waiting area to allow vehicles and equipment, intended to be utilised in the turnaround, to await the arrival of the aircraft.

The benefits of using an EPPA are a reduction in the number of vehicles/equipment holding on adjacent stands or in the inter-stand clearway, and more efficient aircraft servicing.

4.2. Markings

An EPPA is marked by parallel blue and white lines, usually forming a box as shown below.



4.3. Protocol

- Equipment or vehicles can only be positioned in an EPPA a maximum of 20 minutes prior to an aircraft arrival, unless otherwise agreed with Airside Operations. This time may be extended when pre-positioning for the arrival of night-stopping aircraft, subject to verification by the handling agent with stand allocators that there will be no further stand changes.
- An EPPA is not to be used for long-term parking of equipment or vehicles, as this may block the aircraft servicing area for another handling agent.

5. EXAMPLES OF EQUIPMENT PARKING AND PRE-POSITIONING AREAS



6. WHY THIS IS IMPORTANT

Keeping equipment clear of aircraft that are moving or with engines running is essential to ramp safety. Aircraft engines are powerful, and their suction force can pull in even large and bulky equipment.

Aircraft also need space to manoeuvre and turning onto a stand to park can be challenging. Remaining clear of an aircraft's path is essential to minimise the risk of collision, costly damage to aircraft and ground servicing equipment, and reduce the risk of injuries and delays.



7. GENERAL ENQUIRIES

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