



**OPERATIONAL SAFETY INSTRUCTION**

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**Stand Allocation and Operating Procedures**

<b>Document Owner</b>	Airside Operations Manager	<b>Ref</b>	BRS-OSI-GO-006
<b>Issued By</b>	Airside Operations Co-ordinator		

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 northside 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 Airport Control Centre (ACC) are responsible for the allocation of aircraft parking stands, using 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, considering 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 allocated a ‘push and hold’ stand or positioned at a runway holding point awaiting departure

Each stand’s maximum aircraft size capability is shown on the Stand Plan Map available from the Airside Ops webpage: [Airside \(bristolairport.co.uk\)](http://Airside.bristolairport.co.uk)

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 7N**

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

### 4. **STAND 12**

Stand 12 can accommodate an A320, however the pushback for this aircraft type is direct onto taxiway Zulu. This pushback causes challenges during first wave due to taxiway occupancy time, therefore RMS should (where possible) restrict the aircraft size on this stand to an A319.

### 5. **STANDS 9 AND 28 WEST**

See BRS-OSI-GO-018 Stand 9 and 28 West Operations, for detailed operating procedures.

### 6. **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.

Aircraft arriving with passengers 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'.

### 7. **STAND ALLOCATION MATRIX**

The matrix at Appendix A shows which aircraft types can be allocated to each stand.

### 8. **CONTINGENCY STANDS**

Contingency stands are non-contact stands that are in the apron cul-de-sacs on the east apron (designated E1-E3) and west apron (designated W4-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 other extensive markings, therefore any equipment required must be positioned safely outside of the aircraft's arrival route and parking footprint within the cul-de-sac.

Key considerations:

- These stands shall only be allocated when standard parking stands are unavailable.
- These stands must not be allocated for turnarounds, unless there are exceptional circumstances, such as work in progress.
- Pre-arrival inspections shall be completed, within the cul-de-sac footprint, ahead of the aircraft's arrival, in accordance with BRS-OSI-GO-013 Aircraft Arrival on Stand.
- An Airside Ops Follow-Me vehicle may be used to support aircraft marshalling on to these stands.
- An aircraft parked on a contingency stand will block neighbouring stands and departure sequencing must be considered as part of the allocation process. Further information on contingency stand departure information and the impact on adjacent stands is described in BRS-OSI-GO-017 Aircraft Pushback Procedures.
- Simultaneous pushbacks (where applicable) will not be approved with an aircraft departing from a contingency stand.
- Once the aircraft has departed from the contingency stand, any remaining equipment must be removed from the contingency stand footprint into an EPA.

## 9. 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-manoeuvre. An aircraft that is self-manoeuvring 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.

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
- A wingwalker is present to control road traffic during the aircraft departure

See BRS-OSI-GO-014 for departure procedures from self-manoeuvring stands.

## 10. GENERAL ENQUIRIES

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

**APPENDIX A STAND ALLOCATION MATRIX**

STAND	AIRCRAFT TYPE																	
	B787-8 / B787-9	B737-700	B737-800	B737-900	B737-MAX 7	B737-MAX 8	B737-MAX 9	B737 MAX 10	B757-200	A 319	A320	A321	A330-200 / A330-300	EMB 135/145	EMB 170/175/190	EMB 195	EMB 190-E2	EMB 195-E2
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STAND	AIRCRAFT TYPE																	
	B787-8 / B787-9	B737-700	B737-800	B737-900	B737-MAX 7	B737-MAX 8	B737-MAX 9	B737 MAX 10	B757-200	A319	A320	A321	A330-200 / A330-300	EMB 135/145	EMB 170/175/190	EMB 195	EMB 190-E2	EMB 195-E2
W4																		
W5																		
W6																		
W7																		
W8																		
E1																		
E2																		
E3																		

**APPENDIX B AIRCRAFT DIMENSIONS MATRIX**

AIRCRAFT TYPE	B787-8	B787-9	B737-700	B737-800	B737-900	B737-MAX 7	B737-MAX 8	B737-MAX 9	B737 MAX 10	B757-200	A319	A320	A321	EMB 190	EMB 195	EMB 190-E2	EMB 195-E2
LENGTH (m)	56.7	62.8	33.6	39.5	42.1	35.6	39.5	42.2	43.8	47.3	33.8	37.6	44.5	36.3	38.7	36.3	41.5
WINGSPAN (m)	60.1	60.1	34.3	34.3	34.3					38.0	35.8	35.8	35.8				
WINGSPAN (WINGLETS)			35.8	35.8	35.8	35.9	35.9	35.9	35.9	38.0	35.8	35.8	35.8	28.7	28.7	33.7	35.1