



## OPERATIONAL SAFETY INSTRUCTION

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### Aircraft Hot Wheel Response

<b>Document Owner</b>	Airside Operations Manager	<b>Ref</b>	BRS-OSI-MSC-002
<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

This instruction shall apply to any person who observes smoking brakes or a hot wheel during or after an aircraft's arrival onto stand at Bristol Airport. It is essential that a potential situation is identified at the earliest opportunity and that it is acted on according to these procedures.

### 2. INITIAL ACTIONS

If during the arrival onto stand, an aircraft is identified as having smoking brakes or appears to have an abnormal temperature in the vicinity of the undercarriage, the aircraft should be chocked if possible (on a part of the undercarriage not affected), and brakes released at the earliest opportunity, as this will dissipate the heat considerably.

The Captain should be made aware of the situation. If the flight-deck concludes that the smoke/temperature is within their operating limits no further action should be taken. If the flight-deck decides further assistance is required then the hot-wheel response procedure (see section 3 below) should be actioned, or the crew may call for assistance themselves via Air Traffic Control.

If upon arrival the aircraft is observed to have flames emitting from brake assemblies, brakes glowing red or any other grave concern is evident, the hot-wheel response procedure must be initiated immediately.

### 3. RESPONSE PROCEDURE

1. When a hot-wheel has been identified the nose wheel only should be chocked. None of the main gear wheels should be approached or chocked.
2. The handling agent or observer must notify the airport Rescue and Fire-Fighting Service (RFFS) via the Airport Control Centre on the emergency number x3400, informing them of the aircraft type, stand and side (port or starboard) of hot-wheel.

3. In addition, they should advise Airside Operations, who will then ensure ATC are aware of the hot-wheel and when possible assist with the procedure.
4. Ground crew operating on adjacent stands shall be advised by airside operations that the hot-wheel procedure has been implemented. All personnel around the aircraft must remain clear of the area until the RFFS have stood down the incident.
5. RFFS or Airside Operations will inform all personnel around the aircraft, ensuring that they and all non-essential vehicles remain clear of the danger area.
6. RFFS or Airside Operations shall assist the ground crew in ensuring the steps are in position for disembarkation of passengers, which should be from the front door only. Steps must be positioned as per standard procedure unless the hot wheel will endanger the safety of ground personnel.
7. Coaches should be provided where possible, to prevent passengers walking through any danger zones. If coaches are not available or cannot access the stand, the passengers must be disembarked and either held away from the danger zones or walked to the terminal, whilst supervised at least one stand distance away from the affected aircraft.
8. If adjacent stands will be affected by a hot-wheel, operations on these stands must cease, any passengers must be disembarked safely outside of any danger zones or held on-board the aircraft, and embarkation stopped until such time as decided by the RFFS Officer-in-Charge, that operations are safe to resume.
9. Additional wheels must only be approached or chocked once RFFS have completed an assessment and confirmed it is safe.

#### 4. GENERAL ENQUIRIES

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