

PUSHBACK STAND 83WIDE

OAN REF: -	36/21	DATE OF ISSUE: -	10 th September 2021	EFFECTIVE DATE:-	10 th September 2021
------------	-------	------------------	---------------------------------	------------------	---------------------------------

PUSHBACK STAND 83WIDE

The following temporary operating procedure is in place for the departure of a B747 for stand 83WIDE to ensure the safety of personnel and the operation whilst live Jet-blast data can be obtained.

In preparation for a departure of the identified aircraft from stand 83WIDE the following safety mitigation measures are to take place for stands 78R-86:

- All loading and unloading operations are to cease and all personnel are to move to the Muster Areas shown in Appendix D.
- The head of stand road to the south of stand 78R-83 and East of 83 - 86 along with the entrance / exit to the perimeter track will close to all vehicle operations and personnel.
- No vehicles or personnel are to exit the UPS yard onto the East Apron.
- No vehicles or personnel are to exit East 2 security gatehouse.

The above requirements and procedures are contained in Appendix A.

- Appendix A (a) details the process outside of LVP's
- Appendix A (b) details the process in LVP's

All mitigation measures must to be managed by a nominated Aircraft Operator representative or nominated handling agent representative. This person(s) is required to complete the Mitigation Measures Acceptance Form in Appendix B.

Once all mitigation measures are in place and managed the nominated Aircraft Operator representative or nominated handling agent representative are required to sign the Document within Appendix B and present this to an Airfield Operations Supervisor.

Where possible Stands 78R-86 should be allocated to the same operator to ensure a single point coordinator of this pushback and area management can take place with no conflict of interest.

Future Works and Review

In line with this document further investigation measurements with live data modelling will take place. This will involve the use of wind reading measurements being taken at set locations by an appropriate EMA nominated person or contract company utilising appropriate specialist equipment. Following this there will be a review of the temporary operating procedure.

If you have any questions or require any further information, please email: matt.roberts@eastmidlandsairport.com or simon.hinchley@eastmidlandsairport.com

END

Originator:	Compliance Manager Operations and Safety	Confirmed by:	Head of Fire and Airfield Operations
-------------	--	---------------	--------------------------------------

Appendix A - Pushback Mitigation Procedures / Measures

(a) Mitigation Task Outside LVP Conditions
At minus 30-minute to pushback an advanced warning call must be made to the AOS.
At minus 5-minutes to pushback an additional call is to be made to the AOS.
At commence of aircraft push from stand 83WIDE:
<u>NOTE: Aircraft pushback can only commence with ATC approval</u>
<ol style="list-style-type: none"> 1. All loading and unloading operations on stand 78R-86 are to cease: equipment must be lowered and secured, aircraft doors closed and secured. 2. All personnel are to be located at muster points shown in Appendix D 3. Pilots' onboard aircraft on stands 78R-86 can stay onboard with the doors shut if required, but they must remain inside the aircraft until advised otherwise. 4. All traffic exiting the UPS yard must be stopped.
At the time of the AOS in attendance, the head of stand roads south of stand 78R-83 and East of 83 - 86 along with the entrance / exit to the perimeter track must be closed by the handling agent or airline operator representative.
The AOS will coordinate the suspension of processing at East Gatehouse 2 via the Control Room. Confirmation of this request will be reverted to the AOS once in place.
The AOS and the nominated Aircraft Operator representative or handling agent representative will check the process has been completed and sign the Mitigation Measures Acceptance form in Appendix B.
The AOS will communicate to ATC that all mitigation measures are in place.
The AOS will always be present whilst the aircraft is taxiing and be in the company of the nominated Aircraft Operator representative or handling agent representative.
The AOS will, when deemed safe to do so, issue the instruction to the airline / handling agent that they can remove all mitigation measures associated to this procedure.
The AOS will inform the Control Room that processing can recommence at East Gatehouse 2.
The AOS will retain the completed Mitigation Measures Acceptance form and it will be made available for audit if requested.

(b) Mitigation Task In Weather Conditions LVP's

At minus 30-minute to pushback an advanced warning call must be made to the AOS.

At minus 5-minutes to pushback an additional call is to be made to the AOS.

PRIOR to commencement of aircraft push from stand 83WIDE:

NOTE: Aircraft pushback can only commence with ATC approval

1. All loading and unloading operations on stand 78R-86 are to cease: equipment must be lowered and secured, aircraft doors closed and secured.
2. All personnel are to be located at muster points shown in Appendix D
3. Pilots' onboard aircraft on stands 78R-86 can stay onboard with the doors shut if required, but they must remain inside the aircraft until advised otherwise.
4. All traffic exiting the UPS yard must be stopped.

At the time of the AOS in attendance, the head of stand roads south of stand 78R-83 and East of 83 - 86 along with the entrance / exit to the perimeter track must be closed by the handling agent or airline operator representative.

The AOS will coordinate the suspension of processing at East Gatehouse 2 via the Control Room. Confirmation of this request will be reverted to the AOS once in place.

The AOS and the nominated Aircraft Operator representative or handling agent representative will check the process has been completed and sign the Mitigation Measures Acceptance form in Appendix B.

The AOS will communicate to ATC that all mitigation measures are in place.

The AOS will always be present whilst the aircraft is moving and be in the company of the nominated Aircraft Operator representative or handling agent representative.

The AOS will, when deemed safe to do so, issue the instruction to the airline / handling agent that they can remove all mitigation measures associated to this procedure.

The AOS will inform the Control Room that processing can recommence at East Gatehouse 2.

The AOS will retain the completed Mitigation Measures Acceptance form and it will be made available for audit if requested.

Appendix B – Mitigation Measures Acceptance Form. (To be handed to the Airfield Operations Supervisor)

Date	
Flight Number	
Aircraft Type	

Task	Complete	Time (Local)
Call to AOS with 30-minute notice of being ready for pushback		
Call to AOS with 5-minute notice of being ready for pushback		
All aircraft turn around operations ceased on stands 78R-86: Equipment lowered, secured and aircraft doors shut and secured.		
All Personnel removed to Muster areas.		
Person located at the UPS yard entrance to the head of stand road stopping personnel and traffic entering the head of stand road		
On Arrival of the AOS		
Close the Head of Stand Road at 78R to the Entrance of the perimeter road East of stand 86		
AOS to request East Gate 2 to be closed temporarily via the control room and confirmation received back from the control room		

Confirmation given to ATC that all mitigation measures are in place

Airline / Handling Agent Oversight Representative

Please insert full name and signature to confirm all above mitigations are in place

Name

Position

Company

Signature

Time (Local)

Airfield Operations Supervisor (AOS)

Please insert full name and signature to confirm all mitigations have been confirmed and checked

Name

Position

Company

Signature

Time (Local)

Following departure:

Task	Completed	Time in local time
Airline / Handling agent given confirmation they can remove all mitigations in place		
Control Room Advised East Gate 2 can re-open operations		