

 **Ground Operations**

Operational Safety Instruction
Aircraft Departure Procedures Off Stand

24th February 2018

ASGrOps_OSI_023

v2.0

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

- 1.1 This Instruction informs Airlines and Handling Agents of the requirements with respect to the departure of an aircraft off stand. The instruction is not exhaustive, and airlines and handlers will wish to add and expand on the themes.
- 1.2 For the purpose of this Instruction, the period covered by the departures process is from push-back to the aircraft manoeuvring on the taxiway system.
- 1.3 Associated OSI documents cover the arrival and turnaround processes;
 - 1.3.1 ASGrOps_OSI_021 Aircraft Arrivals Procedure on Stand
 - 1.3.2 ASGrOps_OSI_022 Aircraft Turnaround Procedures
- 1.4 OSI/09/12 is cancelled.

2. Definitions

Abbreviation	Description
AIP	Aeronautical Information Publication
ATC	Air Traffic Control
TRP	Tug Release Point

3. Push-back Procedure

- 3.1 Flight deck and ground crews must always remain in verbal or visual contact.
- 3.2 Ground crews are responsible for ensuring that the area immediately behind an aircraft is clear of personnel, vehicles and equipment.





4. Non-Standard Pushbacks

- 4.1 In the event the GH has a failure of either the pushback tug, tow bar or both, with no immediate options for alternative equipment that can be used, the GH must contact the AfDM immediately on 0208 745 7373 or 0208 745 6024 and press option 6.

On contacting the AfDM the following information must be provided:

- Stand Number
- Airline
- Aircraft type
- Departure Flight Number
- Scheduled Departure time
- Nature of the problem

Providing this information will help support the AfDM in what action to take.

The GH must not conduct a non-standard nose in push back without consulting the AfDM first and have a leader vehicle in attendance.

5. Post Departure Inspection

- 5.1 The 'Heathrow Aircraft Turnaround Plan' requires that a post departure inspection of the stand is carried out, to ensure that there is no Foreign Object Debris on the stand, that stand furniture is parked/positioned correctly and that there are no spillages left on the stand. Should the above not be the case, then action must be taken by the airline/handler to park/position equipment properly or report the status of the stand to the Heathrow Airside Safety Department on 0208 745 6024. Faults should be reported through the normal channels.

6. Aircraft Blast & Fumes

- 6.1 Reference is made in the UK AIP, EGLL AD2.20 (Local Traffic Rules) to the need for pilots to use the minimum power necessary when manoeuvring on the taxiway system. This is of importance when manoeuvring near works areas and in the apron cul-de-sacs where jet blast can affect adjacent stands.



7. References

UK AIP, EGLL AD2.20 Local Traffic Rules

ASGrOps_OSI_020 Engine Ground Running Safety at Heathrow

ASGrOps_OSI_021 Aircraft Arrivals Procedure on Stand

ASGrOps_OSI_022 Aircraft Turnaround Procedures

Heathrow Aircraft Turnaround Plan

8. Enquiries

- 8.1** Any questions concerning this Instruction should be addressed to the Heathrow Airfield Duty Manager on 0208 745 7373.

