



## Ground Operations

# Operational Safety Instruction

## Aircraft Maintenance on Stand

18<sup>th</sup> May 2018

ASGrOps\_OSI\_024

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** The maintenance of aircraft whilst parked on any stand (other than in leased areas) is subject to restrictions. These restrictions are in place to ensure that stands are available for 'live' aircraft and for the purposes of prevention of environmental pollution.

**1.2** This OSI replaces ASGrOps\_OSI\_024 v1.0.

### 2. Definitions

Abbreviation	Description
AOU	Aircraft Operations Unit
SOC	Senior Operations Controller

### 3. Safety Procedure

#### 3.1 Conditions of Maintenance

**3.1.1** The following types of maintenance operations are not permitted on stands unless discussion has taken place between the airline/operator and the Heathrow Aircraft Operations Unit, Senior Controller (Contact Number 0208 745 0077).

**3.1.1.1** Any procedure which would, or may, render the aircraft immobile for more than 30 minutes. This includes the removal or replacement of any major assemblies, e.g. engines, Auxiliary Power Units, control surfaces or landing gear. Acceptable procedures would be minor maintenance procedures such as oil & fluids checking undertaken during transit or turnaround checks. Any component changes, wheel changes or daily aircraft checks would be unlikely to be completed within 30 mins

**3.1.1.2** Any procedure which would, or may, result in the contamination of the



stand by any substance.

#### 3.1.1.3 The venting of aircraft fuel tanks.

**3.1.2** In the event of one of the above procedures being required by an aircraft operator not having its own maintenance base at Heathrow, the aircraft operator must make every effort to arrange with one of the maintenance base operators for the work to be carried out in a maintenance base. Should it prove impossible to arrange for the necessary space for facilities in a maintenance base, the aircraft operator should seek assistance from the Senior Controller on 020 8745 0077.

**3.1.3** Only after receiving confirmation of the non-availability of space or facilities within a maintenance base will AOU consider permitting the maintenance operation to take place on a parking stand.

**3.1.4** It must be emphasised that there will be occasions when insufficient aircraft parking space is available for maintenance purposes and in such cases AOU will refuse permission. In that event the aircraft operator would either have to wait for space in a maintenance base or on a stand to become available or, if possible, to fly the aircraft out of Heathrow.

**3.1.5** For guidance on use of engine power during aircraft maintenance please refer to **OSI\_061 Ground Noise at Heathrow – Approval Control Process and Safety of Engine Ground Running**.

### 3.2 Enforcement

**3.2.1** Aircraft operators are reminded that under the published 'Conditions of Use' of the airport, they are liable to aircraft parking charges of up to eight times the normal rates in the event of failure to comply with a request (by Heathrow) to move an aircraft within a specified period.

### 3.3 Enquiries

Any questions regarding this Instruction should be addressed to the Heathrow Aircraft Operations Unit, Senior Operations Controller on 020 8745 0077.



#### 4. References

OSI\_061 Ground Noise at Heathrow – Approval Control Process and Safety of Engine Ground Running.

