Operational Safety Instruction

Date: 06th March 2014

Subject: AIRCRAFT REMOTE HOLDING PROCEDURE at HEATHROW

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 is to advise all operators of the procedure for using Remote Holding Points (RHPs) at Heathrow.

1.2 This Instruction replaces OSI/14/10

2. PURPOSE

2.1 The purpose of RHPs is to enable approved airline operators to request remote holding for aircraft, in order to absorb departure delays of more than 30 minutes (the delay period being the difference between the scheduled departure time and the Calculated Take-Off Time - CTOT).

2.2 For periods of less than 30 minutes aircraft should be permitted to absorb the delay at the Runway Holding Area if traffic and space permits. These aircraft will be treated as normal outbound aircraft and should follow standard procedures.

2.3 Operating companies will decide which aircraft they wish to use RHPs thus freeing stands for other inbound aircraft and taking advantage of possible re-allocate departure slots.

3. REMOTE HOLDING POINTS

3.1 The recommended Remote Holding Points are shown below. However, ATC controllers may, at their discretion, use other areas as additional RHPs.

<table>
<thead>
<tr>
<th>Departure Runway</th>
<th>Preferred Remote Holding Points</th>
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<tbody>
<tr>
<td>27R</td>
<td>Link 35; Link 52; taxiway Bravo (North) between taxiway Delta and taxiway Echo; Link 41.</td>
</tr>
<tr>
<td>27L</td>
<td>Link 23 (short of taxiway Alpha); Link 35; Link52; taxiway Bravo (South) between Link 51 and taxiway Charlie.</td>
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<tr>
<td>09R</td>
<td>Link 23 (short of taxiway Alpha); Link 35; Link 41; Taxiway Bravo (South) between LOKKI and Taxiway Kilo.</td>
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4. **REQUIREMENTS**

4.1 Before any airline operator is permitted to request the use of the RHP facility, they must previously have submitted and agreed with National Air Traffic Services (NATS) Heathrow Air Traffic Control, their company procedures. Applications should be made to:

   Head ATC Operations  
   NATS Ltd  
   Heathrow Air Traffic Control Tower  
   Pier 7, Terminal 3  
   Heathrow Airport  
   Hounslow, Middlesex  
   TW6 2GW  
   Tel: 0208-750-2621

4.2 Operators must be aware that their aircraft may be subject to delay on stand prior to remote holding, or may be refused remote holding, even when space is available, due to traffic or Ground Movement Control (GMC) workload.

4.3 Aircraft should self-maneuvrè into position within the RHP following ATC instructions. The aircraft commander is responsible for maintaining safe clearances at all times. If required, marshalling assistance may be requested through GMC.

5. **GENERAL**

5.1 Any enquires regarding this instruction should be made to NATS on the above number in paragraph 4.1.

Issued on behalf of the  
Airside Operations Director