



Ground Operations

Operational Safety Instruction

Use of Remotely Operated Pushback Vehicles

28th June 2019

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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 purpose of this Instruction is to inform all parties of the requirements for the use of Remotely Operated Pushback Vehicles (ROPV). The elements of this instruction which are common to other existing instructions (e.g. driver training & licensing) will be subsumed when appropriate.

2. Definitions

Abbreviation	Description
ADP	Airside Driver Permit
ROPV	Remotely Operated Pushback Vehicle
SOP	Standard Operating Procedure
'A' ADP	Apron Airside Driving Permit
'M' ADP	Manoeuvring Airside Driving Permit
'R' ADP	Runway Airside Driving Permit
'P' ADP	Pushback Airside Driving Permit
VHF	Very High Frequency
FOD	Foreign Object Debris
ATC	Air Traffic Control

3. Safety Procedure

3.1 Licensing of Operators

- 3.1.1** Users of remotely operated pushback vehicles must hold an Airside driving licence, in addition to being suitably trained and competent in the use of the equipment.



3.1.2 Heathrow has developed a driver training package tailored for the requirements of a remotely operated pushback vehicle driver – called a ‘P’ licence.

3.1.2.1 A ‘P’ licence includes the majority of the theoretical elements of the ‘M’ class package but has a less extensive driving practical and reduced requirements for airfield layout knowledge and runway safety.

3.1.2.2 A ‘P’ class licence is valid for **three years**. A medical assessment must also be completed every **three years**.

3.1.2.3 Successful completion of a ‘P’ class training course **does not** qualify the holder to drive a conventional vehicle on Airside roads, taxiways or runways.

3.1.2.4 The package for ‘P’ permit training (PowerPoint visuals, trainer’s notes and test papers) is available free of charge from the Heathrow Airside Operations Team to companies that :-

- (a) Have a Heathrow Ground Operations Licence.
- (b) Are approved (by Heathrow) to deliver ‘P’ ADP training.
- (c) Have a sufficient number of employees justified to hold a ‘P’ ADP.
- (d) Are delivering driver training solely to their own employees.

3.1.2.5 This is the only Heathrow approved package and must not be altered in any way.

3.1.2.6 If a company wishes to add complimentary material, any additional material must be approved by the Heathrow Airside Operations Team prior to being used.

3.1.2.7 ‘P’ permit training materials are not currently available to third party trainers.

3.1.2.8 Heathrow does not provide training in the use of the ROPV. Specific training in the procedures for aircraft push-back using a ROPV must be provided to all appropriate personnel by operating companies. Training records must be retained and provided to Heathrow Airside Operations upon request.



3.1.3 Operators of a ROPV must hold a valid 'A' licence **and** a valid 'M', 'R' or 'P' class driving licence, in addition to being suitably trained and competent in the use of the equipment in accordance with operating companies' SOP.

3.2 General Operating Requirements

3.2.1 The following rules apply to the use of ROPV;

- 3.2.1.1** The ROPV must be parked in designated spaces between each aircraft movement.
- 3.2.1.2** When in use on stand and during a pushback procedure, the ROPV must illuminate an amber obstruction light.
- 3.2.1.3** The ROPV must not be driven (manoeuvred by an operator) on an Airside road. Manoeuvring on inter-stand clearways is permitted.
- 3.2.1.4** After the pushback manoeuvre is complete, the operator should return to the back of the nearest stand via the most direct route, and then make their way back to the origin stand by straddling the double white lines with the ROPV. The operator of the ROPV should walk along the lines until it is appropriate to enter the stand – not in the taxiway.
- 3.2.1.5** ROPV may be used in all weather conditions, in accordance with the operating company's SOP. Procedures should take into account the possibility of contaminated surfaces (eg. Flooding, ice, snow, de-icing fluids etc.)
- 3.2.1.6** The ROPV operator must be equipped with a headset or other communications device which allows communication with the flight deck **and** monitoring of the appropriate VHF ground frequency.
- 3.2.1.7** ROPV must not be used without a serviceable direct line of communication to the flight deck (ie. headset).
- 3.2.1.8** ROPV operating companies must ensure that their operational procedures have been subject to a thorough risk assessment process, with particular attention given to hazards such as noise, jet blast and FOD during the push-back.



