

Safety Alert

Docking/parking guidance system of aircraft stands.

30th September 2022

ASDRVE_SA_040

V1.0

Background

The purpose of this Safety Alert is to remind Airline Operators of Heathrow's UK Aeronautical Information Publication (AIP) requirements for docking/parking guidance system of aircraft stands.

This safety alert is being issued following an aircraft damage event, involving two aircraft, one aircraft was holding off of stand, as the other taxied behind, with the wing of that aircraft making contact with the tail of the aircraft waiting to enter stand to park.

Safety Considerations

Airline operators are reminded of the importance that when either there is no stand guidance present or not activated, or the guidance system fails, to remain on the taxiway centreline for the Stand entry guidance system (SEGS) to be activated or a marshaller to arrive. When this is the case Ground Movement Control (GMC) must be informed in order to prevent any ground conflict.

Airline operators are reminded of the importance that when either there is no stand guidance present, or the guidance system fails, to remain on the taxiway centreline if there is no stand guidance or marshaller.

Whilst on the manoeuvring area, pilots are reminded of the extreme importance of maintaining a careful lookout at all times.

Under Heathrow AIP [UK AIP EGLL AD 2.9](#) it states:

The majority of stands at Heathrow are equipped with the 'Safedock' Visual Docking Guidance System (VDGS). A marshalling service will be provided for the minority of the remaining stands that do not have VDGS fitted. Flight crew must not attempt to self-park if the VDGS is not activated or calibrated for their aircraft type.

In the event of there being no activated VDGS displayed upon approach to the stand, flight crews should:

- Hold position on the taxiway centre-line.
- Inform Ground Movement Control (GMC) they are awaiting stand entry guidance.
- Contact company to arrange activation.

Note: GMC may request aircraft to 'report parked' – this is not an instruction to self-park.

In the event of a failure of the VDGS during parking, flight crews should:

- Inform Ground Movement Control (GMC) of a stand entry guidance failure.
- Contact company to arrange a marshaller.

Under Heathrow AIP [UK EGLL AD 2.20](#) it states:

Ground movement

Within the Movement Area, pilots will be cleared to and from the aircraft stands under general direction from GMC. Pilots are reminded of the extreme importance of maintaining a careful lookout at all times.

Flight crews are reminded of the extreme importance of maintaining a careful lookout at all times and are at all times responsible for wing tip clearance. The taxiway lighting system is an aid to pilots when they are operating on the manoeuvring area during darkness or in poor visibility. Notwithstanding the taxiway lighting system, pilots continue to remain responsible for wing tip clearance.

Enquiries

Any questions regarding this Safety Alert should be addressed to the Airside Operations Standards Team at airside_safety@heathrow.com. Additional information can be found at [heathrow.com/airside](https://www.heathrow.com/airside).

Reference: ASDRVE_SA_040

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Effective date: 30th September 2022
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