

## **Operational Safety Instruction**

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**Date:** 29<sup>th</sup> May 2014

**OSI/07/14**

**Subject:** AIRBRIDGE OPERATION – PIER SIX

**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 describes the airbridge docking and undocking sequence that is to be used on Pier six when servicing A380 aircraft on stands 301, 303, 305 and 307.

### **2. AIRBRIDGE OPERATION**

- 2.1 The airbridge manoeuvring area on all of the stands will be marked by a 200mm thick white line. This will show the perimeter of the airbridge manoeuvring area. The area will NOT be hatched, in order to minimise the amount of painted lines on the stand.
- 2.2 Operators must ensure that the airbridge will not be impeded by any obstruction during its operation. Therefore operators are required to conduct a stand inspection at 'ground level' prior to docking the airbridge onto the aircraft. A second 'ground level' inspection is to be conducted prior to retracting the airbridge from the aircraft back to the parking circle.
- 2.3 The airbridge parking circle will be painted yellow. The 'starburst' markings, a series of white lines radiating from the airbridge parking circle, will provide guidance for operators when parking the airbridge. The 'starburst' markings for the 'A' bridge and the 'C' bridge will be marked as a 'solid' white line. The 'starburst' for the 'B' bridge will be marked as a 'dashed' white line. **Operators of the 'B' bridge must adhere to the dashed white line while manoeuvring the airbridge during the 'undocking' phase.**

**Note: Vehicles and equipment are not permitted to park within the 'starburst' area**

- 2.4 **A380 AIRBRIDGE DOCKING SEQUENCE:** There is only one docking sequence that is permitted, all airbridge trained personal must use the following sequence. **Each airbridge must remain in the parking circle until the preceding airbridge is fully docked on the aircraft**

**Bridge A** – Is the first to dock with the aircraft.

**Bridge B** – Is the second to dock with the aircraft.

**Bridge C** – Is the last to dock with the aircraft.

- 2.5 **A380 AIRBRIDGE UNDOCKING SEQUENCE:** There is only one undocking sequence permitted, all airbridge trained personal must use the following sequence when removing the airbridges. **Each airbridge must remain in its docked location until the preceding airbridge is fully retracted to its parked location**

**Bridge C** – Is to be removed from the aircraft first.

**Bridge B** – Is to be removed from the aircraft second.

**Bridge A** – Is to be removed from the aircraft last.

### **3 ENQUIRES**

- 3.1 Any questions concerning this Instruction should be addressed to the Airside Safety & Assurance Team via [airside\\_safety@heathrow.com](mailto:airside_safety@heathrow.com)

**Issued on behalf of the  
Airside Operations Director**