



Ground Operations

Operational Safety Instruction

Stands 601 - 609

09th August 2018

ASGrOps_OSI_033

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 This Instruction provides details of the operating procedures for stands 601 to 609.

1.2 OSI/13/13 and AsGrOps_OSI_033 Stands 601-609 v1.0 are hereby cancelled.

2. Definitions

Abbreviation	Description
APU	Auxiliary Power Unit
VDGS	Visual Docking Guidance System
FEGP	Fixed Electrical Ground Power

3. Safety Procedure

3.1 Stand Configuration

Stand Number	Max A/C Nose-In	Max A/C Nose-Out	Exclusions	Services
601	B757-200	A340-600		Fuel
602	B757-200	A340-600		Fuel
603	B757-200	A340-600		Nil
604	B757-200	B777-200LR	B787-9, A350-9 (due to aircraft length)	Nil
605	B757-200	B777-200LR	B787-9, A350-9 (due to aircraft length)	Nil



606	B757-200	A340-600		Nil
607	B747-8 (nose load freighter)	Not specified		Fuel, VDGS
608	B747-400	Not specified		Fuel, VDGS
609	B747-8	Not specified		Fuel, VDGS

3.2 Conditions for the Operation and use of Stands 601 - 609

- 3.2.1** Aircraft intending to park nose-out must be towed into position. Aircraft parking conventionally nose-in may do so under power with the guidance of VDGS or a Marshaller.
- 3.2.2** Stand 607 - To ensure an appropriate wingtip clearance is maintained for B747-8 aircraft, an additional 'Safety Zone' is painted on the western side of the stand. Ground Handlers are to ensure this area is kept free of all equipment during B747-8 movements.
- 3.2.3** APU's may be used on these stands subject to the conditions set out in ASENV_OSI_061 Control of Ground Noise and Emissions at Heathrow.
- 3.2.4** Engine ground runs and check starts may be conducted on aircraft parked nose-in on these stands subject to the conditions set out in the ASENV_OSI_061 Control of Ground Noise and Emissions. Aircraft parked 'nose-out' on stands 601-606 are subject to express approval by HAL Airfield Operations and may be subject to additional monitoring.

3.3 Restrictions Applicable

- 3.3.1** Stands 601 to 609 are not designated for use by passenger flight arrivals or departures. If under exceptional circumstances there is a requirement to use these for this purpose, Heathrow Campus Security, HM Revenue & Customs and UK Border Force must be informed in advance of the movement.

3.4 Conditions for Vehicles

- 3.4.1** Drivers are reminded that they are not to drive across these stands and must use the road way and inter-stand clearways provided.



3.4.2 In addition drivers are reminded to pay special attention to aircraft entering and departing from these stands ensuring they give way when traveling along the back of stand Airside Road.

3.4.3 Drivers using the Airside Road are to use caution when passing tugs fixed to the nose wheel of aircraft parking nose-out (in particular Stands 604 and 605) due to the proximity of the vehicles to the road.

3.4.4 When marshalling an aircraft on these stands, the Marshaller may park their vehicle across the back of stand Airside Road forming a road block. Action will be taken against drivers who endanger the safety of the Marshaller and the arriving aircraft by driving around the vehicle road block.

3.5 Enquiries

3.5.1 Any questions regarding this Instruction should be addressed to the Heathrow Airfield Duty Manager on 020 8745 7373.

4. References

ASENV_OSI_061 Control of Ground Noise and Emissions at Heathrow

