

OAN 29 / 2019 – B737 MAX TAXIWAY JULIET PARKING

OAN REF:-	29/2019	DATE OF ISSUE:-	20/03/19	EFFECTIVE DATE:-	22/03/19
MANUAL REFERENCE(S):-	N/A			EXPIRY DATE:-	TBC

PLEASE ENSURE THIS INFORMATION IS PROMULGATED TO ALL STAFF

1.0 SUMMARY

The grounding of the B737 Max family of aircraft has resulted in 5 of these aircraft being present at Manchester Airport. Whilst at currently, they are parked on the Construction Site (new taxiway Zulu) Pier 1 West Taxiway, there is a requirement to find a longer-term solution with Pier 1 being officially opened on the 1st April. Due to current level of Airfield development works at Manchester Airport, the only suitable area for parking these 5 aircraft is in the former Taxiway Juliet Passing-Bay in between Taxiway Mike and RHP J1.

2.0 PROGRAMME

2.1 Overall, the intention is to tow the aircraft from the Pier 1 construction site to Taxiway Juliet on Friday 22nd March.

3.0 SCOPE & LOCATION OF WORKS

3.1 In summary, the scope of works is a standard towing manoeuvre from the construction site at Pier 1 to the Taxiway Juliet.

4.0 OPERATIONAL IMPLICATIONS**4.1 Runway 05L-23R Operations**

4.1.1 During those times that 05L-23R is operational, aircraft unable to vacate 05L or depart 23R via Taxiway Mike (M1) will be required to backtrack the runway as directed by ATC.

4.1.2 **Published Runway 23R declared distances from Taxiway Mike (M1) are as follows:**

TORA 2567m
TODA 2867m
ASDA 2567m

4.1.3 Aircraft requiring a full-length departure of Runway 23R are to advise ATC on first contact.

4.2 Runway 05L-23R Turning Circle (Aircraft Ground Movement Guidance)

4.2.1 The Runway 05L-23R turning circle has an unlit yellow painted centreline. The extents of its manoeuvring area are further demarked by inset omni-directional blue edge lighting along its north-western and northern boundary. Further demarcation will be provided across the mouth of the Juliet/Runway intersection by way of Taxiway Blue-Edge Glisms.

4.2.2 The Runway 05L-23R turning circle is available for use by all aircraft types up to and including A380, the turning circle has been designed to be used in a 'clockwise' direction. Aircraft wishing to manoeuvre in an 'anti-clockwise' direction are to able do so only at the pilot's discretion.

4.2.3 An unlit yellow painted centreline curve will provide ground movement guidance to / from Taxiway Mike (M1), the runway centreline and the turning circle. Large aircraft, especially long wheelbase types, should apply judicious oversteer when transiting the above centreline radius in both directions.

4.3 Taxiway Closures

4.3.1 Taxiway Juliet between RHP J1 and Taxiway Mike will remain closed H24 for the full duration of the parking operation. The closed section of Taxiway Juliet will be demarked by lit barriers and a removed / unlit taxiway centreline.

4.3.2 Aircraft and Operational vehicles are to enter 23R and vacate 05L at Taxiway Mike (M1)

5.0 LOW VISIBILITY PROCEDURES (LVP)

5.1 Overall, the work has no impact on the airports' ability to operate in LVP.

5.2 During LVP (\leq IRVR 599m), aircraft and operational vehicles are to enter Runway 23R and vacate Runway 05L at Taxiway Mike (M1).


6.0 FURTHER INFORMATION

6.1 A NOTAM promulgating operational detail will be issued prior to the start of the Taxiway Juliet closure.

6.2 For further information, please contact the Airfield Duty Manager on +44 0161 489 3331.

7.0 ADDITIONAL DOCUMENTS

Drawing: YES

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