NEW MANCHESTER AIRPORT PUSHBACK PROCEDURES – REVISION ZULU

As of the 10th July 2019 at 00:01hrs local, the new Zulu Pushback Procedures need to be adhered to by the airside community.

The key changes that have been made are the amendments for stands 101, 103, 105, 107, 109, 111 and 113 as well as changes to push and park locations. In addition to this, the B787-10 has been added to the Engine Test Bay Stop Positions list and 2 new tug callsigns have been added.

Following on from discussions held at the Pushback Safety committee with both MAG and the ground handling community representatives present, it was decided that it would be a good idea to have defined gaps between the pushback procedures for each stand added. This should provide better clarity and reduce errors in performing the wrong pushback.

It is vital that the latest version of the Pushback Procedures document and a copy of the Manchester Airport Manoeuvring Area Map are always in aircraft tugs and try to ensure that you are familiar to them and refer to them before a pushback begins.

If you are unsure about an instruction given by ATC or you think an instruction needs to be challenged, give them a call to discuss your concerns.

Don’t be afraid to query. Always ask and never assume – you either know or you don’t.

Aircraft parked on Left or Right centrelines use the procedure for the CENTRE/MAIN stand designator number, unless listed as otherwise in this document.

Upon completion of a pushback manoeuvre:

- Aircraft nose to be pointing towards the airfield identification point, eg: ‘facing runways’.
- Aircraft nose wheel to be on taxiway centreline.
- Aircraft nose wheel to stop on relevant Tug Release Point (TRP) mark or to stop abeam the relevant CENTRE/MAIN stand centreline number unless otherwise stated.
- If pushing to a taxiway Intermediate Holding Point (IHP), both aircraft and tug must be stopped behind the IHP markings, clear of adjacent taxiway routes.

AIRFIELD WORKS IN PROGRESS VIEWER

The Airfield Planning team are responsible for co-ordinating all of the work that occurs out on and around the airfield and creating OAN’s, Minor Works Briefs, tall equipment permits, aircraft pushback procedures and much more.

The team have commissioned a new Works in Progress viewer that will enable them to view all works that pose an impact to the airfield. The software package will be used to plan, monitor and deconflict works to keep the airfield operational while undergoing major reconstruction and minor maintenance work. The areas highlighted in green represent the work that is taking place at any one time on the airfield and shows just how quickly change occurs and how busy it can get for the team.

If you would like to know more about the Works in Progress viewer, please contact Airfield.Planning@magairports.co.uk.

MANCHESTER AIRPORT
AIRCRAFT PUSHBACK PROCEDURES

Effective from 10th July 2019. 00:01 hrs local.

Changes from previous revisions:

- Pushback procedure wording amended for Stands 101, 103, 105, 107, 109, 111 and 113 as well as changes to push and park locations.
- B787-10 added to Engine Test Bay Stop Positions list.
- Two new tug callsigns added.

Points to remember:

- Always ensure that the current aircraft pushback procedures document is available inside the tug prior to carrying out any aircraft pushback or towing manoeuvre.
- Any deviation from the procedures described in this document will be issued by ATC as a ‘non-standard’ pushback instruction at the time of pushback request.
- It is a mandatory requirement to use a suitable headset at all times when operating any aircraft tug or pushback equipment. Headsets are not to be used during periods of thunderstorm activity. Manchester Manual, 222, 223.
- For more information please contact: Airfield.Planning@magairports.co.uk
Since the launch of the app in December we have made quite a few updates including baggage notifications, a new airfield banner, how to report a drone sighting and there are many more still to come so keep your eyes peeled!

Here are a couple of the newer developments in the past month:

1. Disruptive Passenger Reporting
   This links through to a survey that anyone across the airport site can use to report disruptive passengers and notify colleagues of incidents across the passenger journey. An email / text alert is then sent in real time to a distribution list controlled by the Manchester Airport Retail Team. Please email manretailteam@magairports.com to add employees to the distribution list.

2. Airfield Operations and Safety Section
   This is now the main area for airside related information such as airside procedures e.g. OANs, safety reporting, baggage hall handbook and a direct link to this newsletter!

We are constantly collecting feedback and ideas on the app, please email these to airportapp@magairports.com. We are also happy to help demo the app and answer any questions you have so let us know how we can help!
AIRFIELD OPERATIONS SUMMER READINESS EVENT IPAD WINNERS

Congratulations to lucky winners Chris Renshaw, GSE Fleet Supervisor at Swissport and Nathan Powell, Airfield Security Officer for winning the prizes from Airfield Summer Readiness Event as part of AOA Safety Week 2019.

The event saw great collaboration between MAN Airside Teams and our Ground Handling Community to demonstrate key safety themes. Thank you to Joanna Jureczko who helped coordinate the event and its success.

DOUGHNUT WORRY, BE HAPPY!

On Friday 21st June Sean Wismann and Nena Adrienne from the MAN Performance team went out and about delivering 1000 Greggs doughnuts to operational colleagues.

The doughnuts were a thank you for the resilience and hard work that all teams have put in during May and June, really showcasing the team Manchester approach.

FOD REMOVAL

There has been an increasing trend of aircraft cleaning and catering waste left on stand. Not only is this a FOD hazard, it is also a bird and vermin attractant.

All are reminded of their obligations to comply with legislation on Category 1 International Catering Waste as well as Airfield Safety and to ensure that aircraft cleaning and catering waste is secure (in tied bags or catering carts) and is taken in a timely manner to in-flight catering centre or to West Gate Waste Management Area only. Under no circumstances should waste be left on stand or deposited into North Road or any other airport waste facilities.

COMMITTEE ACHIEVEMENTS – NORTH AIR

A huge congratulations to Garry Scully and the North Air team who, for an unprecedented second year in a row, have won the JIG Sustained Performance Award as a global recognition for continued and sustainable outstanding performance in their field of work.

In order to win the award, North Air successfully met criteria including:

- No fatalities
- No fires, aircraft incidents, major spills, misfuelling or serious PQI
- Reported near misses and safety walks/sport checks
- 3 successive “good” inspection results (2015-2018)

This is such a great achievement for all the North Air team here at Manchester Airport. Keep up the good work and here’s to a successful 2019!

CONTACT US

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We would like to ensure that content is relevant, so if you wish to contribute, and provide details of any specific topics to cover in the next edition or safety initiatives that are being implemented, please do get in touch via above contact details.

Please ensure that Manchester Airport are in receipt of correct Airside Operator contact details, so that we can get the right information to the right people.

manchesterairport.co.uk/ops
CLEAN AS YOU GO THROUGHOUT THE WORKING DAY

FOCUS on
FOREIGN OBJECT DEBRIS

KEEP OUR AIRFIELD FOD FREE

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