

**AIRSIDE OPERATIONAL INSTRUCTION 05 ‘APRON MANAGEMENT’**

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<b>AERODROME MANUAL/ AOI REF(s) -</b>	AOI 05 ‘Apron Management’ - Para. 2.3 (c)				

**AIRSIDE OPERATIONAL INSTRUCTION 05 ‘APRON MANAGEMENT’**

Please be advised of the following amendments to Airside Operational Instructions 05 ‘Apron Management’; Section 2,

Paragraph 2.3, sub para. (c)

- An engine shutdown and start up should only take place on taxilane Juliet for aircraft up to and including code D). Any above code D aircraft, utilising either stand 200 or 201 should start or shutdown engines with the aircraft positioned on taxiway Bravo (as detailed in AOI 05 Appendix C ‘West Apron Pushback Plans’, annex W or X).
- If stand 200 is to be used for an AN124, B747-8F or A380, the Airfield Operations Supervisor (AOS) should be contacted and requested to attend. The AOS should provide confirmation (or otherwise) to ATC that stands 98, 120 and 121 are clear before the aircraft is either towed **on** or **off** stand 200.

Paragraph 2.5

- When Low Visibility operations/procedures are in force (LVP 3 conditions), a “follow me” vehicle will be available on request for all aircraft entering the central, central-west or east apron. EMA will provide this service. The marshaller will take responsibility for the final positioning of the aircraft once it enters the stand area.

The relevant Airside Operational Instructions will be updated to include these amendments within the next issue.

Should you have any queries in relation to this please email [ops.safety@eastmidlandsairport.com](mailto:ops.safety@eastmidlandsairport.com)

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