

OAN 002-2020 – OPENING OF NEW REMOTE STANDS 807, 809 & 811

This OAN replaces OAN 136-2019 with immediate effect.

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PLEASE ENSURE THIS INFORMATION IS PROMULGATED TO ALL STAFF

1.0 SUMMARY

1.1 The first stands which form the eventual Pier 2 Western side apron will be opening on 18th January 2020. The new apron is in an interim layout as remote stands which will eventually be served as contact stands from the future Terminal 2 Pier 2. This document provides a brief overview of the facilities and procedures.

2.0 INTRODUCTION OF NEW STANDS INTO SERVICE

2.1 The new apron and its associated aircraft parking stands will be introduced into live service following a series of operational trials. The expected date for live operations is 18th January 2020.

3.0 AIRCRAFT STAND LAYOUT & PURPOSE

3.1 There are 4 stand centrelines in total but due to the MARS arrangement a maximum of 3 may be used simultaneously.

3.1.1 Stand 807R is an individual Code C stand and unaffected by the use of any of the other stands. It is separated from the other stands by an Inter-Stand Clearway.

3.1.2 Due to the interim nature of this apron there will be no JET A1 fuel hydrant supply. Because of this, departing flights will not generally be assigned to these stands and they will be used primarily for arrivals and for 'tow-off' parking of long ground-time aircraft.

3.1.3 All aircraft operations are on the Taxi-In-Push-Out principle, there is no self-maneuvring by aircraft.

4.0 AIRCRAFT STAND CAPACITIES

4.1 The maximum size aircraft type permitted on each stand is listed within the following table;

Stand centreline	Aircraft Code	Dependent centrelines	Gate	Notes / exceptions
807R	C (A321/B737)	None	Remote	No Jet fuel hydrant
809L	D- (B757-300W)	809	Remote	No Jet fuel hydrant
809	E-* (B777-200LR, B787-10, A330-300/900, A350-900)	809L & 811	Remote	No Jet fuel hydrant *Not full Code E (type limitations apply as shown)
811	C (A321/B737)	809	Remote	No Jet fuel hydrant

5.0 HEAD OF STAND EMERGENCY AND SAFETY EQUIPMENT

5.1 Each stand will be equipped with and Head of Stand Safety Equipment position. At this position there will be;

- High-mast apron floodlighting
- Aircraft Emergency Stop Button.
- Emergency telephone.
- SNIB Override (Airfield Operations use only).
- FOD bin.
- Oil can bin.
- Winter de-icing granules hopper and shovel.

6.0 AIRCRAFT DOCKING

6.1 Aircraft docking on all Pier 1 stands will be via Safedock Advanced Visual Docking Guidance System (AVDGS).

7.0 AIRCRAFT PUSHBACKS

7.1 All aircraft pushback procedures for the new stands are on to taxiway November-Alpha and will be included within the published EGCC Aircraft Pushback Procedures document, Revision Alpha.

8.0 APRON ROAD SYSTEM

- 8.1 The new apron is served by an existing airside road which is aligned as a Head-of-Stand road for the stands. It is a 7.5m wide two-way road running between Terminal 2 and the Western Apron.
- 8.2 Other than when directly engaged in aircraft turnaround activities, there should be no requirement for vehicles to transit across the rear of aircraft parking stands.
- 8.3 There will be a minimum of 4.5m available at the rear of parked aircraft to enable aircraft turnaround vehicles to pass behind the aircraft without encroaching on the taxiway strip, demarked by double white lines.

NB: Vehicle drivers are not to use the rear of stand to travel from stand to stand.

9.0 FIXED ELECTRICAL GROUND POWER

- 9.1 All new stands will be equipped with apron mounted Powervamp Fixed Electrical Ground Power (FEGP) with outputs suitable for the aircraft mix to be served on each stand.

10.0 GROUND SERVICE EQUIPMENT PARKING

- 10.1 The apron has been designed such that the space on aircraft stands is largely dedicated to the servicing and turnaround of aircraft, and to be free of general vehicle and equipment parking.
- 10.2 A large equipment parking corral is situated alongside Stand 811 and will be assigned to particular pieces of equipment as published within the Airfield Equipment Parking Plan.
- 10.3 A limited amount of assigned equipment parking space may be provided on certain stands. Equipment bay assignments will be published in the Airfield Equipment Parking Plan.

11.0 PEDESTRIAN ACCESS

- 11.1 There is no pedestrian access to this remote apron. All staff must access the apron by vehicle transport.

12.0 SURVEILLANCE AND DATA CAPTURE

- 12.1 In line with the rest of the airfield, all activity on the new pier stands will be monitored and recorded H24 by CCTV operated by MAG. Recordings may be used in the investigation of incidents and for audit purposes.

13.0 UK AERONAUTICAL INFORMATION PACKAGE (AIP)

- 13.1 The new apron appears on updated AIP charts from AIRAC 04/2019, likewise, relevant AIP textual data will be updated simultaneously.



14.0 EGCC AERODROME MANUAL

14.1 Parts C, D and E of the EGCC Aerodrome Manual will be updated to reflect the introduction of the new pier into operation. Updates will be published via a Supplementary Instruction.

15.0 LOCALLY ISSUED AIRFIELD MAPS

15.1 Airfield Manoeuvring Area and Apron Road Maps 2019 v2.0 show the new stands These are available for download at:

<https://www.manchesterairport.co.uk/aviation-professionals/airfield-maps/>

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Location of stands 807-811 on airport



General Arrangement Drawing

