

OAN 071/2020 – TAXIWAY DELTA PAVEMENT RECONSTRUCTION AT INTERMEDIATE HOLDING POINT D3.

This OAN replaces OAN 045-2020 with immediate effect. Changes relate to programme dates.

OAN REF:-	071/2020	DATE OF ISSUE:-	15/07/20	EFFECTIVE DATE:-	With Immediate Effect
MANUAL REFERENCE(S):-	N/A			EXPIRY DATE:-	24/07/20

PLEASE ENSURE THIS INFORMATION IS PROMULGATED TO ALL STAFF

1.0 SUMMARY

1.1 Due to the outbreak of COVID-19 and a consequential reduction in available manpower, the programme to complete essential airfield pavement reconstruction has been extended. Work is taking place on Taxiway Delta in the vicinity of Intermediate Holding Point (IHP) D3. For the duration of the work an unlit taxiway centreline diversion will be in use around the works area. Aircraft will be guided through the taxiway diversion by Airfield Operations Follow-Me vehicles, HN/LVPs and on request.

2.0 PROGRAMME

- 2.1 The overall programme of work will commenced on the night of Sunday 16th February 2020.
- 2.2 The work is scheduled to be completed by the morning of Friday 24th July 2020.
- 2.3 The remaining elements of work will be carried out at night. Prescribed working times for any night work will be 22:00 – 05:00L, Sunday – Thursday.

3.0 SCOPE & LOCATION OF WORKS

3.1 The remaining scope of work entails completion of pavement saw cutting and joint sealing.
The attached drawing depicts the overall works area and required Taxiway Delta diversion.

4.0 OPERATIONAL IMPLICATIONS

4.1 Taxiway Delta Diversion

- 4.1.1 During the nightly working times, Taxiway Delta (including the diversion route) will be closed at IHP D3.
- 4.1.2 Outside of the nightly working times, Taxiway Delta, through IHP D3 will continue to operate on a diverted, unlit taxiway centreline. The diversion will route through closed Stands 61 and 62.



- 4.1.3 Outside of the nightly working times, aircraft will be guided through the diversion by Airfield Operations 'Follow Me' vehicles during hours of darkness (HN), during periods of low visibility operations (LVOs) or on request from Air Traffic Control or the flight commander.
- 4.1.4 An unlit Intermediate Holding Point will be painted on the taxiway diversion, designated as D3 to replace the existing IHP D3 for the duration of the works.
- 4.1.5 The Taxiway Delta diversion will have sufficient strip width to allow for normal operations of ICAO Code E aircraft (**max 65m wingspan**).
- 4.1.6 In exceptional circumstances it will be possible to manoeuvre A380 aircraft through the taxiway diversion, under tow only. Paragraph 4.6 provides further specific information regarding provision for ICAO Code F aircraft for the duration of the works programme.
- 4.2 **Taxiway Closures**
- 4.2.1 Taxiway Quebec will be closed H24 for the duration of the works.
- 4.3 **Aircraft Stand Closures & Restrictions**
- 4.3.1 For the duration of the works programme, the following aircraft stand operational implications will apply:
- Stands 61 and 62 (all centrelines) closed H24.
 - Stand 63C downgraded to maximum aircraft size B787-8/ A330-200.
 - Aircraft hydrant fuel not available on Stand 63L.
- 4.4 **Relocation of Double-White Lines – Stands 61-63**
- 4.4.1 Due to the required diversion of Taxiway Delta, the double-white lines at the rear of Stands 61 and 62 will be relocated almost to the head of those closed stands for the duration of the works. *See attached drawing.*
- 4.4.2 The relocation of the double-white lines will have no impact on access to equipment areas or other facilities located at the head of Stands 61 and 62.
- 4.4.3 Whilst operating in the area of Stands 61-63, airfield users must remain vigilant of the relocated double-white lines signifying the edge of the diverted Taxiway Delta strip.
- 4.5 **Aircraft Washing**
- 4.5.1 For the duration of the works programme, aircraft washing may take place on Stand 66. Any aircraft washing activity will require prior arrangement with Airfield Control, as normal.

4.6 Impact on ICAO Code F Aircraft Operations

4.6.1 The airport will be able to accept diversion movements of ICAO Code F aircraft. However, all flights, except for aircraft in an emergency, are to seek pre-authorisation (PPR) from Airfield Operations on telephone number +44 (0)161 489 3331. All aircraft operators must ensure Ground Handling and Into-plane fuelling support is always available.

4.6.2 Scheduled operations of A380 aircraft may continue as normal for the duration of the works programme, however it should be noted that Stands 61 and 62 will not be available for A380 parking.

4.6.3 Should there be a need to park an A380 on Stand 80 (the only remaining Code F remote aircraft stand for the duration of the works programme), the aircraft will be manoeuvred to/from Stand 80 through the Taxiway Delta diversion, past the area of work in progress **under tow only**.

4.6.4 With effect from Saturday 15th February, the following non-standard pushback procedure will apply for **A380 aircraft only**, departing from Stand 12 for the duration of the works programme;

- *Push tail towards IHP P4. Push as far as nose wheel limit marker then pull forward to IHP P3. Engine start at IHP P3.*

4.6.5 In the event of an A380 aircraft being pushed back from Stand 12 with an **inoperative APU**, the non-standard pushback procedure will be;

- *Push tail towards IHP L1 then pull forward for release at IHP P3. Engine start during pull forwards.*

N.B: *The pushback to manoeuvre to IHP L1 will avoid active aircraft engines transiting directly over an area of work in progress (outside the Code F taxiway Cleared & Graded strip), and the attendant risk of FOD ingestion.*

4.7 Aircraft Access to Western Maintenance Apron

4.7.1 For the duration of the works programme, aircraft access/egress to/from the Western Maintenance Apron will be via prior arrangement with Airfield Control.

4.7.2 All aircraft movements to/from the apron will be assisted by an Airfield Operations Follow Me vehicle.

4.7.3 All aircraft will be routed to/from the apron via Taxiway Papa (through IHP P4) or Taxiway Delta (through IHP D2). There will be no access to/from the apron via Taxiway Delta (IHP D3) for the duration of the works programme. Portions of the aforementioned routes will be unlit.

4.8 **Premiair Access Road**

4.8.1 The operation of the Premiair access road will remain unchanged, however drivers must be aware that the portion of road classed as taxiway crossing between Stand 61 and the southern side of the Western Maintenance Area access ramp will be extended, therefore extra vigilance of aircraft movements on Taxiway Delta will be required.

4.9 **Stand 61 ULD Racking**

4.9.1 For the duration of the works programme, a total of 10 x ULD racks will be relocated from adjacent to Stand 61L to the Head of Stand 61R. See attached drawing.

4.10 **Aircraft Pushback Procedures**

4.10.1 A non-standard pushback manoeuvre will be required from Stands 21, 23 and 25 whilst night-time work is in progress on Taxiway Delta in the vicinity of IHP D3.

5.0 **LOW VISIBILITY PROCEDURES (LVP)**

5.1 Overall, the work has no impact on the airport's ability to operate during periods of low visibility.

5.2 In the event of forecast low visibility, any planned works will be cancelled.

6.0 **FURTHER INFORMATION**

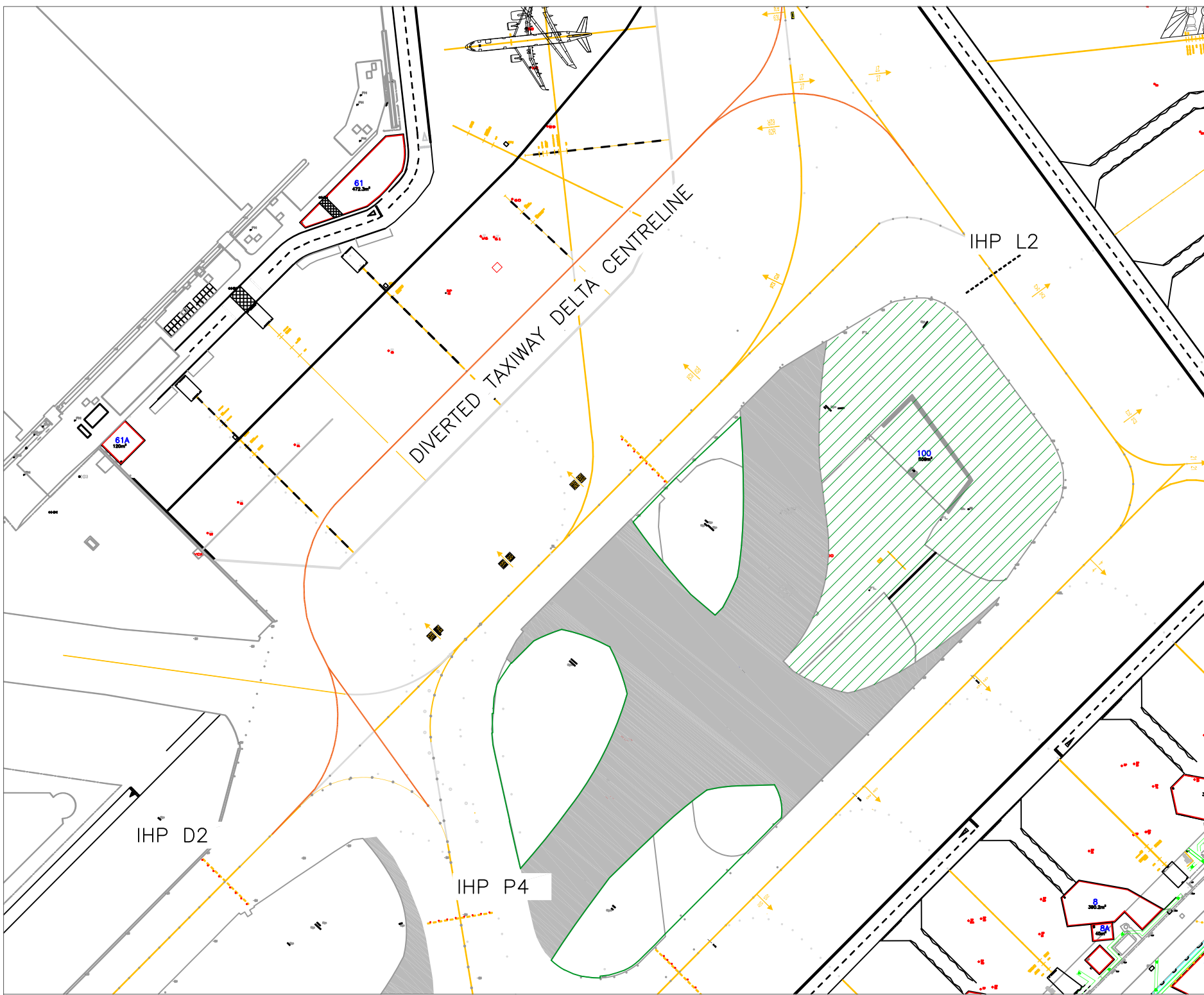
6.1 A NOTAM(s) promulgating significant operational detail will be issued prior to the start of works.

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

7.0 **ADDITIONAL DOCUMENTS**

Drawing: Yes

TAXIWAY DELTA
DIVERSION
GENERAL
ARRANGEMENT.



IHP D2

IHP P4

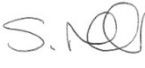
IHP L2

DIVERTED TAXIWAY DELTA CENTRELINE

61
472.3m

61A
120m

100
100m

ORIGINATOR:- (PRINT NAME)	S.McAleer	CONFIRMED & APPROVED BY:- (PRINT NAME)	C.Wild
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SIGNATURE:-		SIGNATURE:-	