



Ground Operations

30th October 2024

ASGrOps_OSI_033

Version 3.1

Operational Safety Instruction

Cargo Apron Operations (Stands 601 – 609 and 611 – 616).

It is the responsibility of all employers to ensure that relevant OSIs are brought to the attention of their staff. However, individuals remain responsible for their own actions and those who are in any doubt should consult their Supervisor or Manager.

1. Introduction

- 1.1** This Operational Safety Instruction (OSI) informs the airport community of the operating procedures for aircraft and vehicles in the Cargo Apron (Stands 601 – 609 and 611 – 616).
- 1.2** This OSI must be read in conjunction with the following:
- ASGrOps_OSI_093 Aircraft Arrival, Turnaround and Departure Procedures on Stand
 - ASDRVE_OSI_005 Vehicle and Equipment Airside - Operations
 - Heathrow Airfield Map and Cargo Road Map
- 1.3** The Cargo Apron is primarily designated for cargo flight operations. Under exceptional circumstances, other aircraft may be allocated there for contingency parking. If there is a requirement for a passenger flight to be parked on the Cargo Apron, then the following parties will be informed by the Airport Operations Duty Manager in advance:
- HAL Campus Security
 - HAL Airfield Operations
 - HM Revenue & Customs
 - UK Border Force
- 1.4** Red bars have been added to the side of the document to draw the reader's attention to where changes have been made.
- 1.5** ASGrOps_OSI_033 (Stands 601 – 609 and 611 – 616) v3.0 is hereby cancelled.



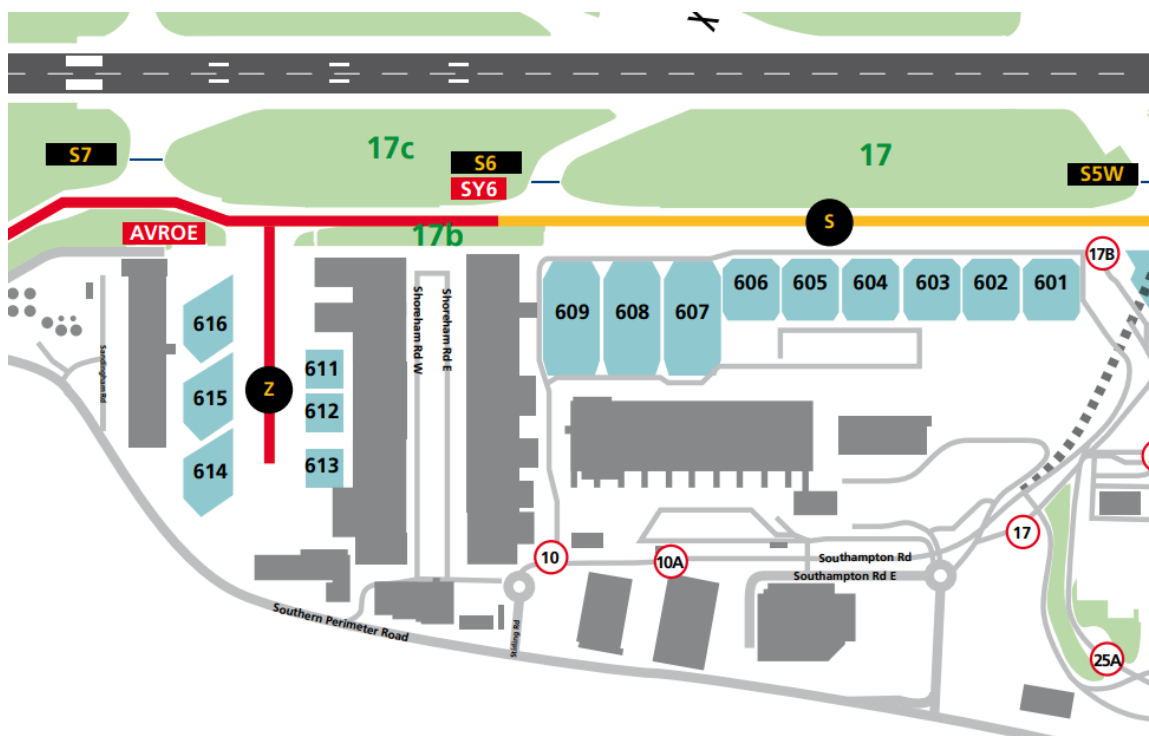
2. Definitions

Abbreviation	Description
APU	Auxiliary Power Unit
HAL	Heathrow Airport Limited
PPE	Personal Protective Equipment
SEGS	Stand Entry Guidance System (also known as Visual Docking Guidance System VDGS)

- 2.1 For this OSI, 'nose-in parking' refers to the front of the aircraft facing the stand number indicator board (head-of-stand) when parked. Alternatively, 'nose-out parking' refers to the aircraft in the opposite direction, with the aircraft nose facing the taxiway.
- 2.2 For this OSI, the 'Cargo Apron' refers to the area used for servicing and parking cargo aircraft (see Section 3.2).

3. Cargo Apron - Stand Configuration and Limitations

- 3.1 The Cargo Apron consists of stands 601-609 along Taxiway SIERRA (S) and stands 611-616 in the Taxiway ZULU (Z) Cul-de-sac, as shown below:



3.2 Stand Limitations

Stand Number	Max Aircraft Nose-In (Wingspan)	Max Aircraft Nose-Out (Wingspan)	Exclusions	Services
SIERRA Taxiway				
601	B757-200	B777-300ER		Fuel
602	B757-200	B777-300ER		Fuel
603	B757-200	B777-300ER		Nil
604	B757-200	B777-200	B787-9	Nil
605	B757-200	B777-200	B787-9	Nil
606	B757-200	B777-300ER		Nil
607	B747-8	Not applicable		Fuel, SEGS
608	B747-400	Not applicable		Fuel, SEGS
609	B747-8	Not applicable		Fuel, SEGS
ZULU Cul-de-sac				
611	B767-200	Not applicable		Fuel
612	B757-200	Not applicable		Fuel
613	B737-900	Not applicable		Fuel
614	B777-200LR	Not applicable		Fuel
615	B777-200LR	Not applicable		Fuel
616	B777-200LR	Not applicable		Fuel

3.3 Stands 601 to 606 are configured for aircraft nose-out parking due to their proximity to the obstacle limitation surface of the Southern Runway (09R/27L). Aircraft up to maximum size B757-200 can park nose-in on these stands.

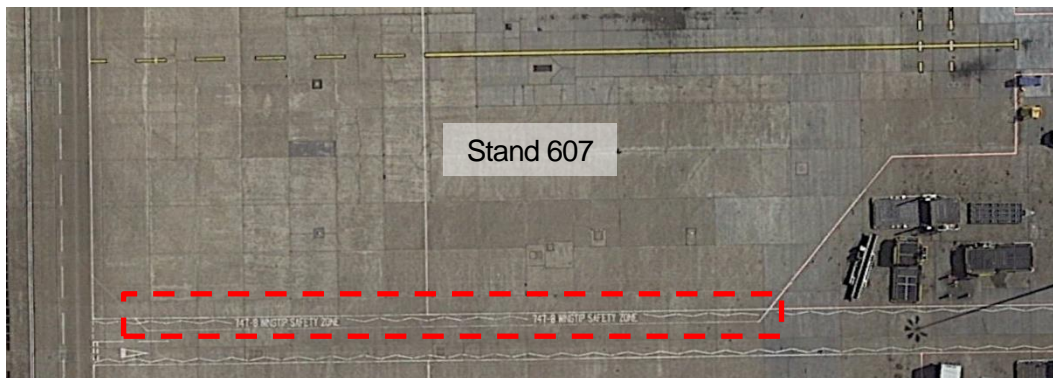


4. Safety Procedures

4.1 Conditions for the Operation and Use of Stands 601-609 and 611-616

4.1.1 Aircraft intending to park nose-out must be towed into position. Aircraft parking conventionally nose-in may do so under their own power with the guidance of the SEGS or a marshaller from Airfield Operations only.

4.1.2 Stand 607 has tie-down points that must be used during nose-loading operations. In addition, to ensure wingtip clearance is maintained for B747-8 and B747-8F aircraft, an additional 'wingtip safety zone' is painted on the western side of the stand (inter-stand clearway between stand 607 and 608), as shown below. The ground handler who is receiving/servicing the aircraft is responsible for ensuring this area is kept clear of any equipment during B747-8/-8F arriving and departing the stand. The ground handler should have an appropriate risk assessment and procedures in place to ensure the stand and the wingtip safety zone is safeguarded.



4.1.3 Stands 611 to 616 in the Taxiway ZULU Cul-de-sac are not equipped with SEGS. Therefore, aircraft must not enter the stand until a marshaller from Airfield Operations is present.

4.1.4 Vehicles are **not permitted** to drive across unoccupied stands in the Cargo Apron or any other stands. Instead, drivers must always follow the road system, i.e. the Southern Road and Cargo Road West and inter-stand clearways provided.

4.2 Control of Ground Noise and Jet Blast

4.2.1 The use of Auxiliary Power Units (APUs) on stands 601 - 609 and 611 - 616 is subject to the conditions set out in ASEnv_OSI_078 Use of Aircraft Auxiliary Power Units.

4.2.2 Engine ground runs are prohibited for aircraft that are parked in the nose-out position. For details regarding engine ground runs and check starts approval procedures, reference should be made to ASEnv_OSI_061 Ground Noise at Heathrow – Approval, Control Process and Safety of Engine Ground Running.

4.2.3 Aircraft facing 'nose-out' departing from stands 601-606 **must** be towed onto Taxiway SIERRA before engine start.

4.2.4 All Boeing 747-400 aircraft movements on Taxiway ZULU **must** be under tow.

4.2.5 After push-back from stand 614, aircraft must be pulled forward 100 meters from the blast screen/wall to the tug release point marking (as shown) before the aircraft engine start.



4.3 Management of Back of Stand Roadways

4.3.1 The ground handler that is receiving/handling the aircraft is responsible for safeguarding the back-of-stand roadways to prevent vehicles/traffic from conflicting with aircraft/tug movements. This must be in the form of the following:

- Personnel in vehicles positioned perpendicular to the roadway.



- Personnel with illuminated marshalling wands (wing walkers) are positioned in the middle of the roadway.

Note: all staff must wear the appropriate PPE in accordance with ASGrOps_OSI_042 Use of Personal Protective Equipment Airside.

- 4.3.2** Drivers must be aware of the presence of the ground handler conducting vehicle/traffic management and follow their instructions accordingly.
- 4.3.3** Push-back tugs attached to aircraft parking 'nose-out' on stands 601-606 may encroach the roadway (Southern Road). Therefore, drivers must **stop and give way to the tug crew and aircraft** and wait until the road is clear.
- 4.3.4** Driving around the vehicle/staffed roadblock or endangering the safety of a marshaller will result in action by Airfield Operations as per ASDRVE_OSI_087 Management of Airside Safety Offences.
- 4.3.5** For more information on the use of vehicles airside and airside driving, please refer to ASDRVE_OSI_005 Vehicle and Equipment Airside – Operations.

5. Enquiries

Any questions regarding this instruction should be addressed to HAL Airfield Operations at 0208 745 6024 or the Airfield Duty Manager at 020 8745 7373.

6. References

Please refer to the latest version of the Heathrow Airfield Map and Cargo Road Map for more information, available at [Useful Publications | Heathrow](#).

ASEnv_OSI_061 Ground Noise at Heathrow – Approval, Control Process and Safety of Engine Ground Running.

ASEnv_OSI_078 Use of Aircraft Auxiliary Power Units.

ASDRVE_OSI_087 Management of Airside Safety Offences.

ASGrOps_OSI_093 Aircraft Arrival, Turnaround and Departure Procedures on Stand.

ASDRVE_OSI_005 Vehicle and Equipment Airside – Operations.

ASGrOps_OSI_042 Use of Personal Protective Equipment Airside.



Document Data

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Document History

Revision	Description of Change	Date
v1.0	Initial issue.	19 th March 2015
v2.0	Updated by Luke Schofield.	09 th August 2018
v3.0	Full document review, including document title change, stand configuration and limitations, operation and use of stands 601-609 and 611-616, operating procedures on stand 607, control of noise and jet blast and conditions for vehicles for back of stand roadways.	17 th July 2024
v3.1	Updated reference to ASGrOps_OSI_093.	30 th October 2024

