

				Manchester Airport Aircraft Maintenance Activity		Risk Rating	High – Reviewed Annually
Reference:	EGCC-I-AOPS-004	Issue:	2	Owner:	Head of Airfield Operations	Department:	Airfield
Issue Date:	01/08/2025		Compliance Date:	01/09/2025		Planned Review Date:	19/06/2026

1 Aircraft Maintenance on Aprons

To meet the increasing demands of air transport requirements and to achieve optimum usage of aircraft stands, especially those nearest to the Terminal, priority for stand usage is given to arriving/departing aircraft.

When aircraft maintenance is undertaken on an apron stand, which may inhibit the ability to remove that aircraft from the stand, the flexibility for allocating that stand to an arriving/departing aircraft is reduced

1.1 Procedures

Only maintenance of a ‘minor’ nature is permitted on the apron. For the purposes of this instruction ‘minor’ means routine turn round work such as oil top up & and wheel changes-

When maintenance work is carried out, aircraft engineers are responsible for ensuring that:

- Aircraft are not disabled such as they may not be removed from the stand in reasonable time. If this is not feasible due to the nature or technical defect, Airfield Control must be informed immediately via telephone number 0161 489 3331.
- Spillages of fuel, oil and other fluids do not occur and that if they do occur, the actions detailed in EGCC-I-AOPS_021 are followed precisely and without delay.
- FOD, in the form of tools, aircraft parts etc. are not left around the apron area.
- Aircraft jacks are not used without spreader plates. Spreader plates may be applied as separate equipment if they are not an integral feature of the jack system itself.
- Appropriate procedures are in place for occupant evacuation of aircraft which have personnel on board.

2 Aircraft Storage

All operators requiring long-term storage of aircraft must obtain approval from the Head of Airfield Operations.

If approval is issued, all such stored aircraft must meet the following requirements:

- Securely locked.
- Chocked at the nose wheel and main undercarriage.
- All covers must be adequately secured.

3 Heavy Maintenance following Aircraft damage.

If an aircraft has been damaged whilst operating at Manchester Airport, and hanger space cannot be obtained to rectify any damage sustained, a temporary facility may be constructed on a determined aircraft parking stand, with the express permission of the Head of Airfield Operations. If the above is required, a formal request in writing should be made to the Head

of Airfield Operations, who will agree a suitable location and process for the aircraft repairs to take place.

4 Taxiing of Aircraft by Engineering staff

Non-aircrew personnel taxiing aircraft at Manchester Airport must hold an Aircraft Engineering Qualification/Licence recognised as appropriate by the UK CAA and/or in accord with EU-OPS. Additionally, a local certificate issued by an appropriate type rated pilot must be held, indicating that the engineer has been trained and tested to an adequate standard to safely taxi the specific aircraft type.

Aircraft may be taxied without a Radio Qualified Person aboard by the operator maintaining a listening watch on VHF if they are under the direct control of an Airfield Operations vehicle in contact with ATC.

5 Taxi test

Refer to EGCC-I-AOPS003 Paragraph 2.