



EAST MIDLANDS AIRPORT MARSHALLING & PUSHBACK MANUAL



**Volume 1 – Central & Central West Apron
JULY 2026**

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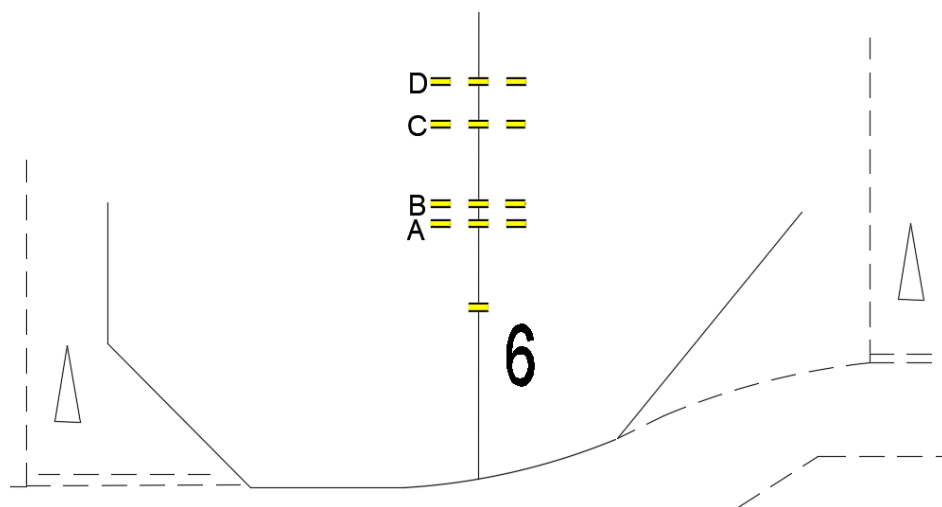
EAST MIDLANDS AIRPORT

This manual should be read in conjunction with AOI 5 – Apron Management. It details the marshalling positions and pushback options for each stand on the Central, Central West, East and West aprons.

The manual is being developed as new stand markings are introduced at East Midlands Airport and will be re-issued as new stands are introduced.

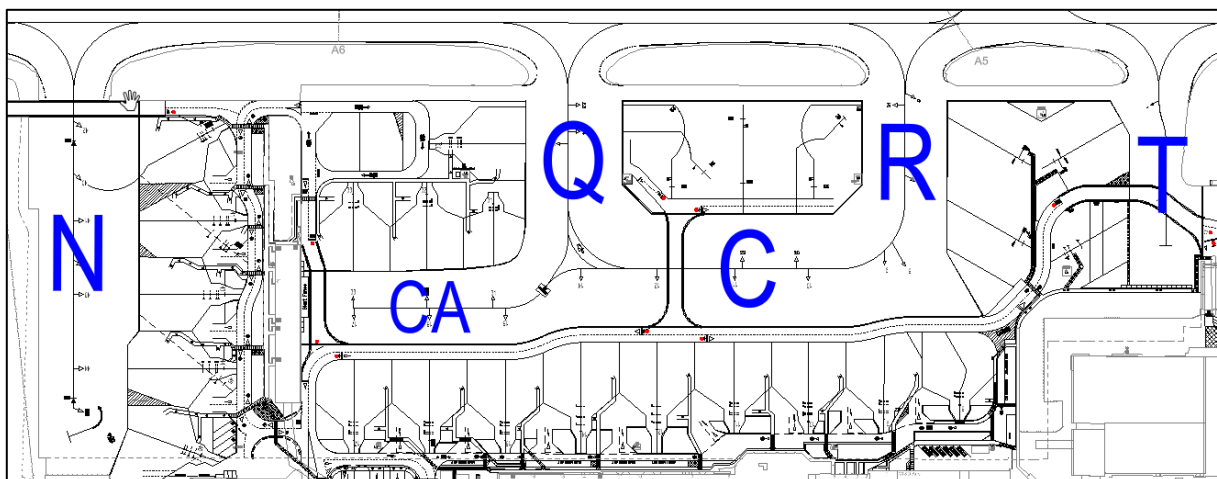
For any stands not contained within this document please refer to AOI 5.

Central apron stands 4, 8 to 17 and 30 to 33 were re-marked in March 2024 with new nosewheel position markings. Each stand has a single 'nose-tip' mark and up to four 'nosewheel' position markings marked A, B, C and D – see below. Central West apron stands 40-46 use the same markings.



The following pages detail each stand individually and show:

- The nosewheel position to use for various aircraft types
- The pushback options for each stand – ATC will advise which to use (see plan below for taxiway/lane designators)

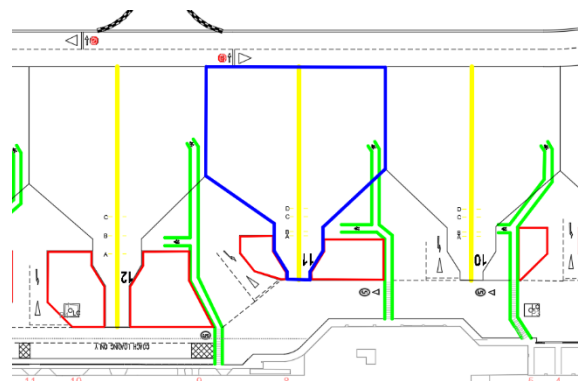


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If an aircraft type is not shown in the list for a stand, please contact the **Airfield Operations Duty Manager on 07542 383 390** to get advice on which nosewheel position to use.

The Central apron remark has also introduced 'stand safety boxes' and a new lining scheme for passenger walkways and GSE areas which will be rolled out across all aprons as pavement lining is refreshed/re-designed.

STAND SAFETY BOX



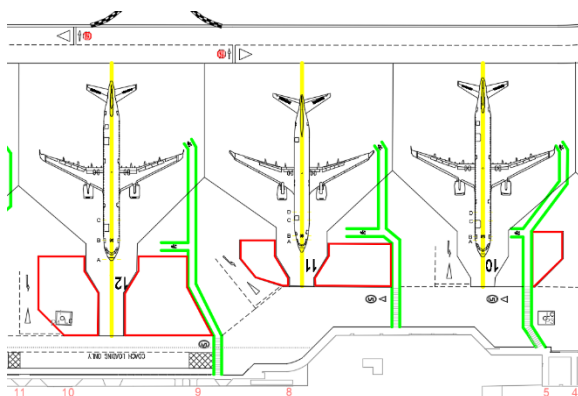
Stand Safety Boxes (SSB) define an area of apron used for parking an aircraft. They are painted as a continuous white line.

The SSB should be clear of all GSE and personnel when an aircraft is arriving onto stand.

They also define a safe area for GSE/personnel when an aircraft is coming onto or departing an adjacent stand.

SSB's have been introduced on to stands 8-17, 30-33 and 40-46 during the recent apron remarks.

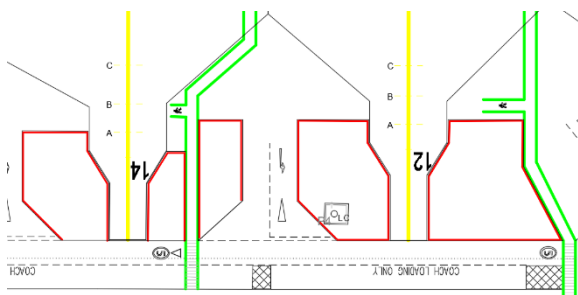
PASSENGER WALKWAYS



New passenger walkways have been introduced with this remark. They are 2m wide parallel green lines with 'walking men' symbols in the centre at appropriate intervals.

The new walkways extend behind the wing to delineate a safe path between both front and rear aircraft steps and the terminal.

GSE PARKING AREAS



The current head-of-stand GSE parking areas (boxes bordered in a single white line) have been replaced with boxes bordered in a single white line with a new inner red line.

These GSE areas should only be used for regularly used GSE essential to the aircraft turnaround on that stand. All GSE should be parked within the GSE box with no part of the equipment overhanging the white/red lines.

These GSE boxes can be used for pre-staging GSE shortly before an aircraft arrival. **No GSE should be pre-staged in the Stand Safety Box** (see above).

The above changes improve safety for passengers and staff on the apron and provide clearly defined and safe areas to operate within. As other apron areas are remarked the above lining scheme will be adopted across the airport site.

The pushback plans should be used as shown. **ATC will instruct a pilot to pushback to a certain area only** but it is the tug drivers responsibility to undertake any pull forward manoeuvre as per the pushback plan. For example:

ATC: "RYR535, Stand 10, Push and start approved facing West."

Tug Driver: Stand 10 pushback to C to face West – pushback to main gear on stand 9 lead-in arrow then pull forward to main gear on stand 20 lead-in arrow

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AMENDMENT LIST

Page No.	Amendment Date	Amendment Date	Amendment Date	Amendment Date	Amendment Date	Amendment Date	Amendment Date	Amendment Date
01	01/10/2025							
02								
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40	29/07/2027							
41	08/07/2025							
42								
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46	22/04/2026							
47	29/07/2027							
48	29/07/2027							
49	29/07/2027							
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APPENDICES

Appendix 1 – Stand Capacity Matrix	Page 40
Appendix 2 – Push and Park	Page 41
Appendix 3 – Push and Go	Page 42
Appendix 4 – Tug Release Points	Page 43
Appendix 5 – NOVEMBER – Simultaneous Pushbacks	Page 45
Appendix 6 – NOVEMBER – temporary use of Stand 45 by Code E aircraft	Page 47

VERSION CONTROL

Version No.	Date	Pages	Change	Comments
V1.0	18/06/2025	All	Central & Central West aprons only	1 st Issue
V1.1	08/07/2025	41	Push and Park amendment	
V1.2	01/10/2025	1	Date changed from July to October	
V1.3	22/04/2026	46	Minor amendment to text	
V1.4	29/07/2026	40	Updated stand capacity table	
		47 - 49	Addition of Appendix 6	

REVIEW & SIGN OFF

Author: Projects and Safeguarding Officer

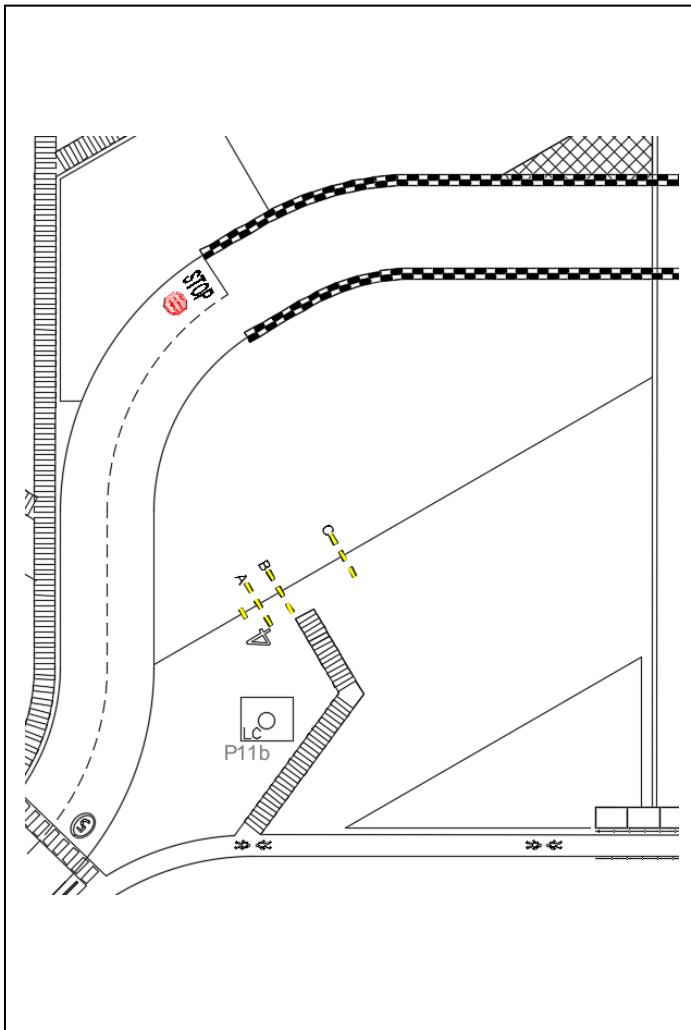
Review: Compliance Manager – Operations and Safety
Airfield Operations Duty Manager
Deputy Head of Air Traffic Services

Sign off Acceptance: Head of Airfield Operations

CENTRAL APRON STANDS

Stands 4 to 33

Stand 4



MAX SPAN 30.63 metres

MAX LENGTH 31.68 metres

A

ATR72 (Passenger)
ATR42

B

EMB175

C

ATR72 (Freighter)
BAe ATP

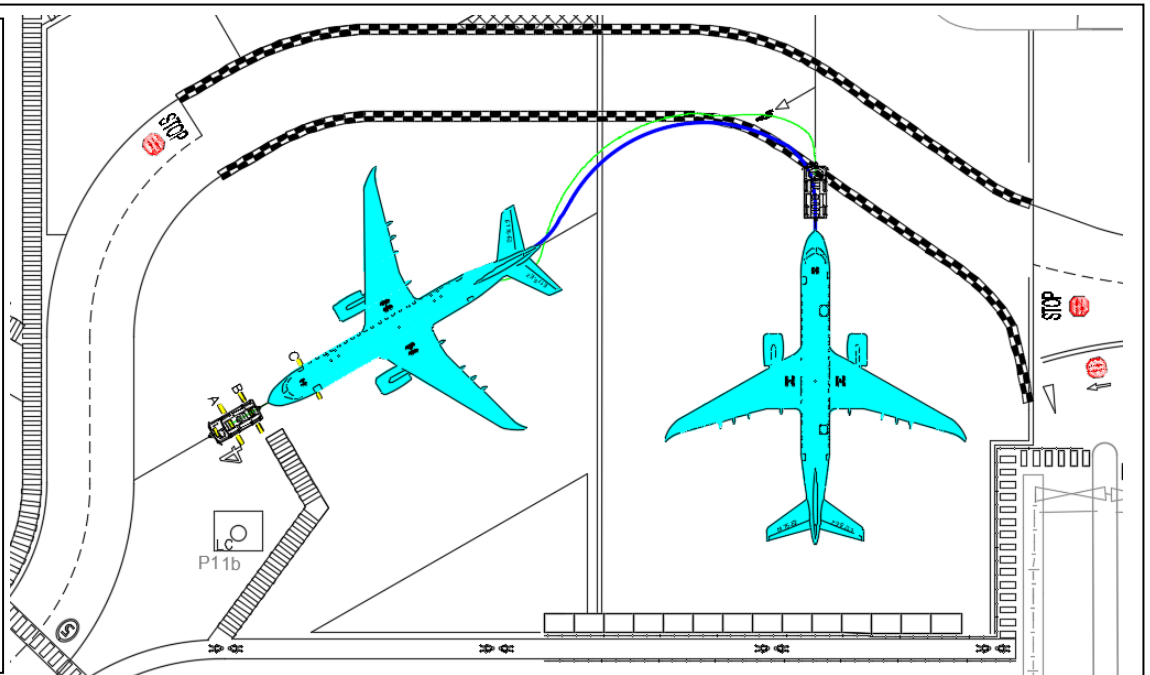
D

N/A

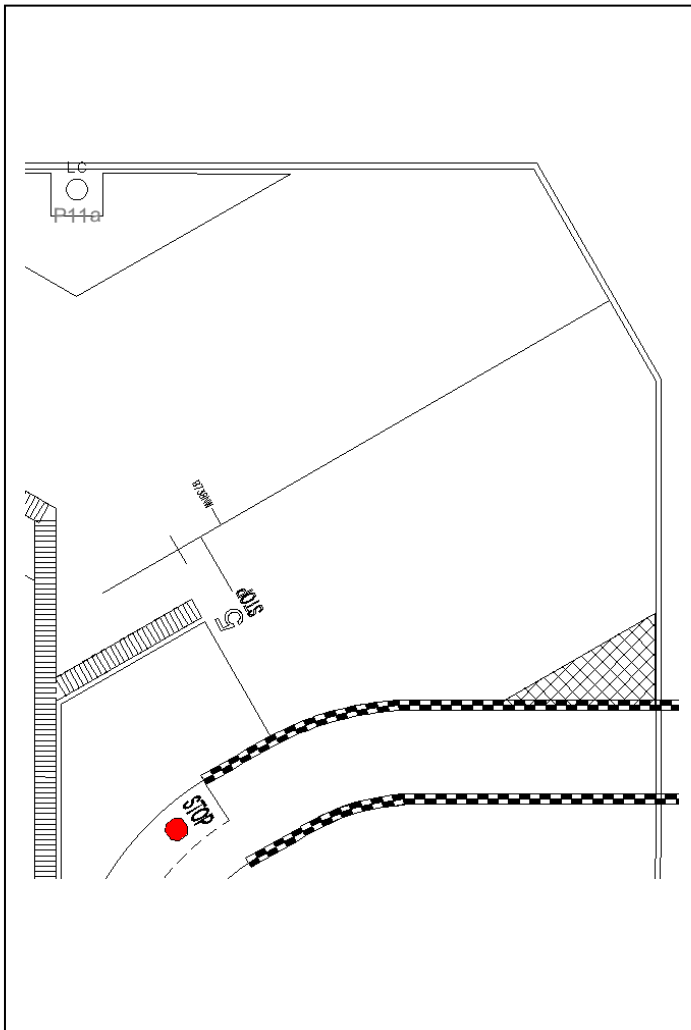
Pushback to
Tango to face
North.

Blue = nosewheel
track

Green = tug track



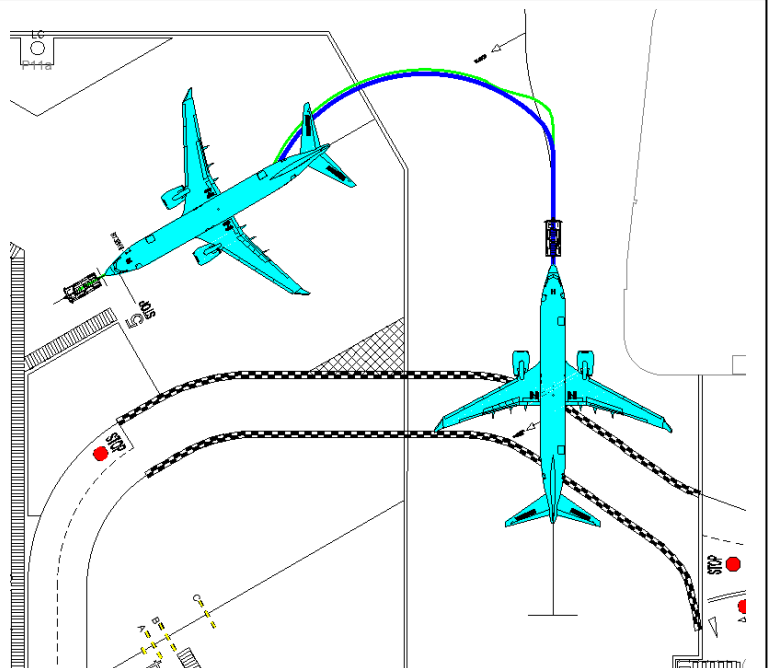
Stand 5



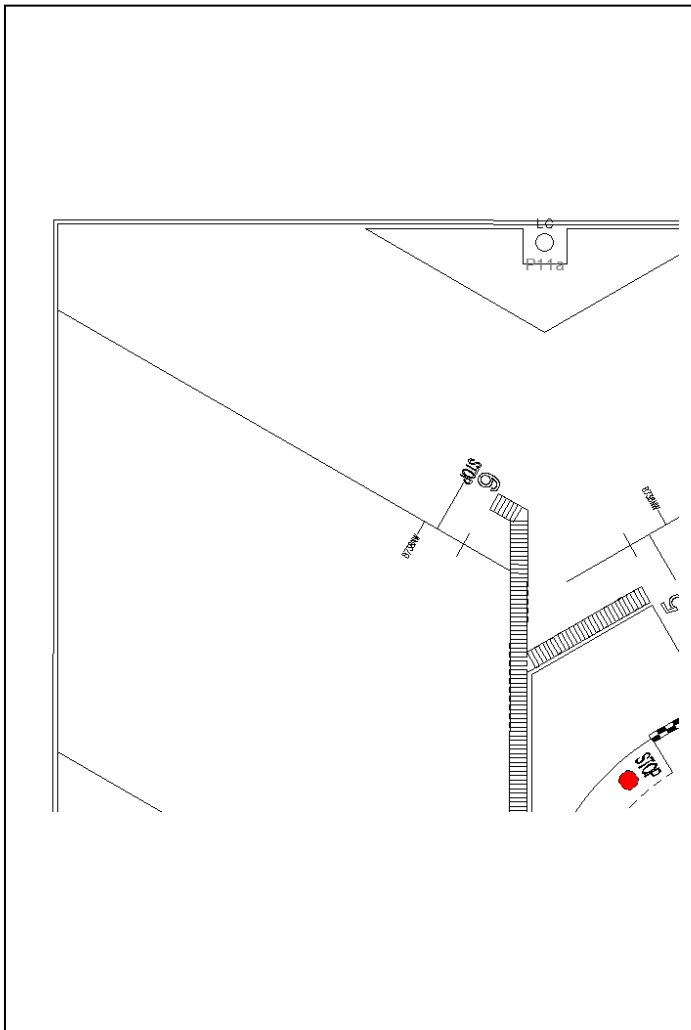
MAX SPAN	36.00 metres
MAX LENGTH	39.48 metres
B738NW	ALL AIRCRAFT
Nose-Tip	All a/c types that fit this stand

Pushback into Tango to face North.

Blue = nosewheel track
Green = tug track



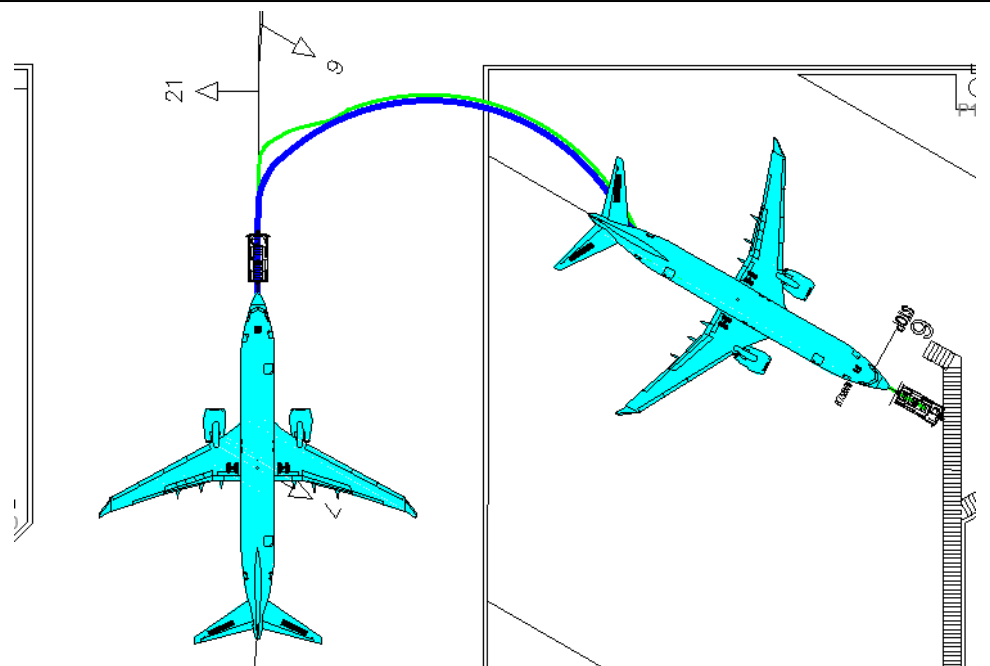
Stand 6



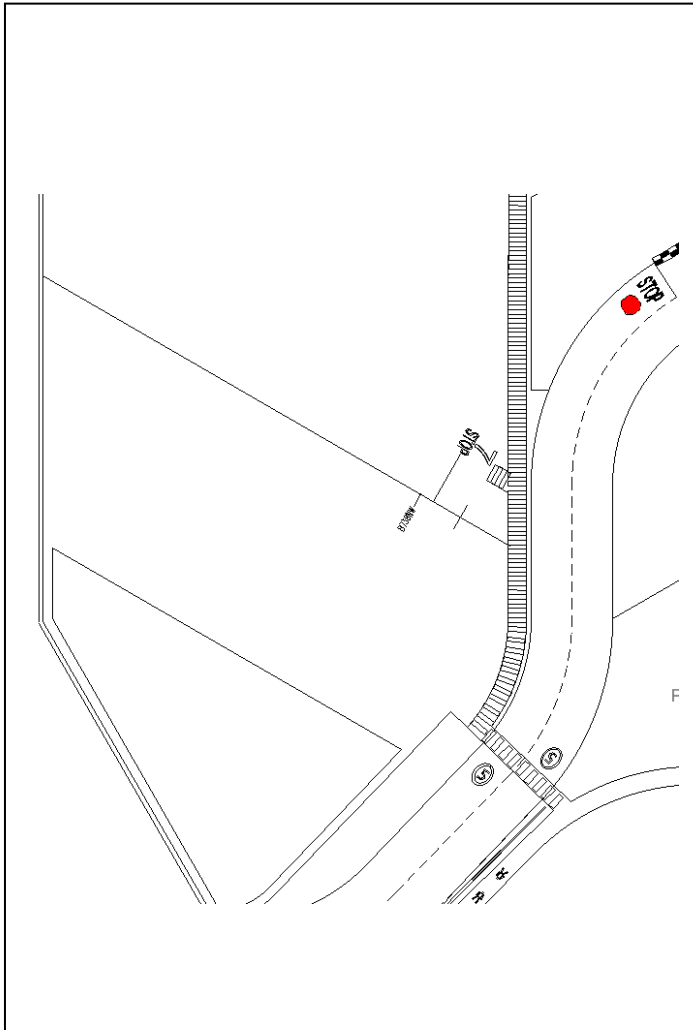
MAX SPAN	36.00 metres
MAX LENGTH	39.48 metres
B738NW	ALL AIRCRAFT
Nose-Tip	All a/c types that fit this stand

Pushback into Romeo to
face North – main gear
on stand 7 lead-in arrow

Blue = nosewheel track
Green = tug track



Stand 7

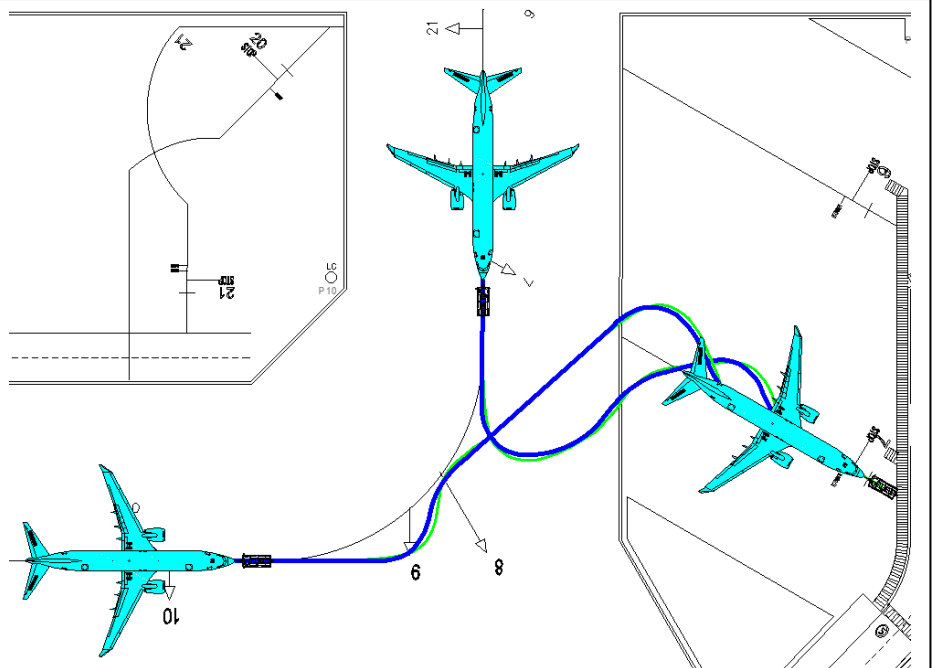


MAX SPAN	36.00 metres
MAX LENGTH	39.48 metres
B738NW	ALL AIRCRAFT
Nose-Tip	All a/c types that fit this stand

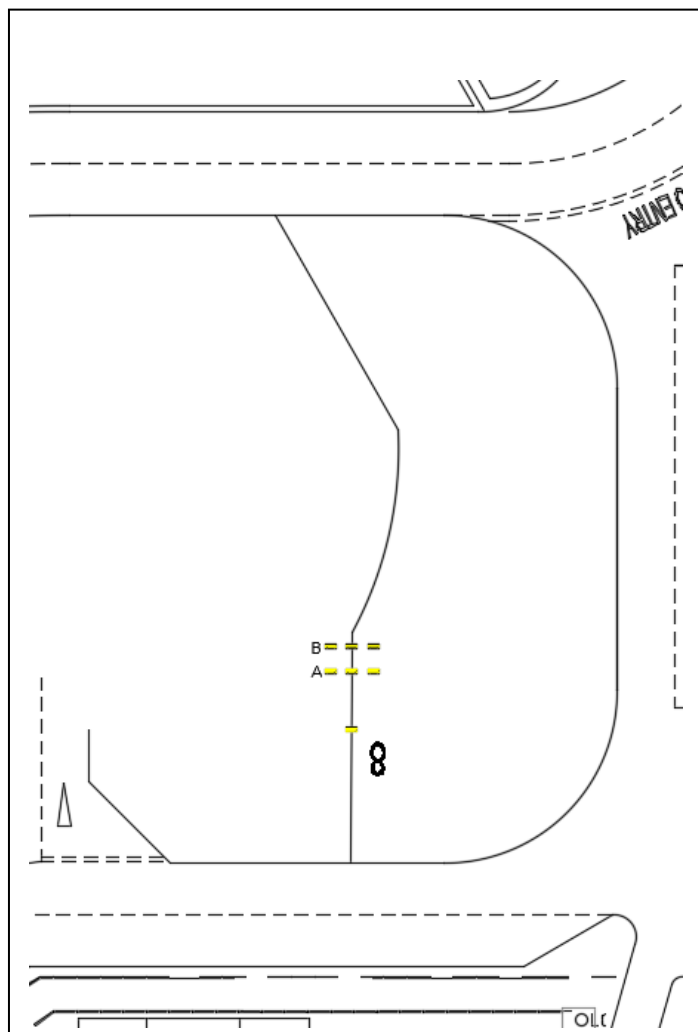
Pushback into Romeo to face South – nosewheel on stand 7 lead-in arrow

Pushback into C to face East – main gear on stand 20 lead-in arrow

Blue = nosewheel track
Green = tug track



Stand 8



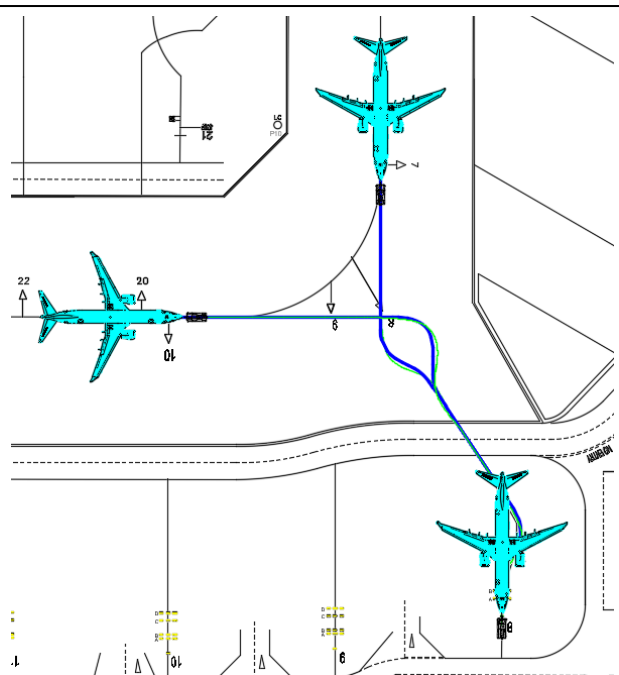
MAX SPAN	36.00 metres
MAX LENGTH	39.48 metres
A	A320 B737-800/MAX8 EMB175/195
B	ATR72 A319
C	N/A
D	N/A

Pushback into Romeo to face South – nosewheel on stand 7 lead-in arrow

Pushback into Charlie to face East – nosewheel on stand 10 lead-in arrow

Pushback to face West – see next page

Blue = nosewheel track
Green = tug track

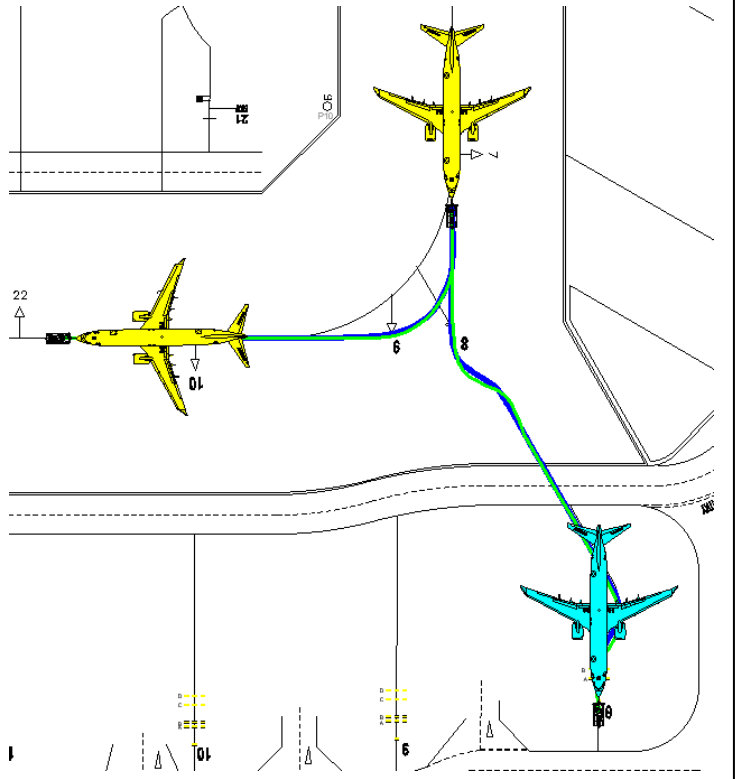


Stand 8 (cont.)

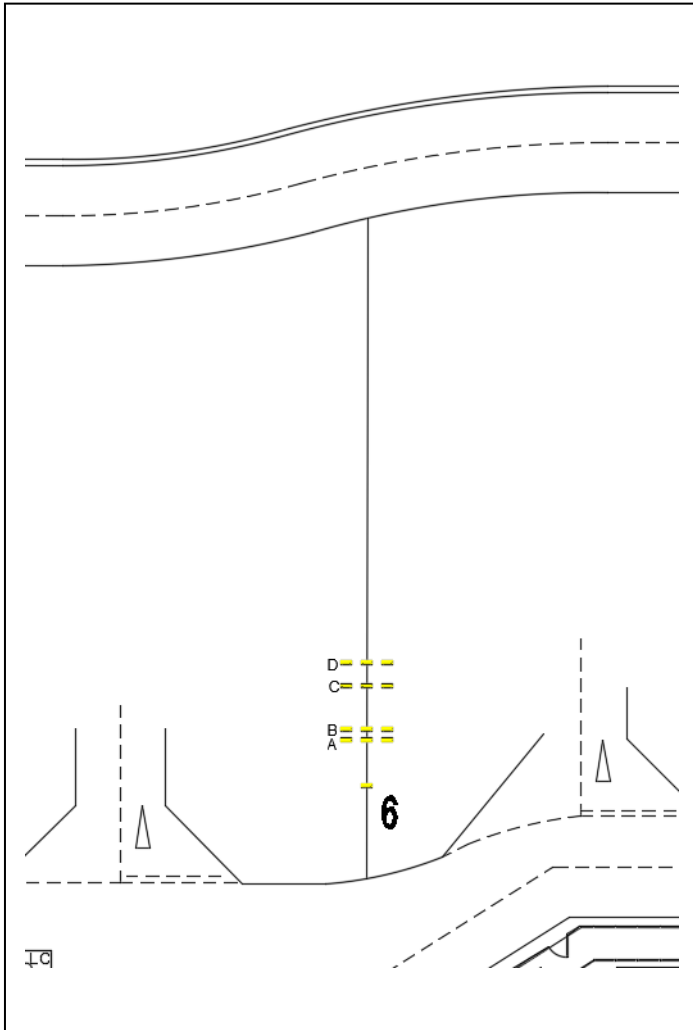
Pushback into Romeo to face south - main gear abeam lighting column - then pull forward to Charlie to face west – main gear on stand 20 lead-in arrow.

ATC will only instruct the flight deck crew to face West. Ground crews are expected to carry out the manoeuvres as detailed to facilitate the west facing pushback

Blue = nosewheel track
Green = tug track



Stand 9



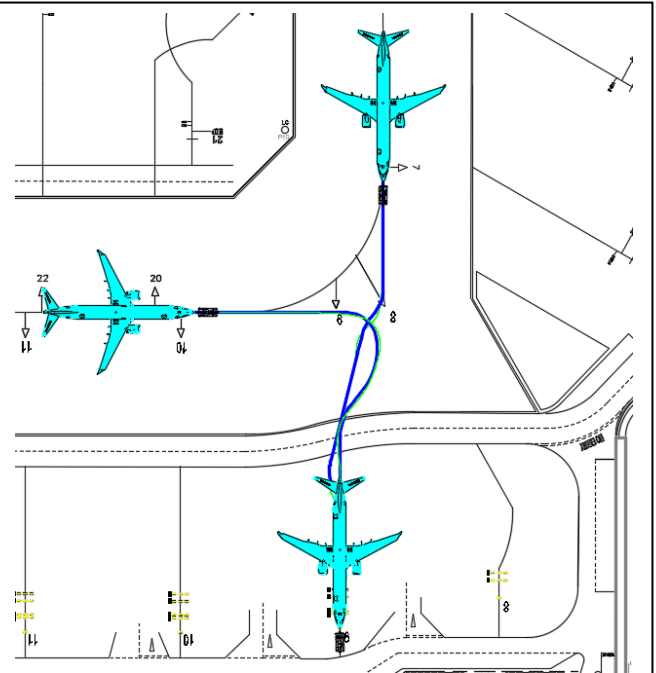
MAX SPAN	36.00 metres
MAX LENGTH	44.51 metres
A	B737-MAX10 B737-800/MAX8
B	A321 A320 EMB195
C	A319 EMB175 ATR72
D	ATR42

Pushback into Romeo to face South – nosewheel on stand 7 lead-in arrow

Pushback to Charlie to face East – nosewheel on stand 10 lead-in arrow

Pushback to face West – see next page

Blue = nosewheel track
Green = tug track



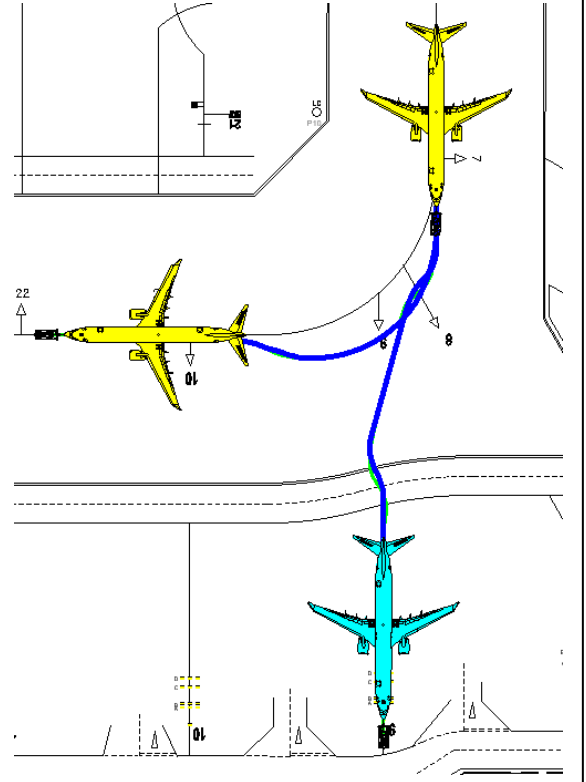
Stand 9 (cont.)

Pushback into Romeo to face south - main gear abeam lighting column - then pull forward to Charlie to face west – main gear on stand 20 lead-in arrow.

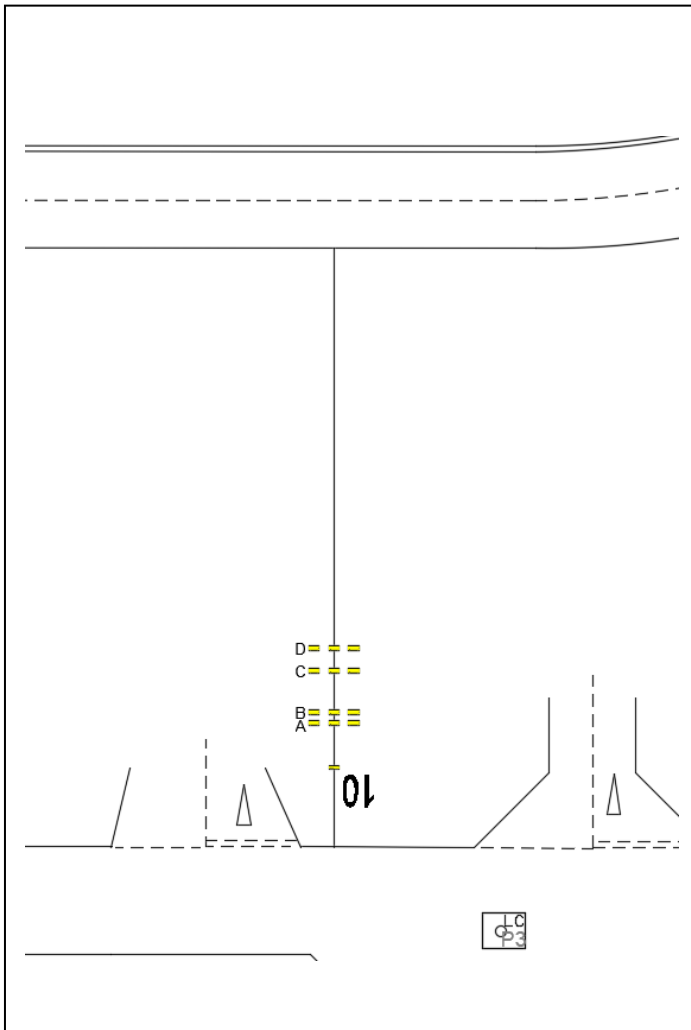
ATC will only instruct the flight deck crew to face West. Ground crews are expected to carry out the manoeuvres as detailed to facilitate the west facing pushback

Blue = nosewheel track

Green = tug track



Stand 10



MAX SPAN	36.00 metres
MAX LENGTH	44.51 metres

A

B737-MAX10

B

A321
B737-800/MAX8
EMB195

C

A319
A320
ATR72
EMB175

D

ATR42

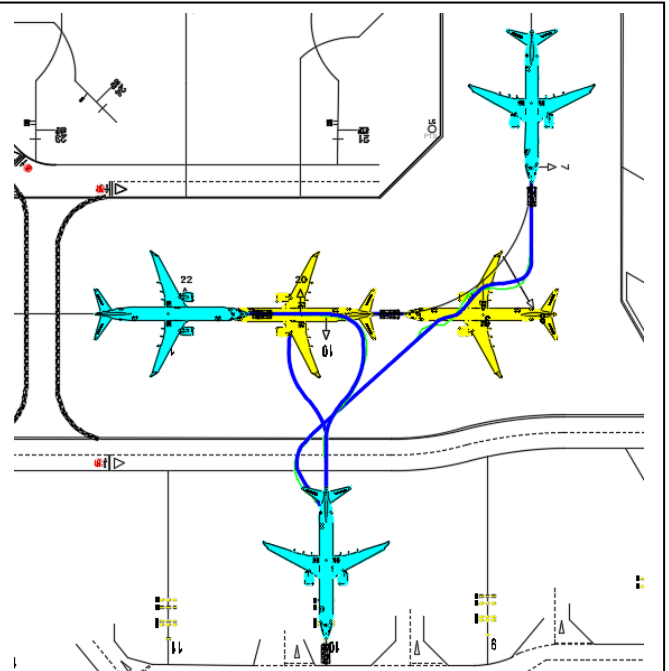
Pushback into Romeo to face South – nosewheel on stand 7 lead-in arrow

Pushback to Charlie to face East – main gear on stand 11 lead-in arrow

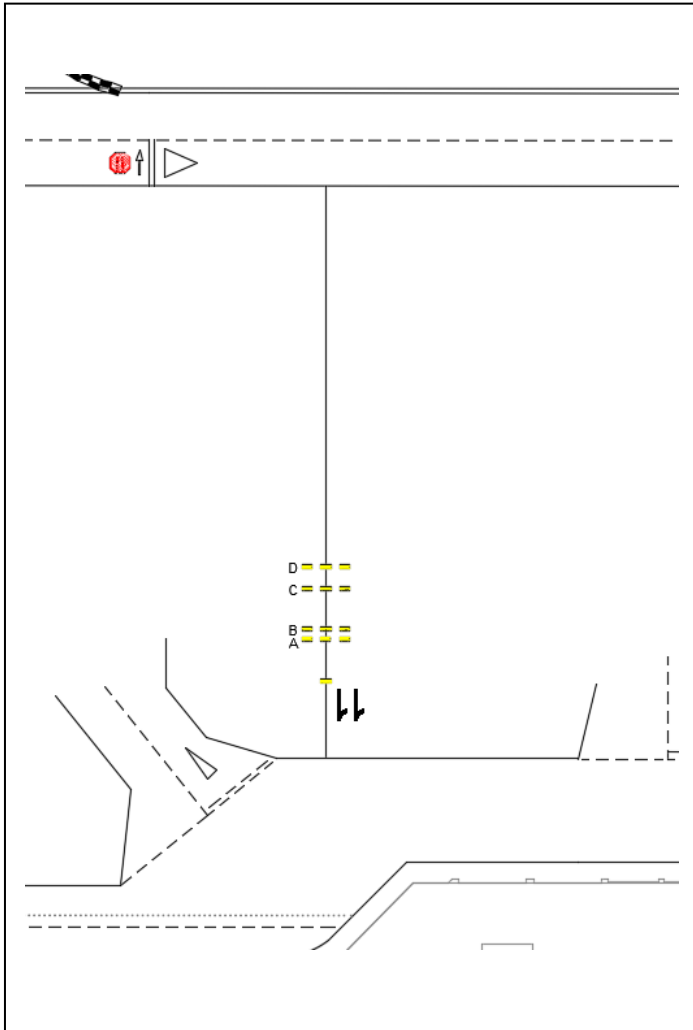
Pushback to Charlie to face West – pushback to main gear on stand 9 lead-in arrow then pull forward to main gear on stand 20 lead-in arrow.

ATC will only instruct the flight deck crew to face West. Ground crews are expected to carry out the manoeuvres as detailed to facilitate the west facing pushback

Blue = nosewheel track
Green = tug track

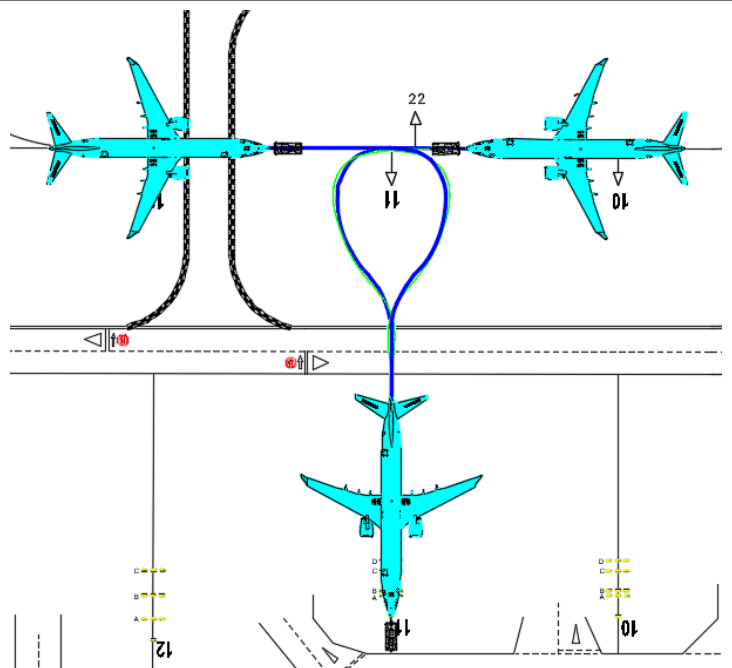


11

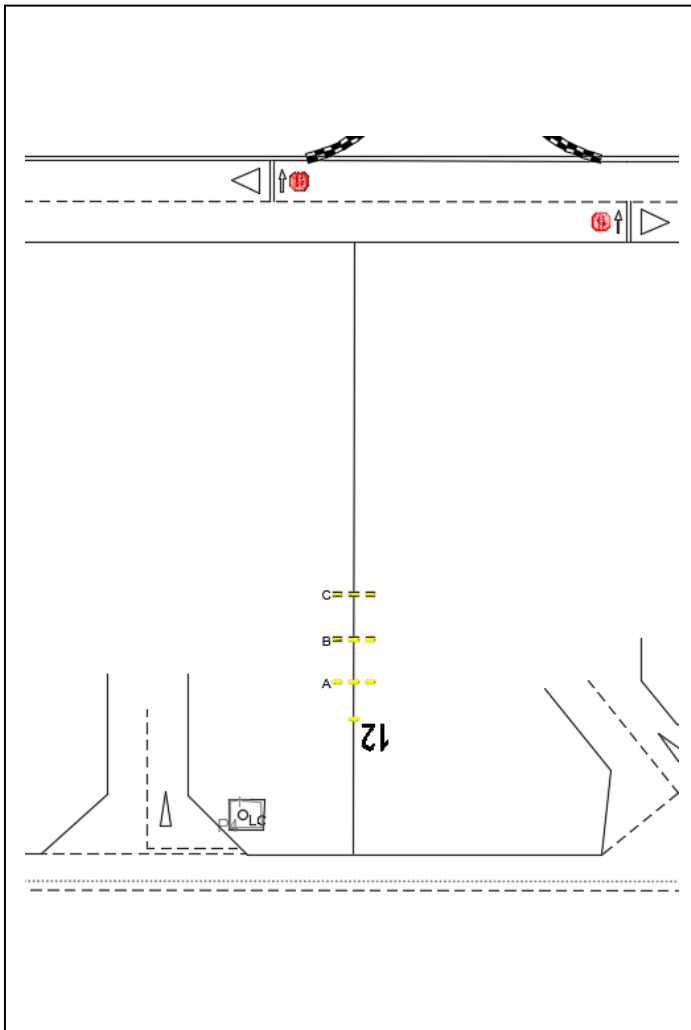


MAX SPAN	36.00 metres
MAX LENGTH	44.51 metres
A	B737-MAX10
B	A321 B737-800/MAX8 EMB195
C	A319 A320 ATR72 EMB175
D	ATR42

Blue = nosewheel track
Green = tug track



Stand 12



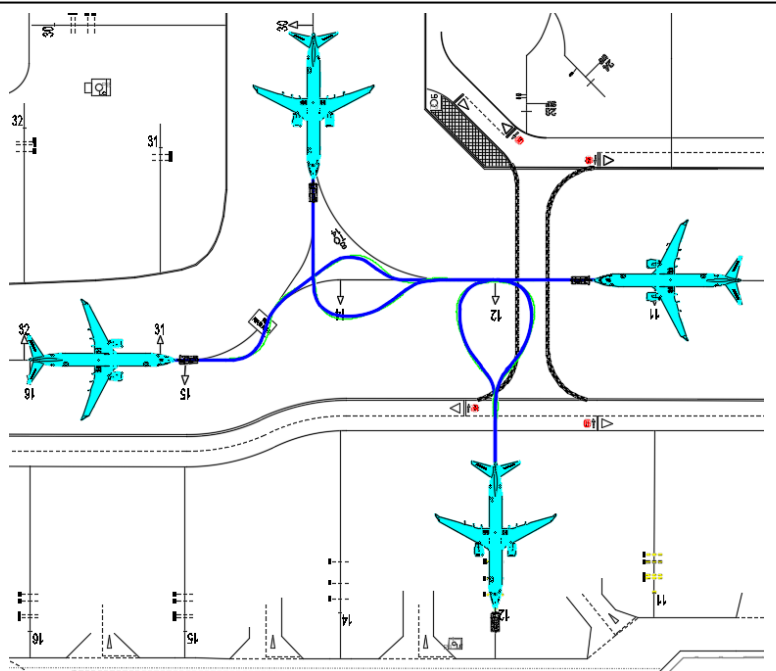
MAX SPAN	36.00 metres
MAX LENGTH	44.51 metres
A	B737-MAX10 EMB195
B	A321 ATR42 B737-800/MAX8
C	A319 A320 ATR72 EMB175
D	N/A

Pushback to Charlie to face West – main gear on stand 22 lead-in arrow

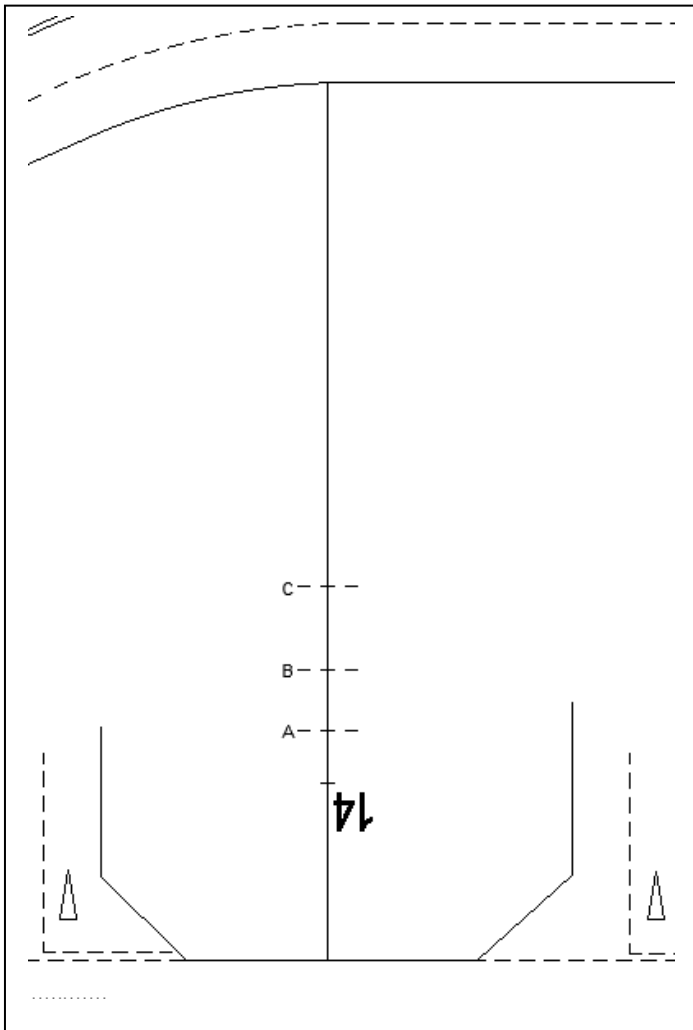
Pushback to Charlie-Alpha to face East – nosewheel on stand 31 lead-in arrow

Pushback to Quebec to face South – main gear abeam lighting columns

Blue = nosewheel track
Green = tug track



Stand 14



MAX SPAN	36.00 metres
MAX LENGTH	44.51 metres

A

B737-MAX10
EMB195

B

A321
ATR42
B737-800/MAX8

C

A319
A320
ATR72
EMB175

D

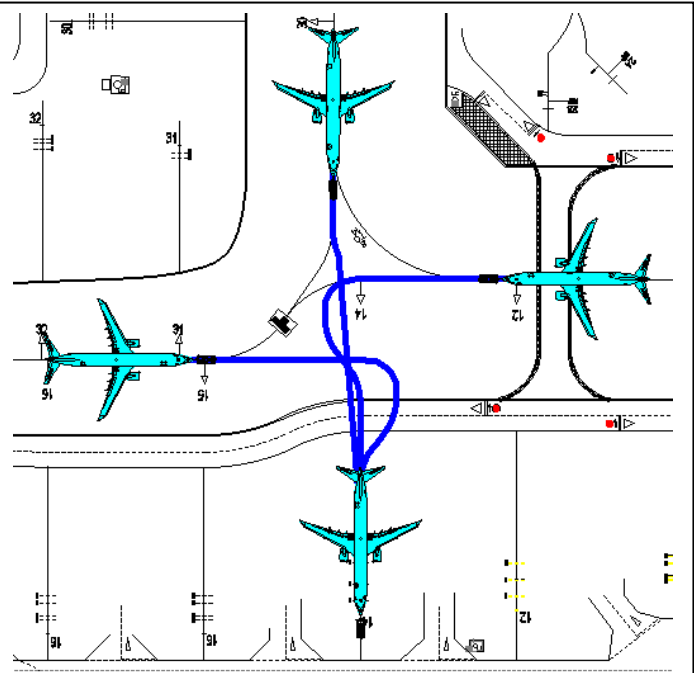
N/A

Pushback to Charlie to face West – nose gear on stand 12 lead-in arrow

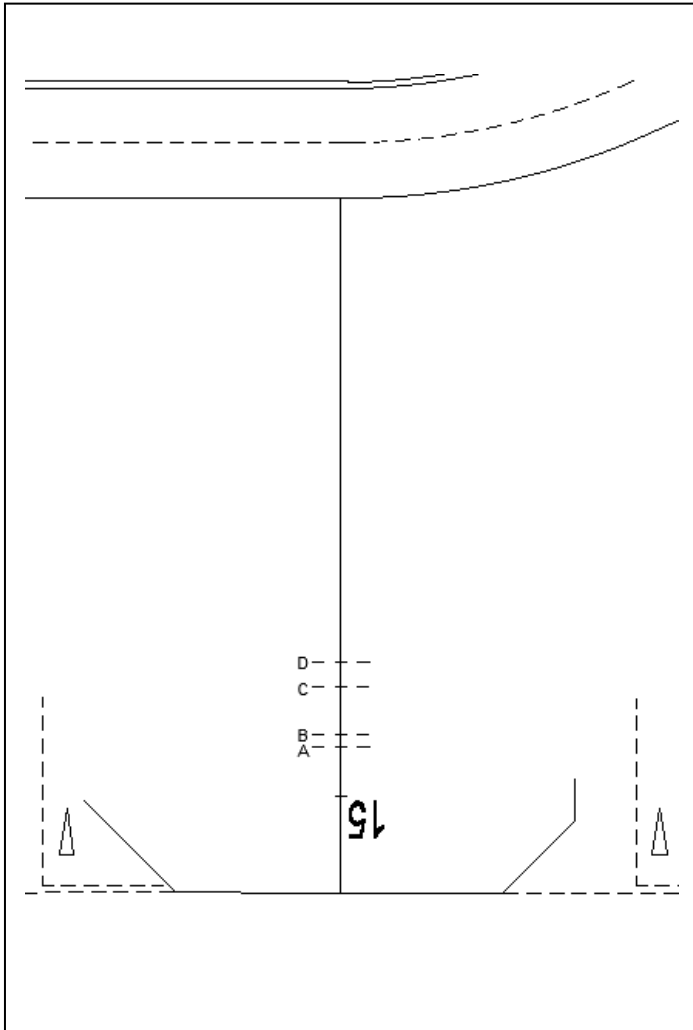
Pushback to Charlie-Alpha to face East – nosewheel on stand 31 lead-in arrow

Pushback to Quebec to face South – main gear abeam lighting columns

Blue = nosewheel track
Green = tug track



Stand 15



MAX SPAN	36.00 metres
MAX LENGTH	44.51 metres

A

B737-MAX10
B737-MAX8

B

A321
A320
A319
EMB195

C

ATR72
EMB175

D

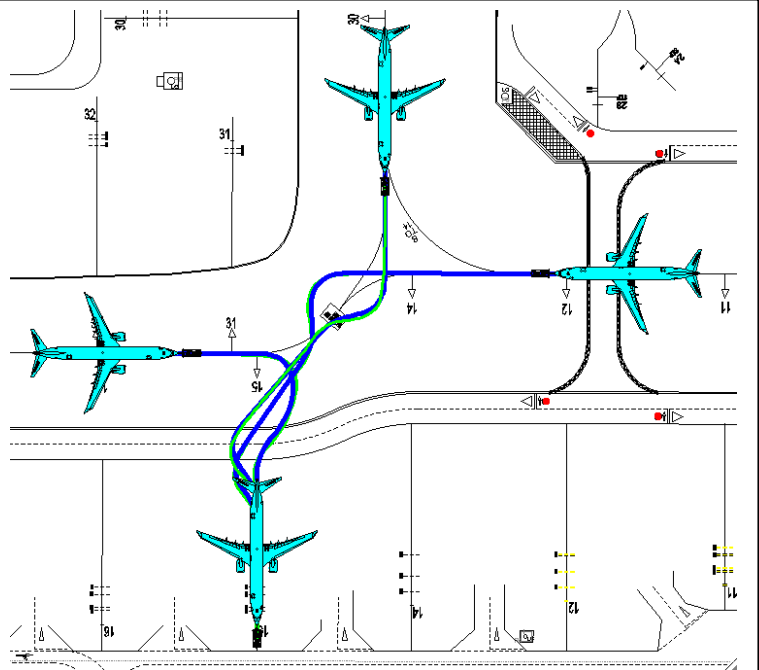
ATR42

Pushback to Charlie-Alpha to face East – main gear abeam stand 16

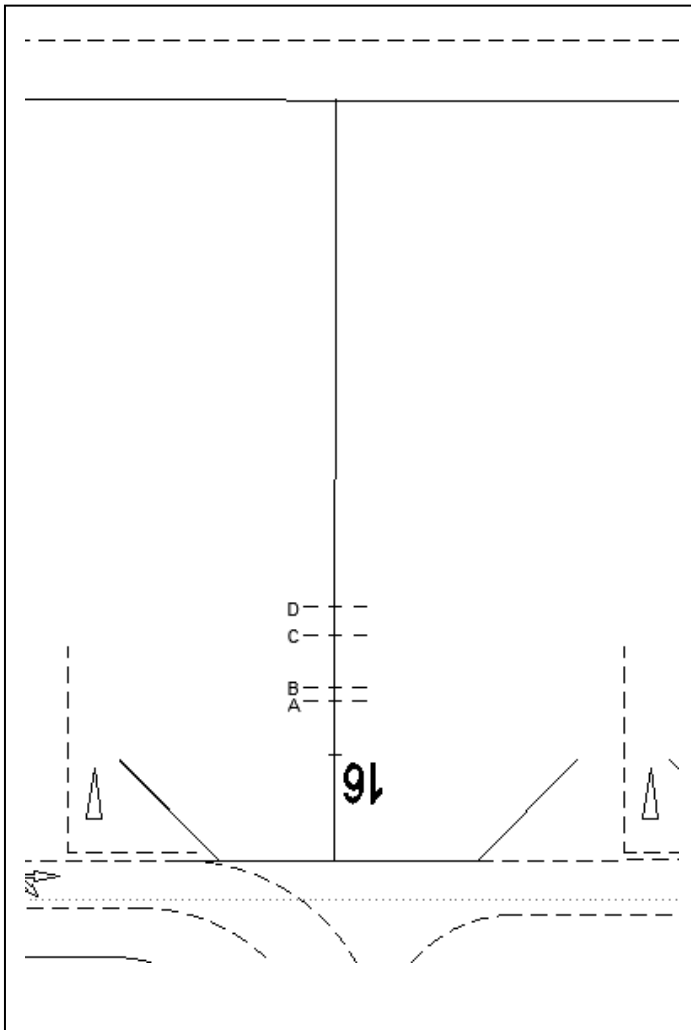
Pushback to Charlie to face West – nose gear on stand 12 lead-in arrow

Pushback to Quebec to face South – main gear abeam lighting columns

Blue = nosewheel track
Green = tug track



Stand 16



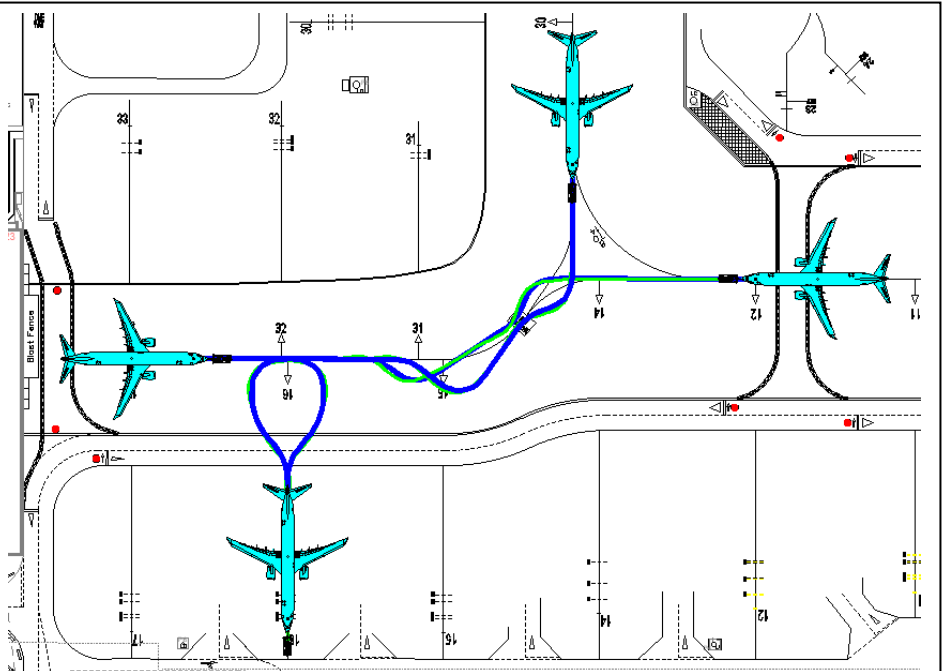
MAX SPAN	36.00 metres
MAX LENGTH	44.51 metres
A	B737-MAX10 B737-MAX8
B	A321 A320 A319 EMB195
C	ATR72 EMB175
D	ATR42

Pushback to Charlie-Alpha to face East – main gear abeam stand 17

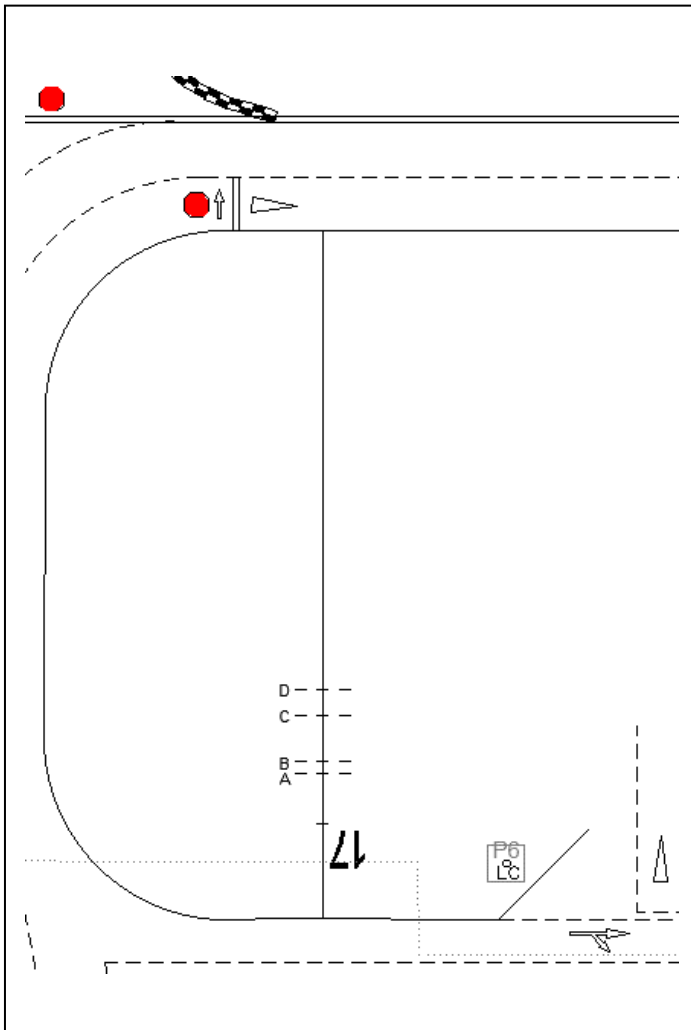
Pushback to Charlie to face West – nose gear on stand 12 lead-in arrow

Pushback to Quebec to face South – main gear abeam lighting columns

Blue = nosewheel track
Green = tug track



Stand 17

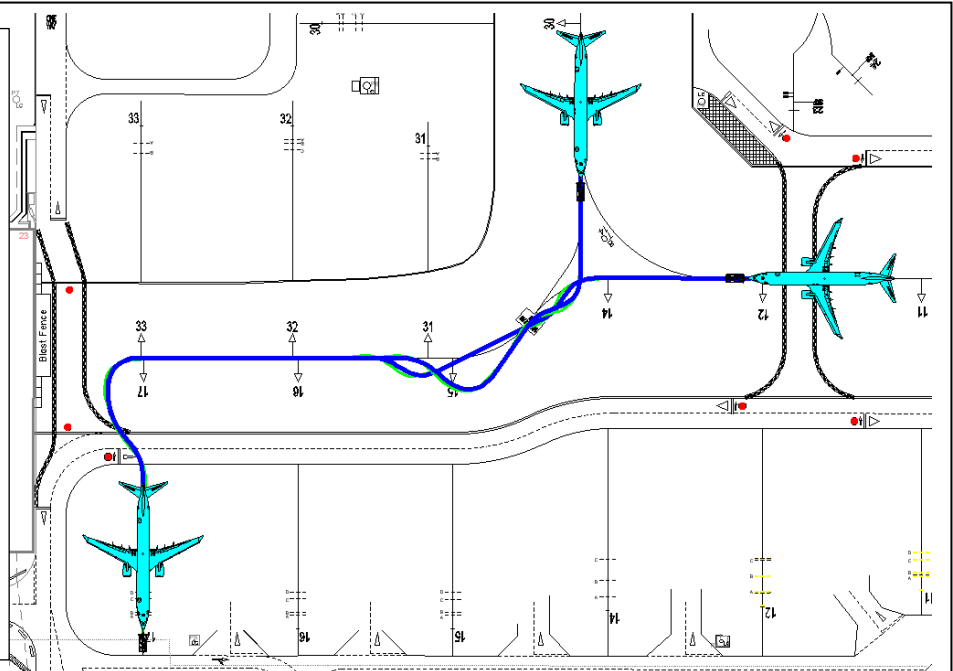


MAX SPAN	36.00 metres
MAX LENGTH	44.51 metres
A	B737-MAX10 B737-MAX8 EMB195
B	A321 A320
C	A319 ATR72 ATR42
D	EMB175

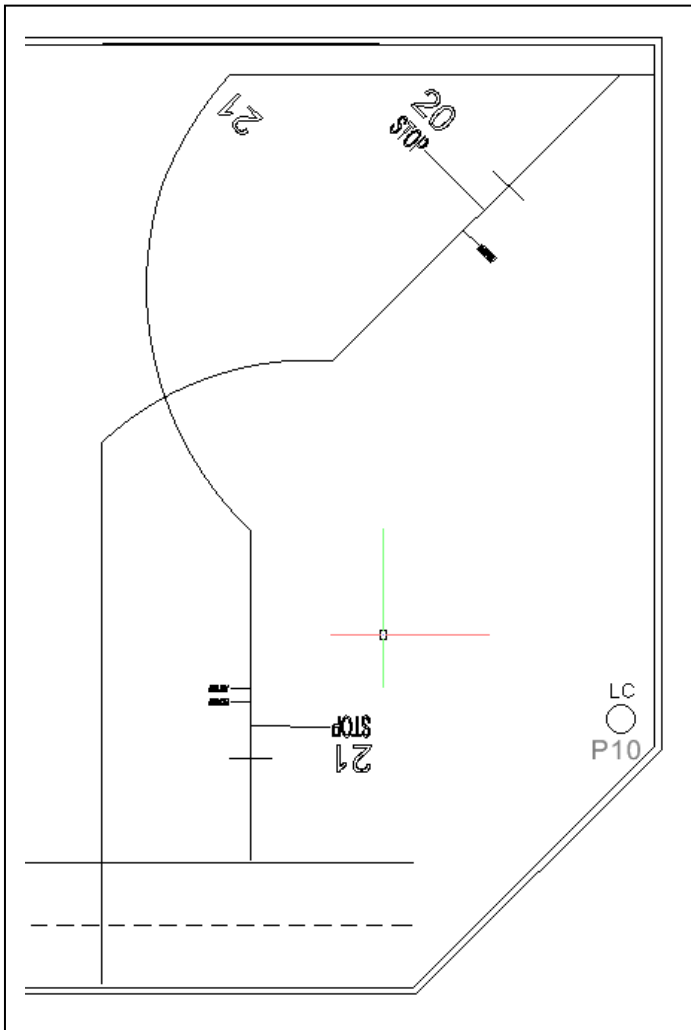
Pushback to Charlie to face West
– nose gear on stand 12 lead-in
arrow

Pushback to Quebec to face South
– main gear abeam lighting
columns

Due to Apron Congestion, there may be times where ATC instruct aircraft to pushback from stand 17 to face West but initially to hold short of Quebec. In these cases, ATC will instruct crews to hold nose wheel abeam stand 16. Pushback crews must ensure that aircraft are not pushed any further back until ATC instruct the flight deck to complete the pushback.



Stand 20



MAX SPAN 50.90 metres

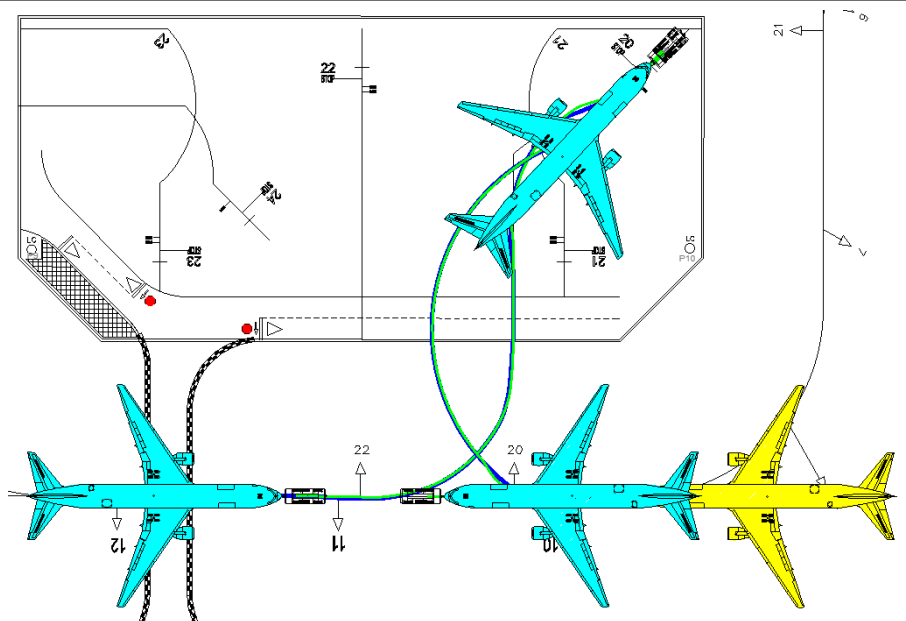
MAX LENGTH 54.94 metres

B767NWB767-200W
B767-300W**Nose-Tip**All other a/c types that fit
this stand

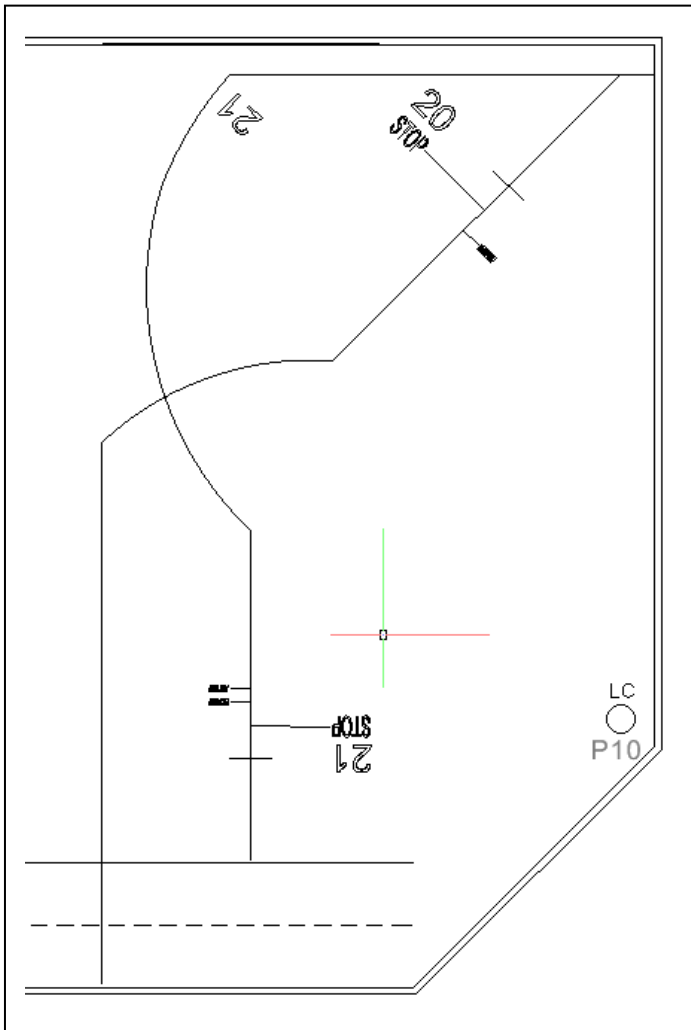
Stand 20 should only be used for Code D aircraft under tow.

Due to Quebec and Romeo only being suitable for operations by Code C aircraft (or smaller) under their own power, Code D aircraft must be towed onto and off stand 20 via Quebec only.

Blue = nosewheel track
Green = tug track



Stand 21



MAX SPAN	36.00 metres
MAX LENGTH	44.51 metres

B738NW	B737-MAX10 B737-MAX8
---------------	-------------------------

A321NW	A319 A320 A321 EMB 175/195
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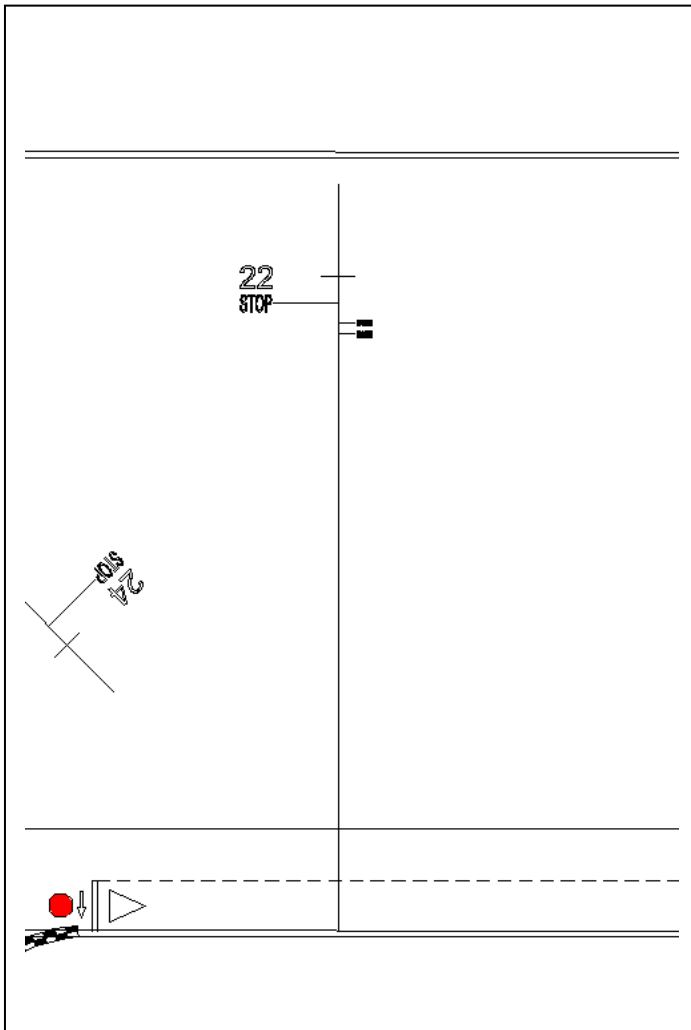
Nose-Tip	All other a/c types that fit this stand
-----------------	---

Stand 21 is a taxi-in, taxi-out stand.

Departures should be via Quebec or Romeo using minimum power to mitigate any jet blast on stand 22.

n/a

Stand 22



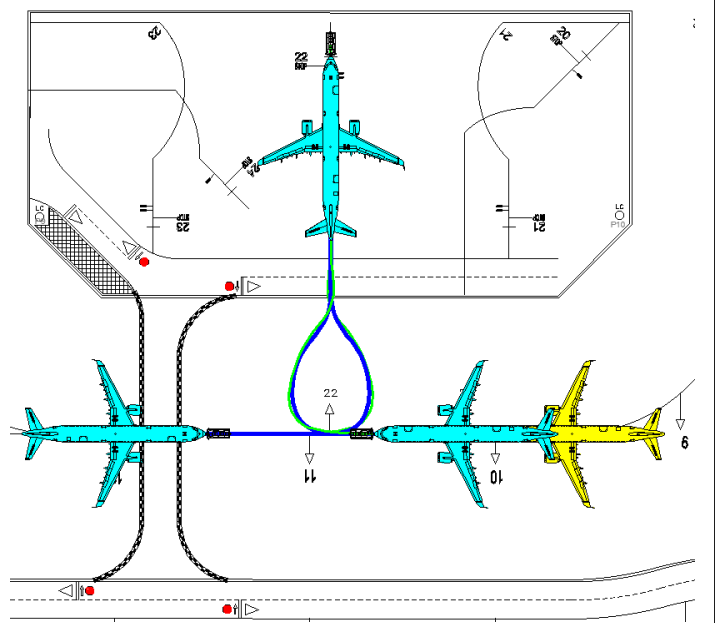
MAX SPAN	36.00 metres
MAX LENGTH	44.51 metres
B738NW	B737-MAX10 B737-MAX8
A321NW	A319 A320 A321 EMB 175/195
Nose-Tip	All other a/c types that fit this stand

Pushback to Charlie to face East – main gear on stand 12 lead-in arrow.
 Pushback to Charlie to face West then pull forward to main gear on stand 20 lead-in arrow.

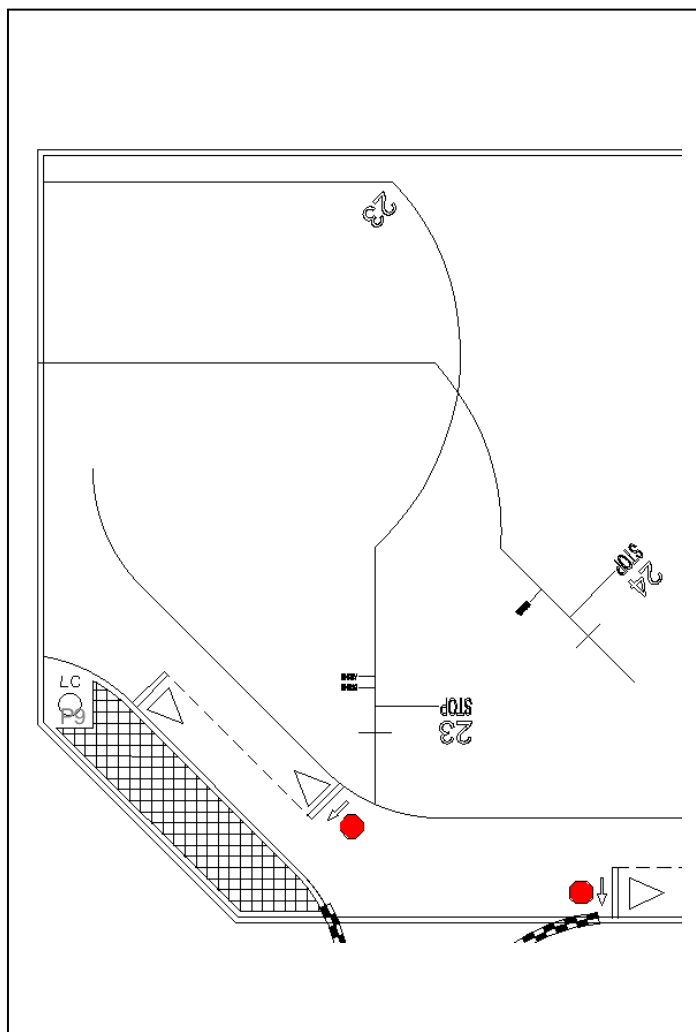
Push & Go – see Appendix 3.

ATC will only instruct the flight deck crew to face East or West. Ground crews are expected to carry out the manoeuvres as detailed to facilitate the west facing pushback.

Blue = nosewheel track
 Green = tug track



Stand 23



MAX SPAN

36.00 metres

MAX LENGTH

44.51 metres

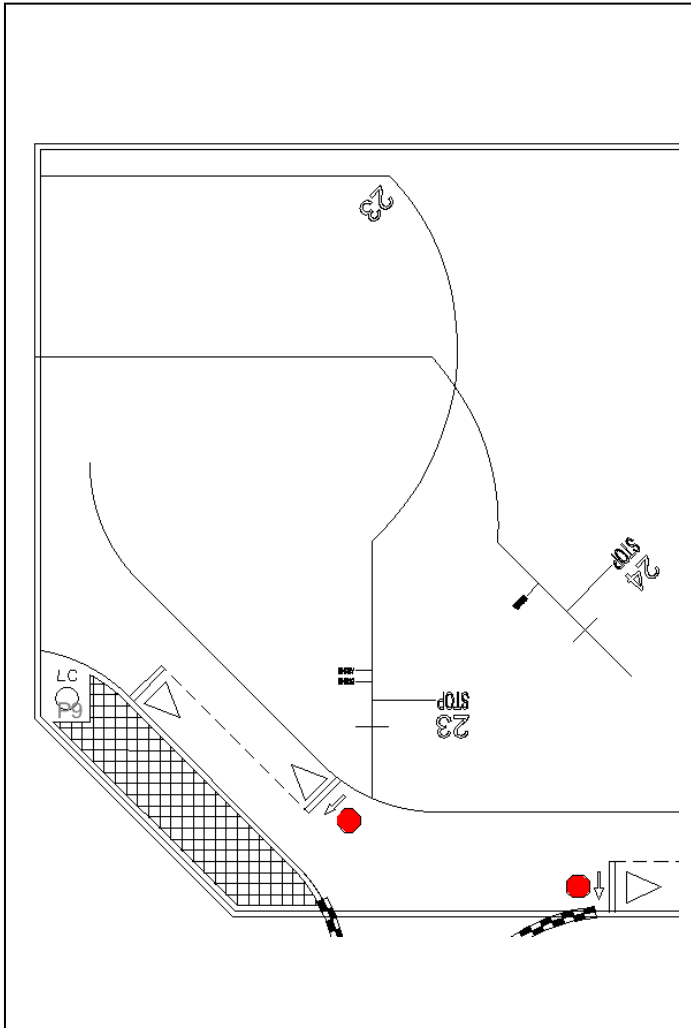
B738NWB737-MAX10
B737-MAX8**A321NW**A319
A320
A321
EMB 175/195**Nose-Tip**All other a/c types that fit
this stand

Stand 23 is a taxi-in, taxi-out stand.

Departures should be via Quebec or Romeo using minimum power to mitigate any jet blast on stand 22.

n/a

Stand 24

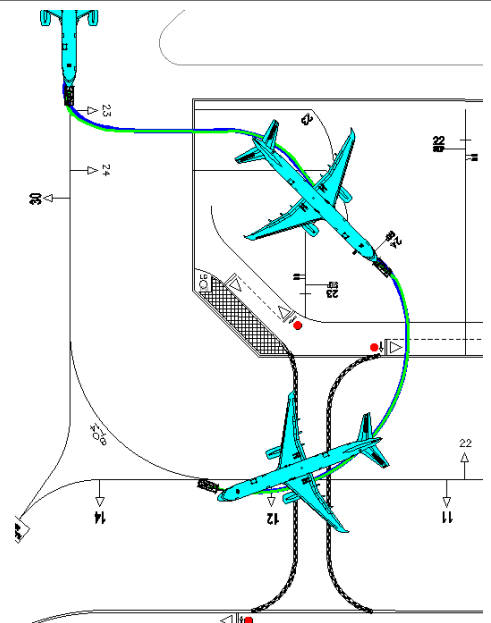


MAX SPAN	41.10 metres
MAX LENGTH	47.90 metres
B752NW	B757-200W
Nose-Tip	All other a/c types that fit this stand

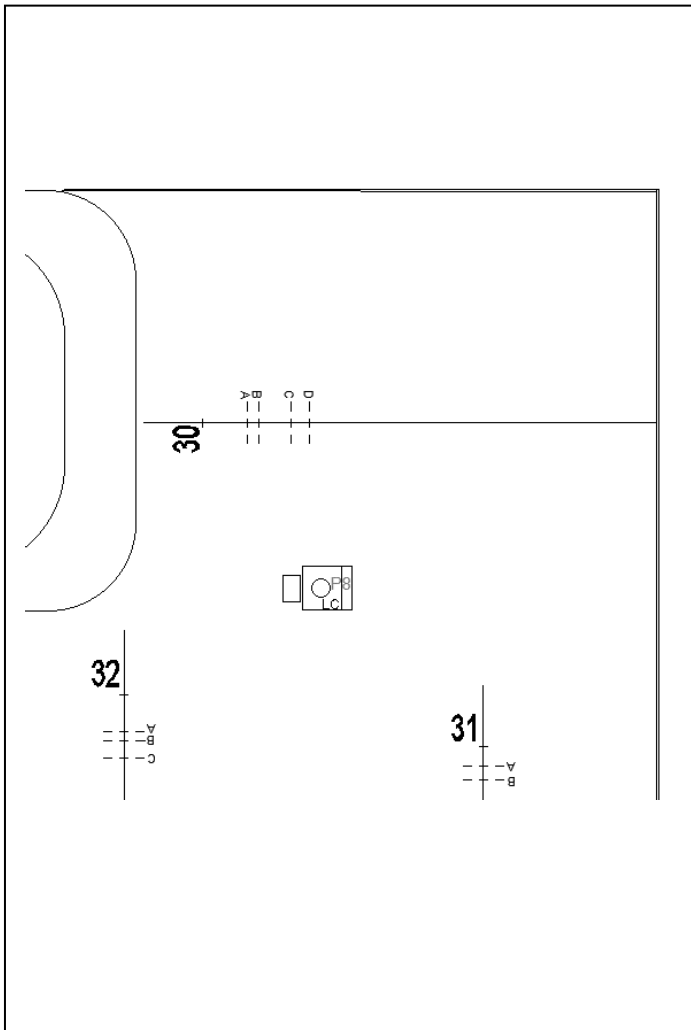
Stand 24 should only be used for Code D aircraft (B757-200W maximum) under tow.

Due to Quebec and Romeo only being suitable for operations by Code C aircraft (or smaller) under their own power, Code D aircraft must be towed onto and off stand 24 via Quebec only.

Blue = nosewheel track
Green = tug track



Stand 30

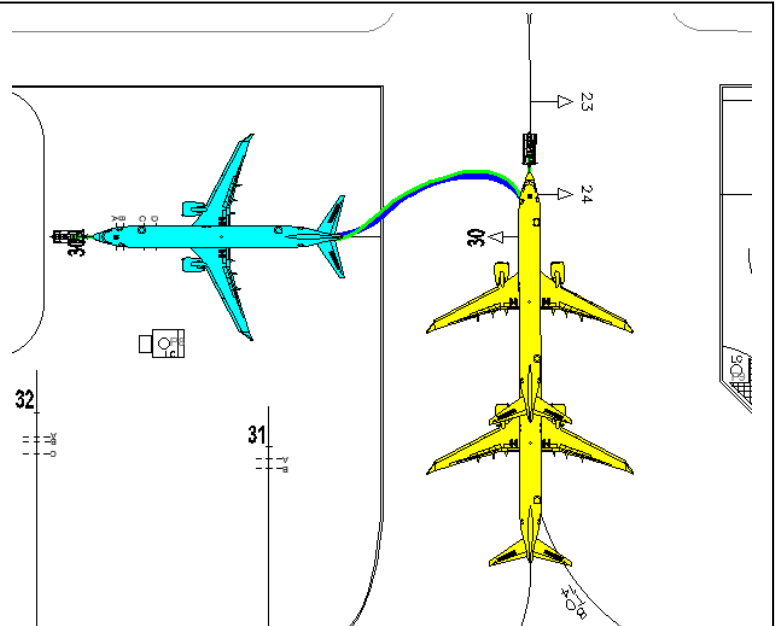


MAX SPAN	36.00 metres
MAX LENGTH	44.51 metres
A	A319 A321 B737-MAX10 EMB175
B	B737-MAX8 EMB195 ATR72
C	A320
D	ATR42

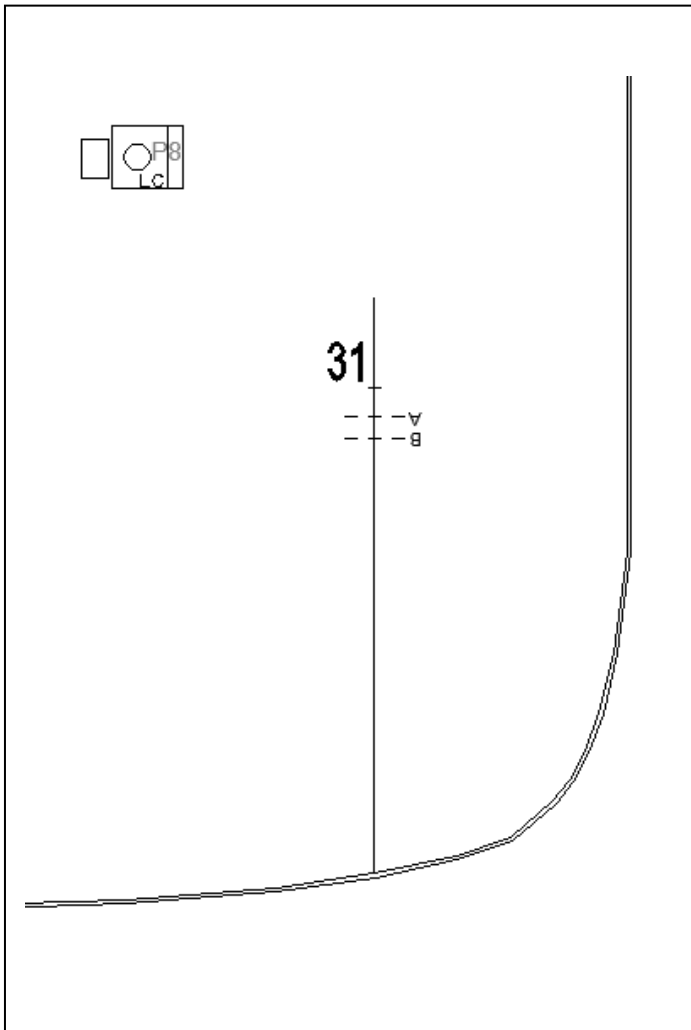
Pushback to Quebec to face North, nosewheel abeam lighting column – pull forward to nosewheel on stand 24 lead-in arrow

ATC will only instruct the flight deck crew to pushback. Ground crews are expected to carry out the pull forward as detailed to facilitate the north facing pushback.

Blue = nosewheel track
Green = tug track



Stand 31



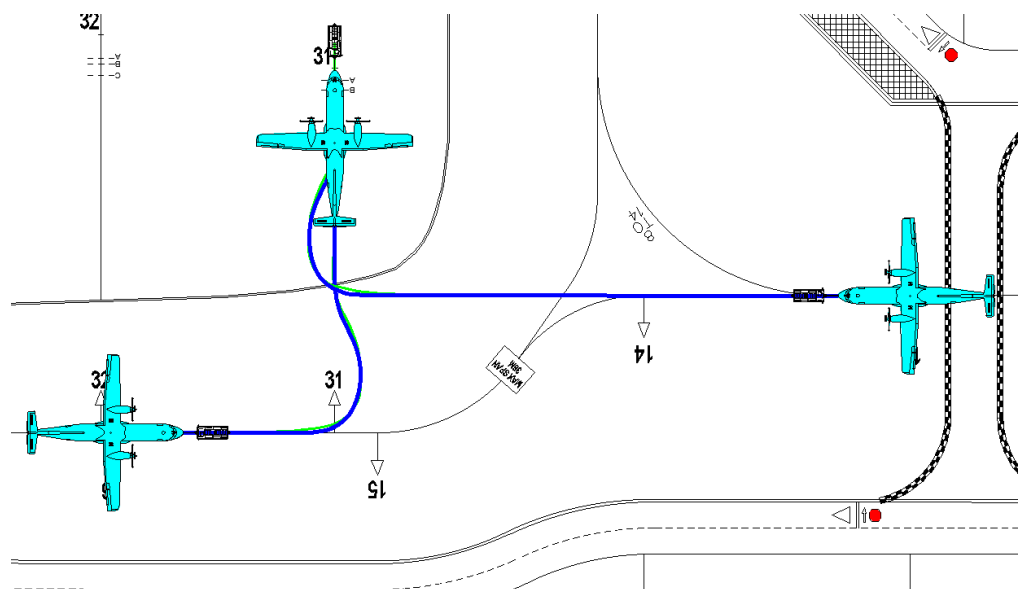
MAX SPAN	27.05 metres
MAX LENGTH	27.17 metres

A	ATR72
B	ATR42
C	N/A
D	N/A

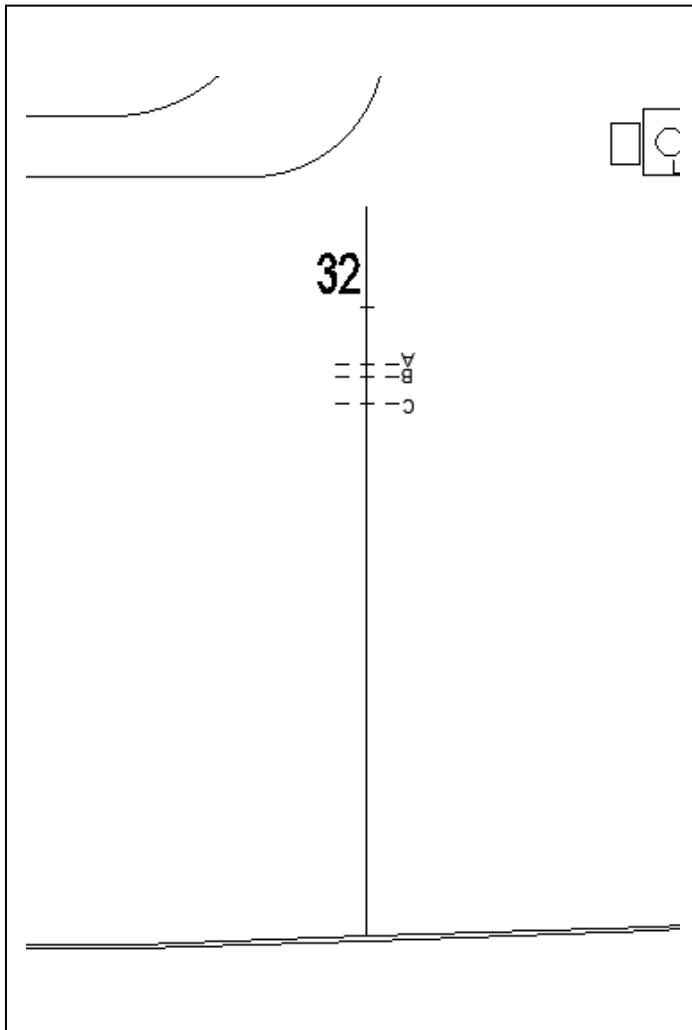
Pushback to Charlie to
face West – main gear
abeam stand 12

Pushback to Charlie-Alpha
to face East – main gear
abeam stand 16

Blue = nosewheel track
Green = tug track



Stand 32

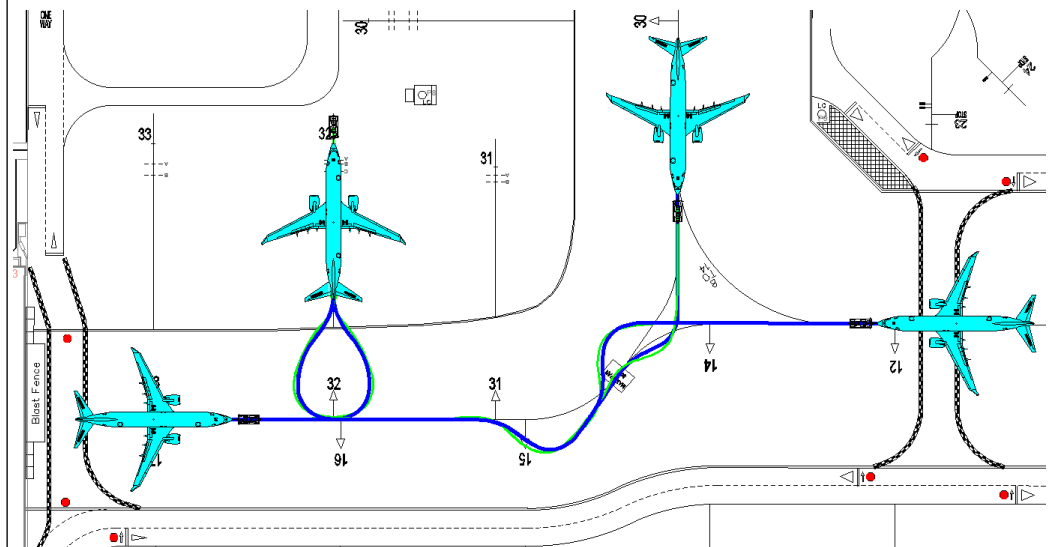


MAX SPAN	36.00 metres
MAX LENGTH	39.48 metres
A	B737-MAX8 EMB195
B	A319 A320
C	ATR42 ATR72 EMB175
D	N/A

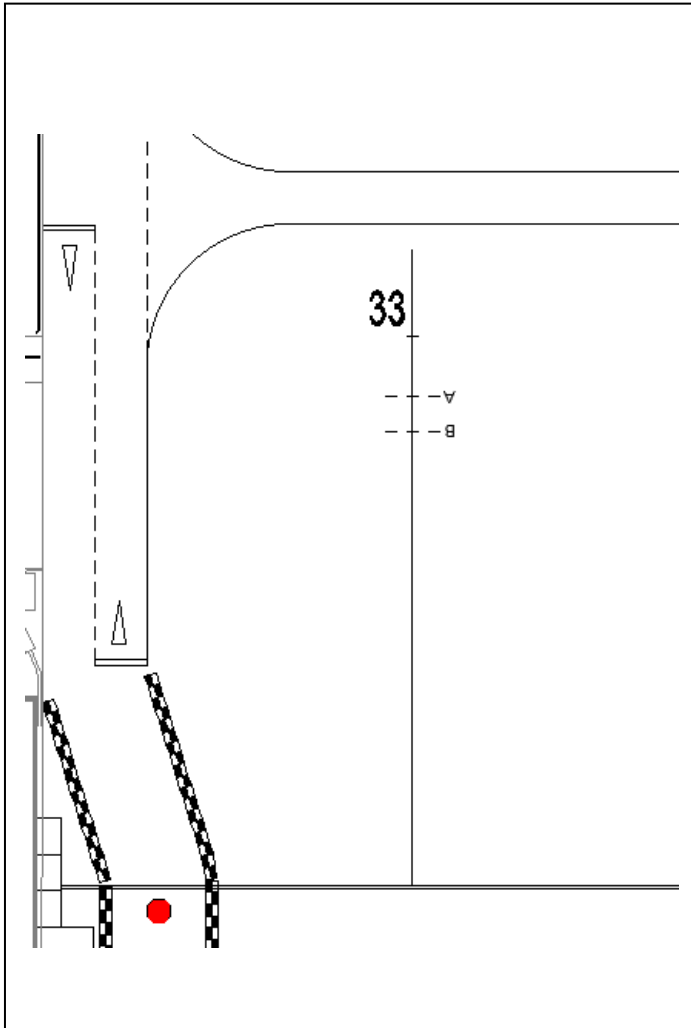
Pushback to Charlie-
Alpha to face East –
main gear abeam stand
33

Pushback to Charlie to
face West – nose gear
on stand 12 lead-in
arrow

Pushback to Quebec to
face South – main gear
abeam lighting column



Stand 33

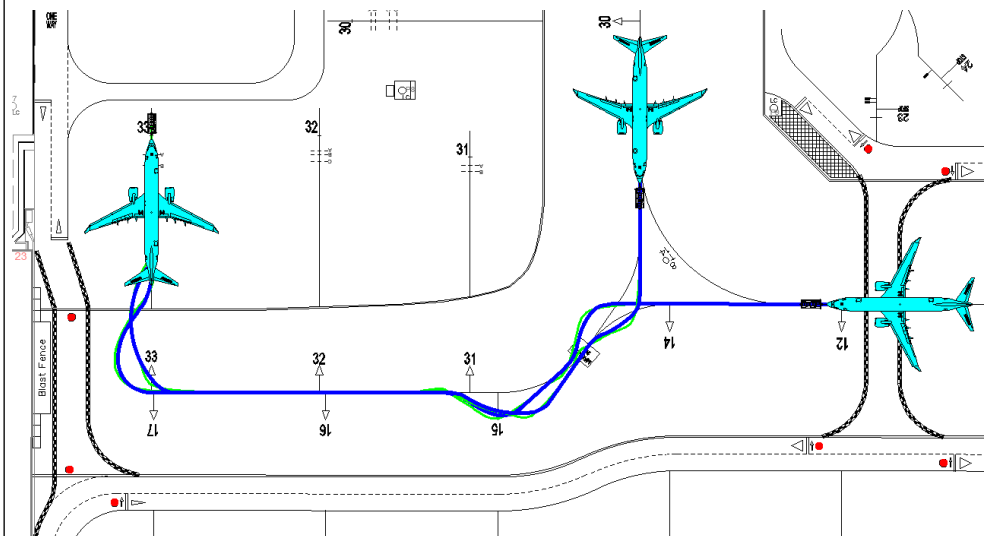


MAX SPAN	36.00 metres
MAX LENGTH	39.48 metres
A	A319 A320 ATR72 B737-MAX8 EMB175 EMB195
B	ATR42
C	N/A
D	N/A

Pushback to Charlie to face West – nose gear on stand 12 lead-in arrow

Pushback to Quebec to face South – main gear abeam lighting column

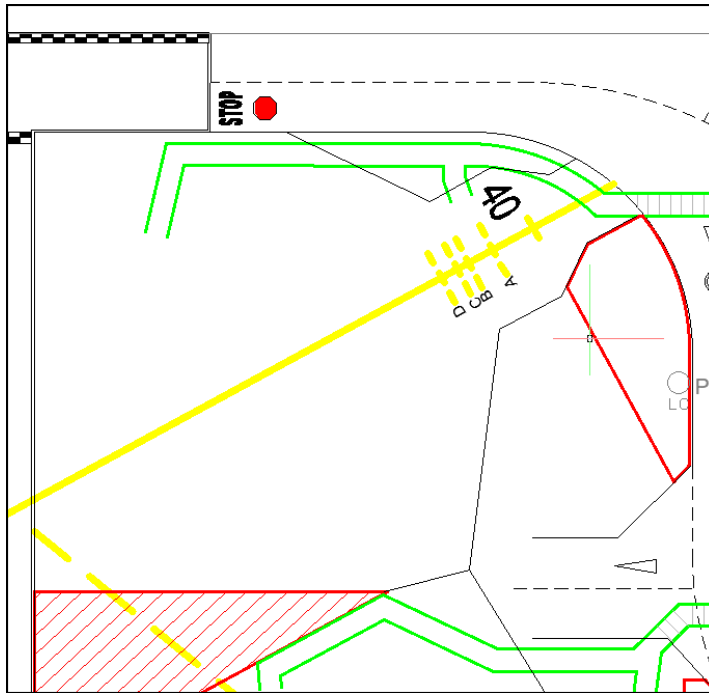
Due to Apron Congestion, there may be times where ATC instruct aircraft to pushback from stand 33 to face West but initially to hold short of Quebec. In these cases, ATC will instruct crews to hold nose wheel abeam stand 16. Pushback crews must ensure that aircraft are not pushed any further back until ATC instruct the flight deck to complete the pushback.



CENTRAL WEST APRON STANDS

Stands 40 to 46

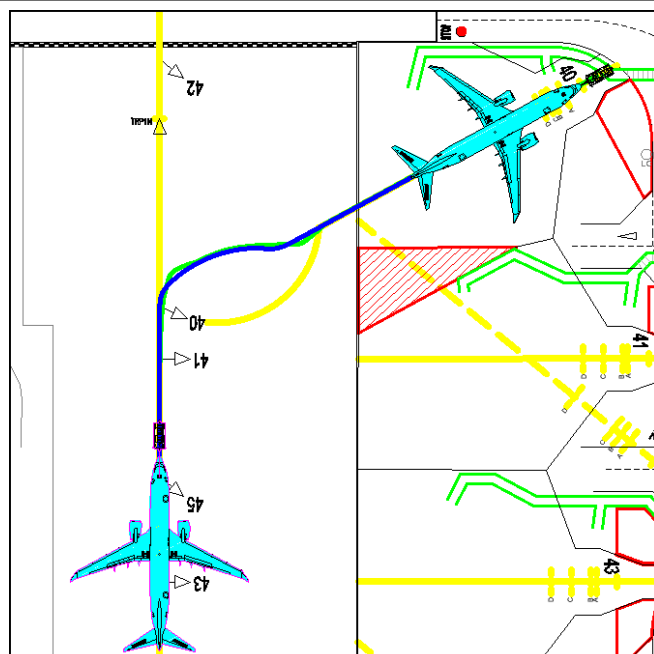
Stand 40



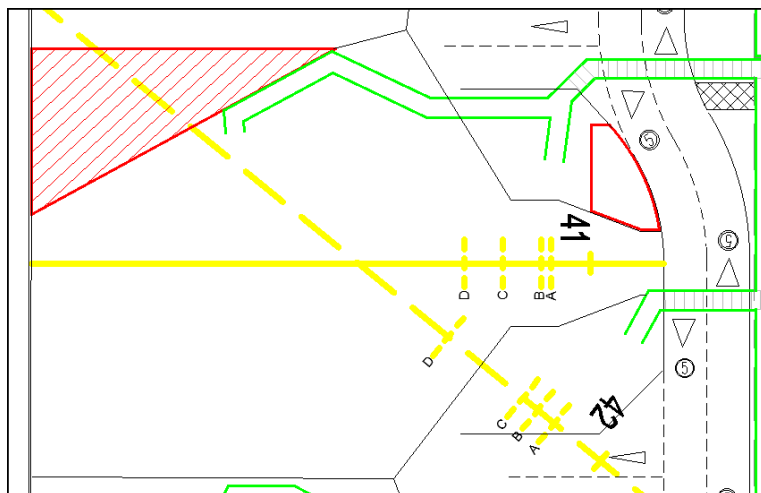
MAX SPAN	36.00 metres
MAX LENGTH	39.50 metres
A	B737-MAX8 B737-800W EMB195
B	B737-MAX7 B737-700W EMB190
C	A320 DHC8-Q400
D	A318 / A319 B737-600 ATR72/42 EMB170/175
Nose-Tip	All other a/c types that fit this stand

Pushback to November to face North – nose gear on stand 45 lead-in arrow

Blue = nosewheel track
Green = tug track



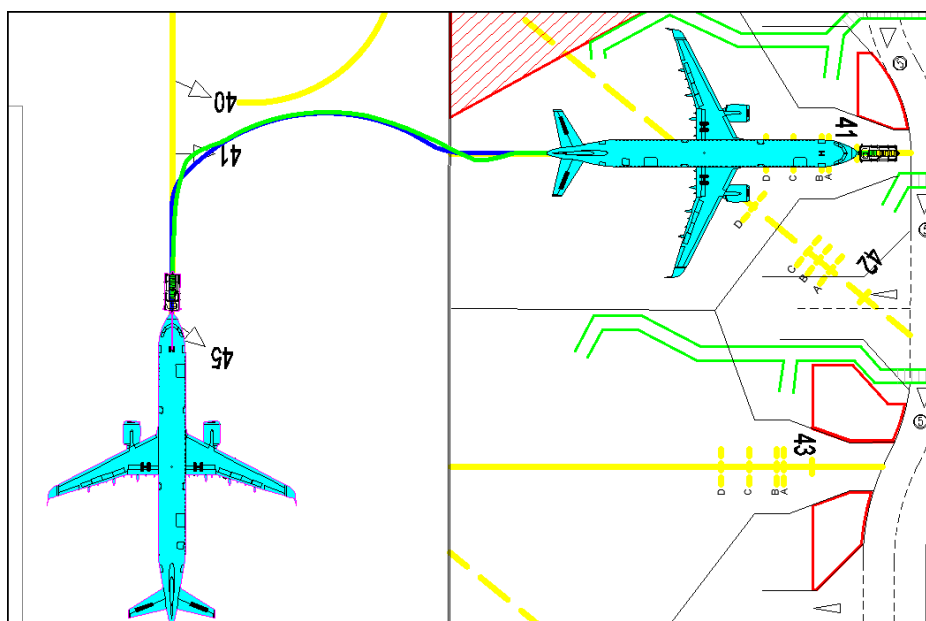
Stand 41



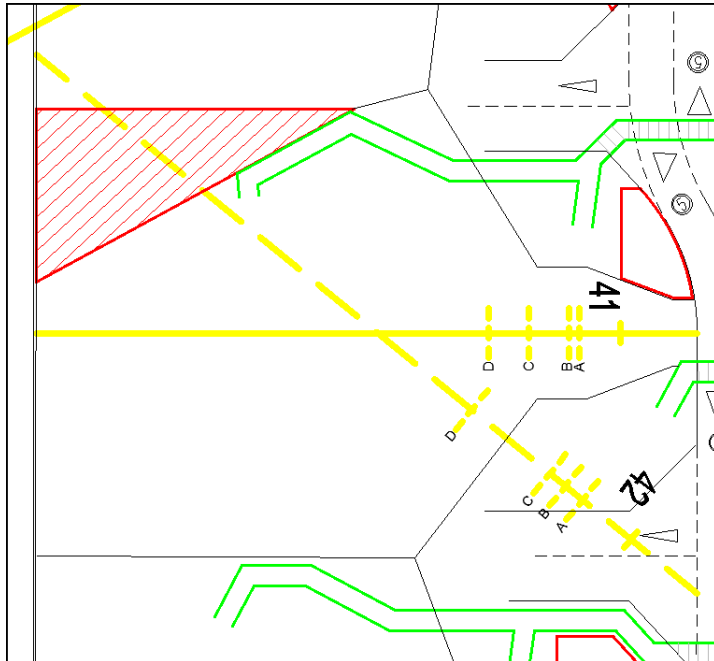
MAX SPAN	36.00 metres
MAX LENGTH	44.51 metres
A	B737-MAX9/10 B737-900W
B	A321 B737-MAX8 B737-800W
C	A320 B737-MAX7 EMB190/195
D	A318/319 ATR42/72 EMB170/175
Nose-Tip	All other a/c types that fit this stand

Pushback to November to
face North – main gear on
stand 43 lead-in arrow

Blue = nosewheel track
Green = tug track



Stand 42



MAX SPAN 64.80 metres

MAX LENGTH 63.73 metres

A

B777-200

B

B787-9

C

A330-200

D

B757-200W

Nose-Tip

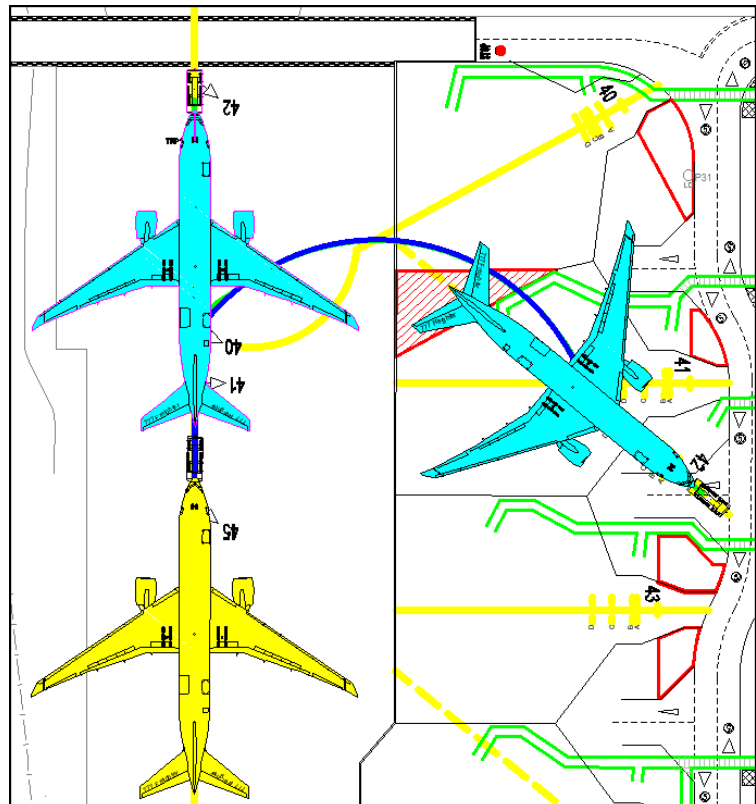
All other a/c types
that fit this stand

Pushback to November to face North
– nose gear on stand 45 lead-in arrow.

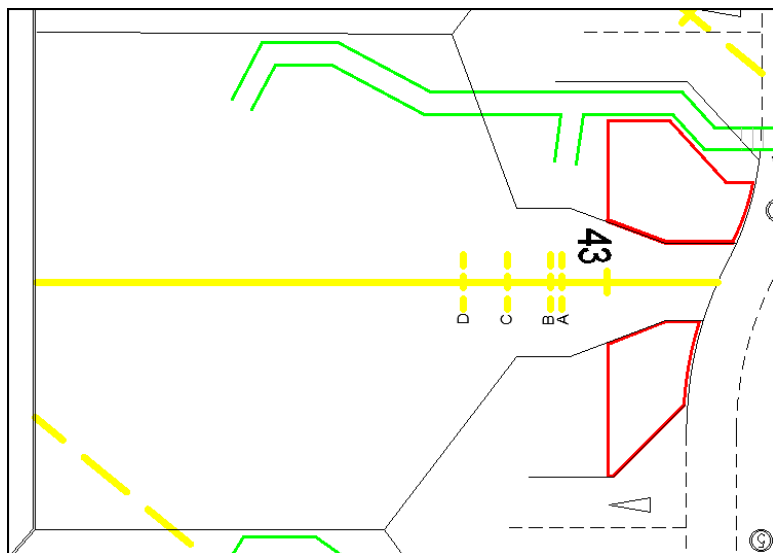
Pull forward to TRP1N

**ATC will only instruct the flight
deck crew to pushback. Ground
crews are expected to carry out
the pull forward as detailed.**

Blue = nosewheel track
Green = tug track



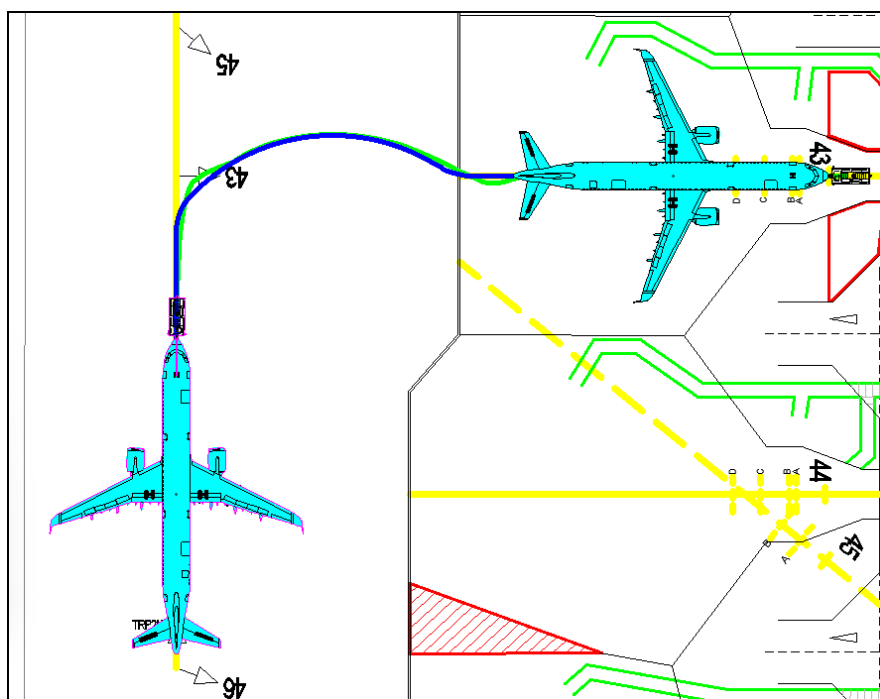
Stand 43



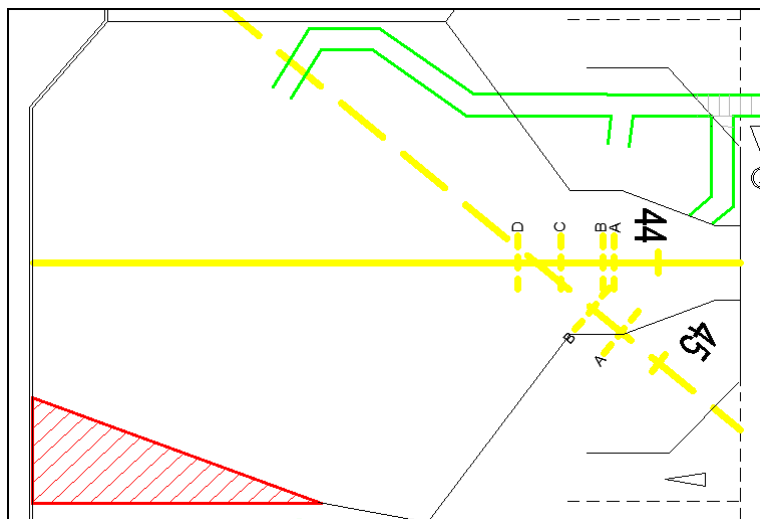
MAX SPAN	36.00 metres
MAX LENGTH	44.51 metres
A	B737-MAX9/10 B737-900W
B	A321 B737-MAX8 B737-800W
C	A320 B737-MAX7 EMB190/195
D	A318/319 ATR42/72 EMB170/175
Nose-Tip	All other a/c types that fit this stand

Pushback to November to
face North – main gear on
stand 44 lead-in arrow

Blue = nosewheel track
Green = tug track



Stand 44

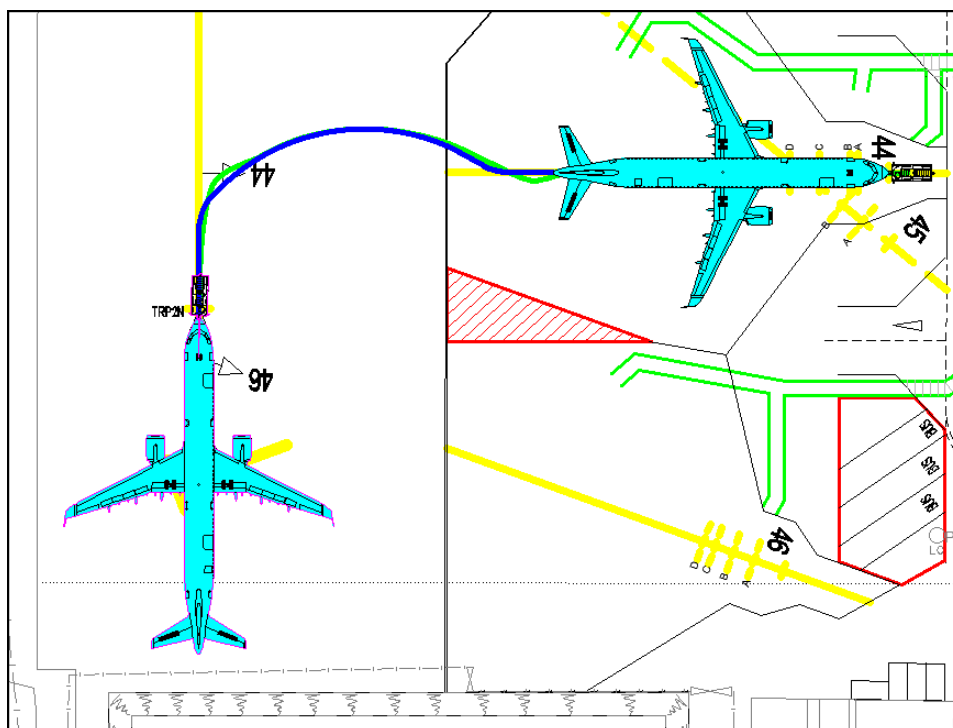


MAX SPAN	36.00 metres
MAX LENGTH	44.51 metres
A	B737-MAX9/10 B737-900W
B	A321 B737-MAX8 B737-800W
C	A320 B737-MAX7 EMB190/195
D	A318/319 ATR42/72 EMB170/175
Nose-Tip	All other a/c types that fit this stand

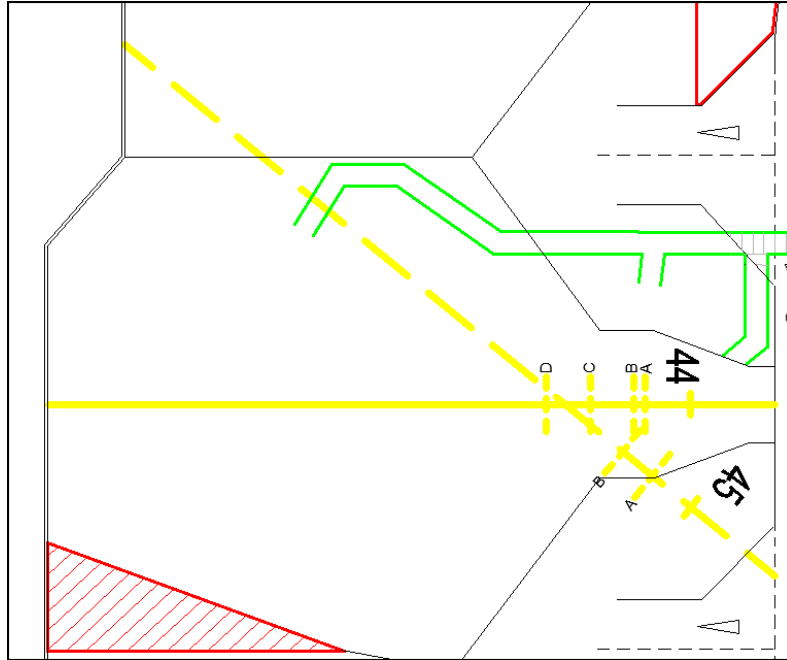
Pushback to November to
face North – pull forward if
required to TRP2N

ATC will only instruct the flight
deck crew to pushback. Ground
crews are expected to carry out
the pull forward as detailed.

Blue = nosewheel track
Green = tug track



Stand 45



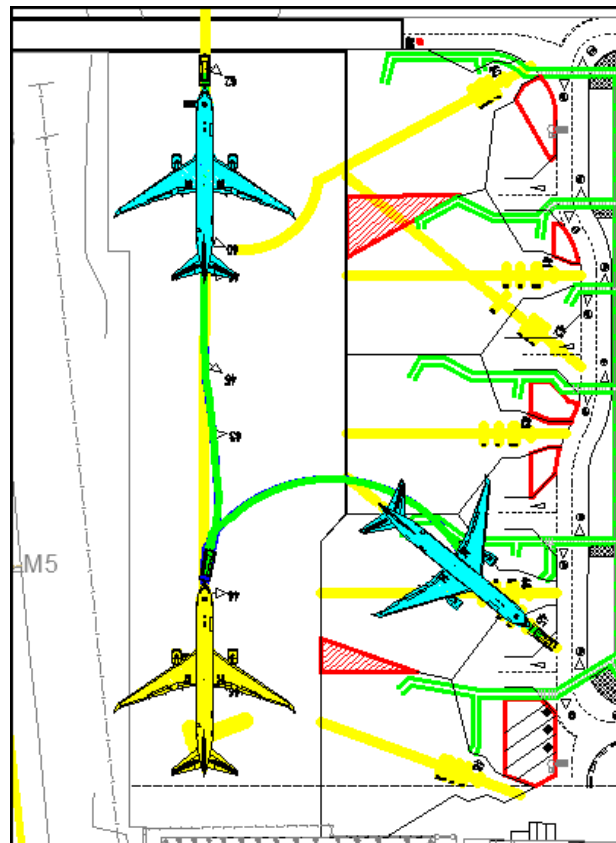
MAX SPAN	50.90 metres
MAX LENGTH	54.94 metres
A	B767-300W
B	B757-200W
Nose-Tip	All other a/c types that fit this stand

Pushback to November to face North – main gear on stand 46 lead-in line.
Pull forward to TRP1N

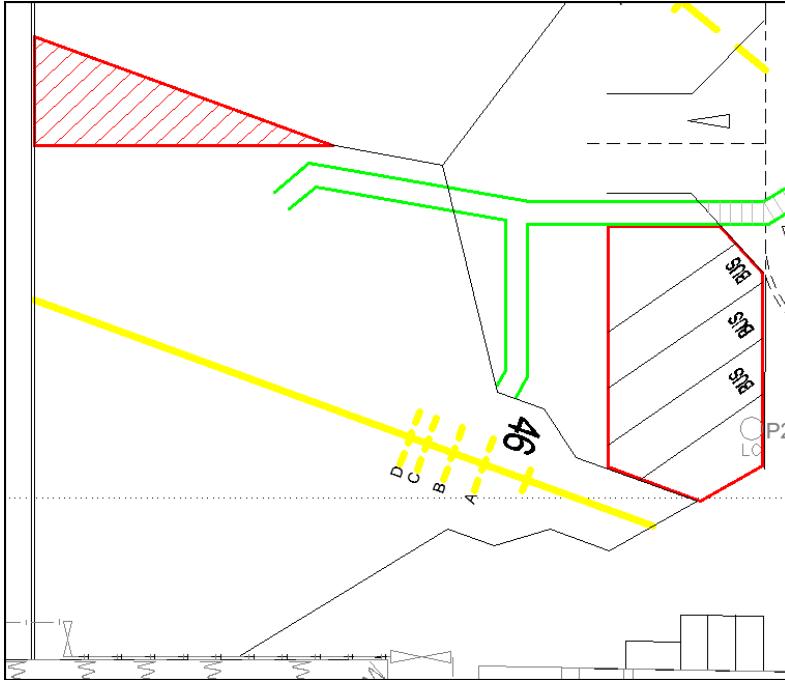
ATC will only instruct the flight deck crew to pushback. Ground crews are expected to carry out the pull forward as detailed.

Blue = nosewheel track
Green = tug track

See Appendix 6 for temporary use of Stand 45 by A330-200/MRTT aircraft.



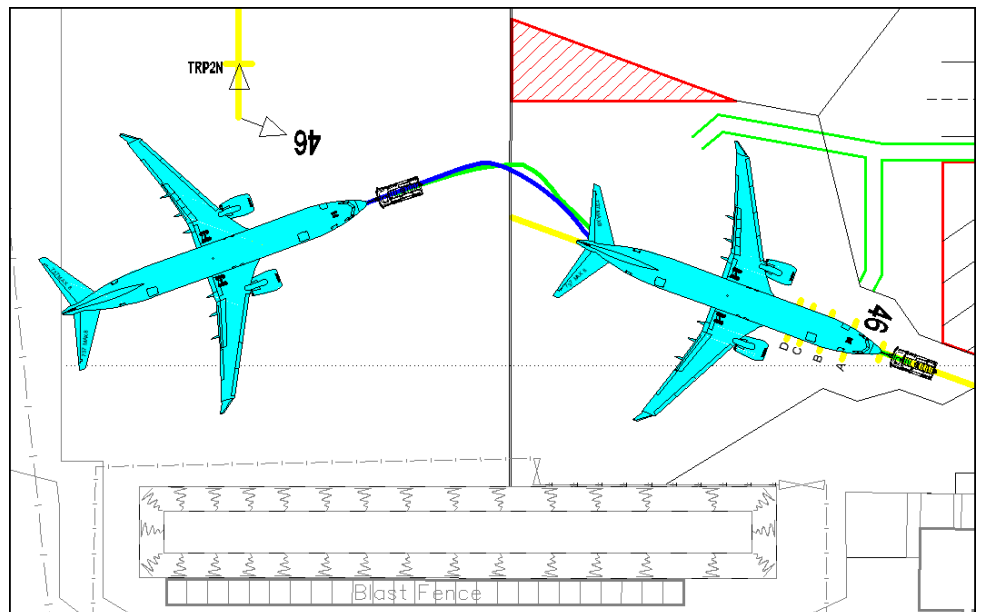
46



MAX SPAN	36.00 metres
MAX LENGTH	39.48 metres
A	B737-MAX8 EMB195
B	A320 B737-MAX7 EMB190
C	A319 EMB170/175
D	A318 ATR42/72
Nose-Tip	All other a/c types that fit this stand

Nose and main gear on the
pushback 'T' as shown

Blue = nosewheel track
Green = tug track



EAST MIDLANDS AIRPORT

APPENDIX 1 – Stand Capacity Matrices

The stand matrix below details the size and capacity of each stand on the Central and Central West aprons when the Central apron remark is complete.

Jul-26				CENTRAL & CENTRAL WEST APRONS	Changes in Red or highlighted in Yellow A321neo = A321neo & A320neo with Sharklets B737-800SW = B737-800 with Scimitar winglets
Stand No.	MAX. WIDTH (m)	MAX. LENGTH (m)	LARGEST TYPES	COMMENTS / REMARKS	
4	30.63	31.68	ATP; ATR72; E175LR	Nose-In / Push-Back	
5	36.00	39.48	B737-800SW; B737-MAX8; A320neo	Nose-In / Push-Back	
6	36.00	39.48	B737-800SW; B737-MAX8; A320neo	Nose-In / Push-Back	
7	36.00	39.48	B737-800SW; B737-MAX8; A320neo	Nose-In / Push-Back	
8	36.00	39.48	B737-800SW; B737-MAX8; A320neo	Nose-In / Push-Back	
9	36.00	44.51	A321neo; B737-800SW; B737-MAX8 & MAX10	Nose-In / Push-Back	
10	36.00	44.51	A321neo; B737-800SW; B737-MAX8 & MAX10	Nose-In / Push-Back	
11	36.00	44.51	A321neo; B737-800SW; B737-MAX8 & MAX10	Nose-In / Push-Back	
12	36.00	44.51	A321neo; B737-800SW; B737-MAX8 & MAX10	Nose-In / Push-Back	
14	36.00	44.51	A321neo; B737-800SW; B737-MAX8 & MAX10	Nose-In / Push-Back	
15	36.00	44.51	A321neo; B737-800SW; B737-MAX8 & MAX10	Nose-In / Push-Back	
16	36.00	44.51	A321neo; B737-800SW; B737-MAX8 & MAX10	Nose-In / Push-Back	
17	36.00	44.51	A321neo; B737-800SW; B737-MAX8 & MAX10	Nose-In / Push-Back	
20	50.90	54.94	B767-300W	Taxi-in up to Code C (737/A321) only / Push-back; not to be used if 21 or 22 in use	*** B767 Tow-on, Tow-off via Q only ***
21	36.00	44.51	A321neo; B737-800SW; B737-MAX8 & MAX10	Taxi-in / Taxi-out; not to be used if 20 in use	Access via bellmouth ROMEO only; exit via bellmouth QUEBEC only
22	36.00	44.51	A321neo; B737-800SW; B737-MAX8 & MAX10	Nose-in / Push-back; not to be used 20 or 24 in use	
23	36.00	44.51	A321neo; B737-800SW; B737-MAX8 & MAX10	Taxi-in / Taxi-out; not to be used if 24 in use	Access via bellmouth QUEBEC only; exit via bellmouth ROMEO only
24	41.10	47.90	B757-200W	Taxi-in / Taxi-out up to Code C (737/A321) only; taxi out via Quebec; not to be used if 22 or 23 in use	*** B757 Tow-on, Tow-off via Q only ***
30	36.00	44.51	A321neo; B737-800SW; B737-MAX8 & MAX10	Nose-In / Push-Back	
31	27.05	27.17	ATR72; ATF; EMB135	Nose-In / Push-Back	
32	36.00	39.48	B737-800SW; B737-MAX8; A320neo	Nose-In / Push-Back	
33	36.00	39.48	B737-800SW; B737-MAX8; A320neo	Nose-In / Push-Back	
40	36.00	39.48	B737-800SW; B737-MAX8; A320neo	Nose-In / Push-Back; not to be used if 42 in use	
41	36.00	44.51	A321neo; B737-MAX10	Nose-In / Push-Back; not to be used if 42 in use	
42	64.80	63.73	B777-200; A330-900; B787-9; A340-300	Nose-In / Push-Back; not to be used if 40 or 41 in use	
43	36.00	44.51	A321neo; B737-MAX10	Nose-In / Push-Back; not to be used if 45 in use	
44	36.00	44.51	A321neo; B737-MAX10	Nose-In / Push-Back; not to be used if 45 in use	
45 *	50.90	54.94	B767-300W; B757-200W	Nose-In / Push-Back; not to be used if 43 or 44 in use	
46	36.00	39.48	B737-800SW; B737-MAX8; A320neo	Nose-In / Push-Back	
Note: Until further notice please ensure that stand 40 is always used in advance of stand 41					
45 *	60.30	58.82	A330-200 / A330-MRTT	Stand 45 may be used for an A330-200/MRTT - special operational procedures apply - see Marshalling & Pushback Manual - Vol.1 - Appendix 6	

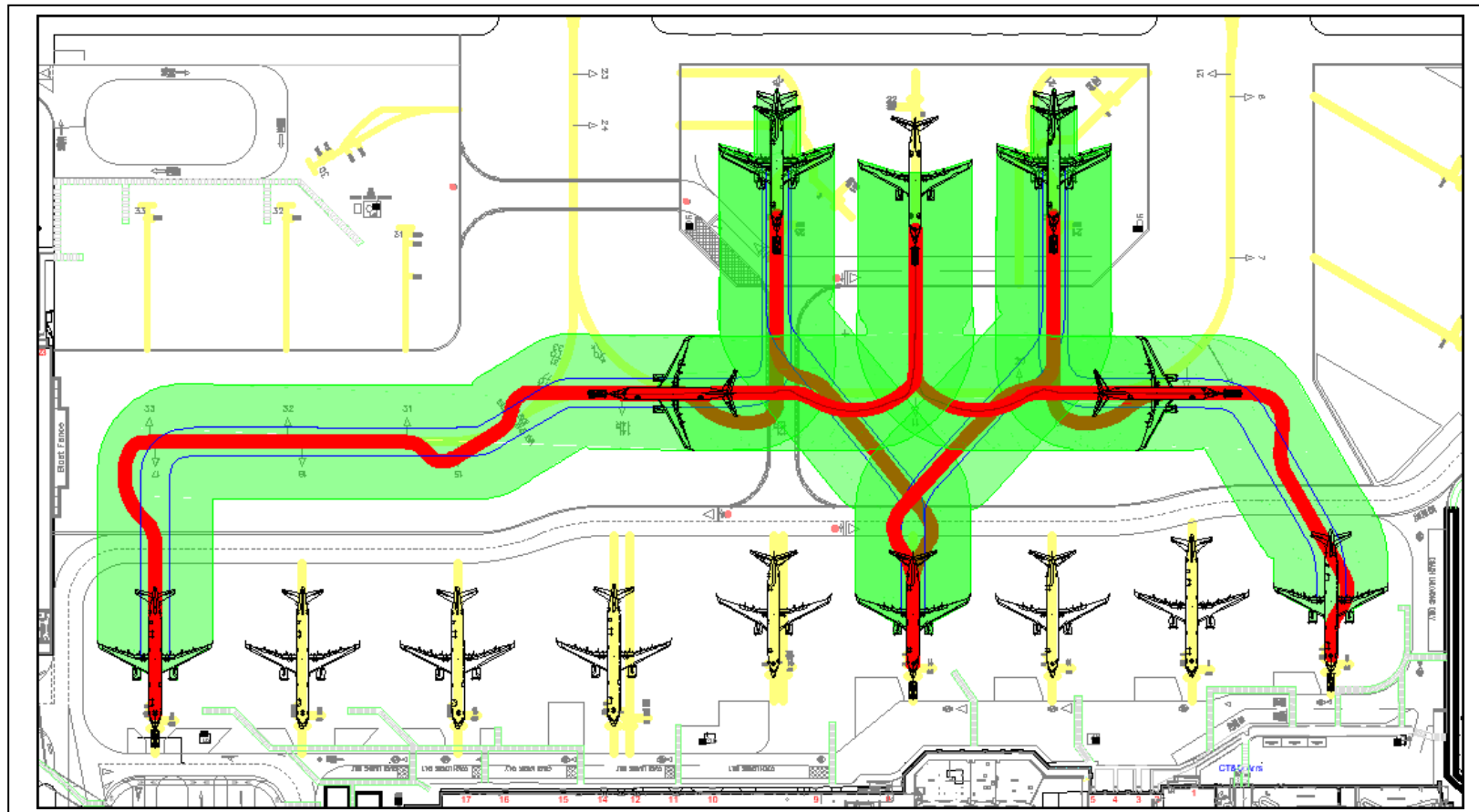
EAST MIDLANDS AIRPORT

APPENDIX 2 – PUSH and PARK

In order to meet the Airport's OTP targets, stands 21, 22 and 23 may be used by ATC for 'push and park' operations. Aircraft boarded and ready for departure ahead of their slot time can be pushed back on to stands 21, 22 & 23 and parked for up to 30 mins (APU noise abatement time limit) prior to departure. As stands 21, 22 & 23 are self-manoeuvring when a departure slot becomes available departure can be much quicker than if pushed back from a contact stand. Any Central apron stand can push back to stands 21, 22 & 23 if required – typically only stands 8-17 and 31-33 undertake this manoeuvre.

Stands 21, 22 and 23

A nosewheel tug release point (TRP) is marked on stand 22 to avoid an 'overpush' where the tail would infringe the Alpha taxiway strip.



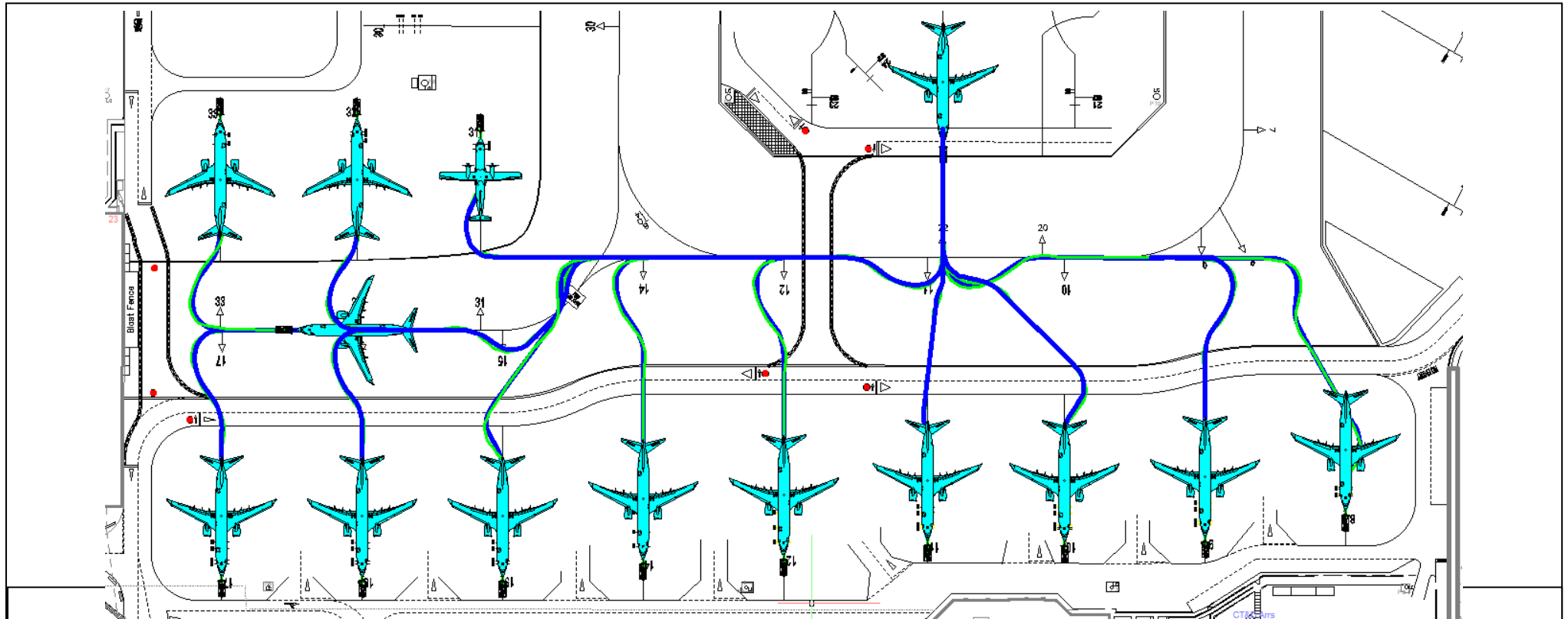
Aircraft can depart via Quebec or Romeo. Minimum power to be used on departure to mitigate jet blast on adjacent stands.

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APPENDIX 3 – PUSH and GO

In addition to the 'push and park' procedure outlined in Appendix 2, stand 22 may also be used by ATC for 'push and go' operations. This procedure requires the aircraft to depart immediately rather than parking on the stand for up to 30 minutes. The plan below details the pushback procedure for this stand.

Stand 22



Stands 21 and 23 must be either unoccupied or occupied by aircraft which are fully 'closed up' with no GSE or staff/vehicles present (except steps). This is to mitigate jet blast implications when the aircraft departs stand 22 under power. ATC to request minimum power when taxiing.

Pushbacks from stands 8-17 and 31-33 may use stand 22. Aircraft must depart stand 22 as soon as possible after tug release.

Nosewheel tug release point (TRP) is marked on stand 22 to avoid tail infringing Alpha taxiway strip.

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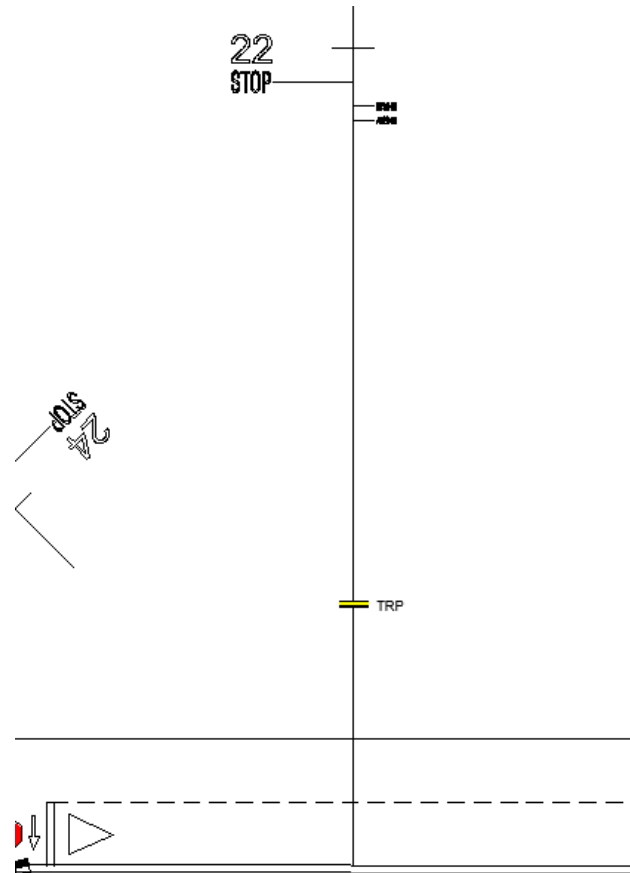
APPENDIX 4 – TUG RELEASE POINTS (TRP's)

The plans below show the location of tug release points on the Central and Central-West aprons. Each TRP is named and should be used to position the aircraft nosewheel in the correct location.

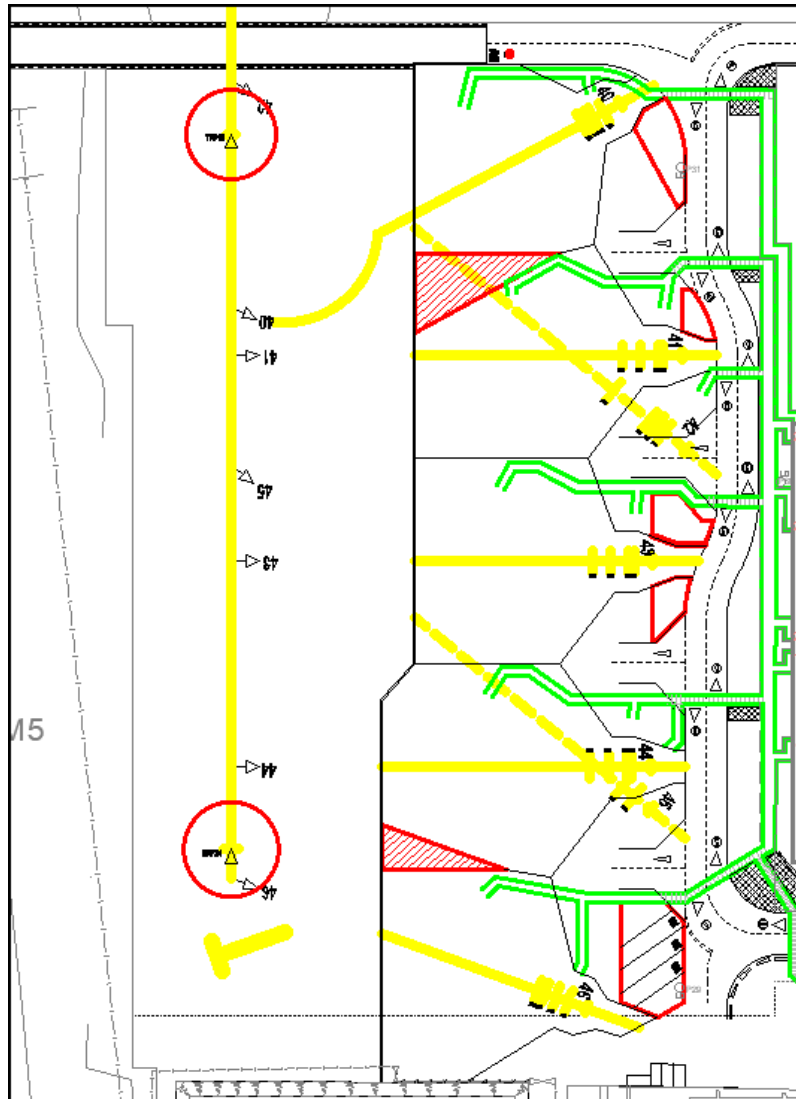
CENTRAL APRON

Stand 22

Located 10m north of the head of stand road.

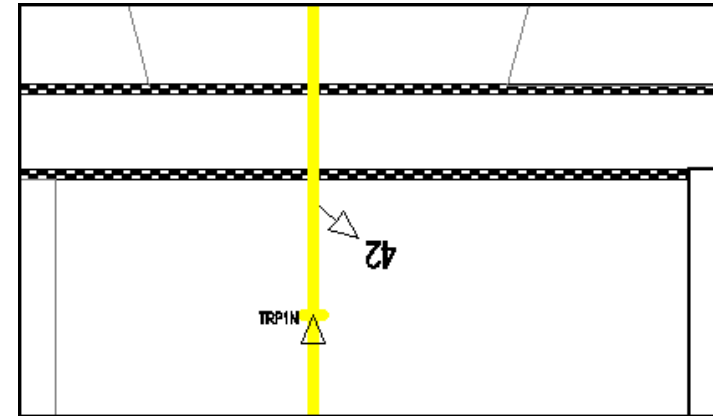


NOVEMBER APRON



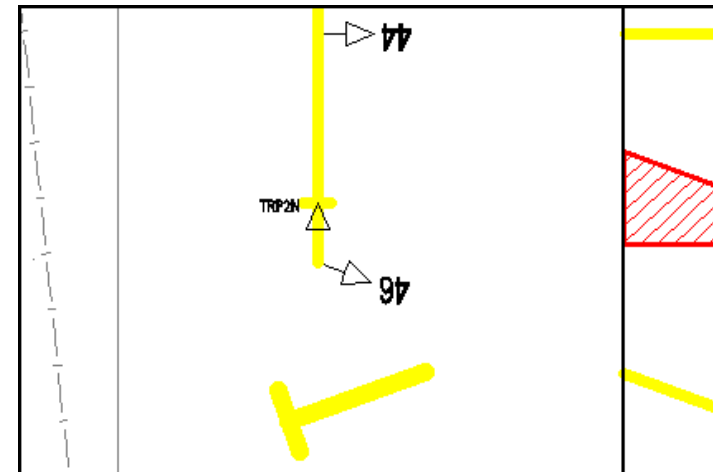
Tug Release Point – TRP1N

Located 15 metres south of the uncontrolled crossing



Tug Release Point – TRP2N

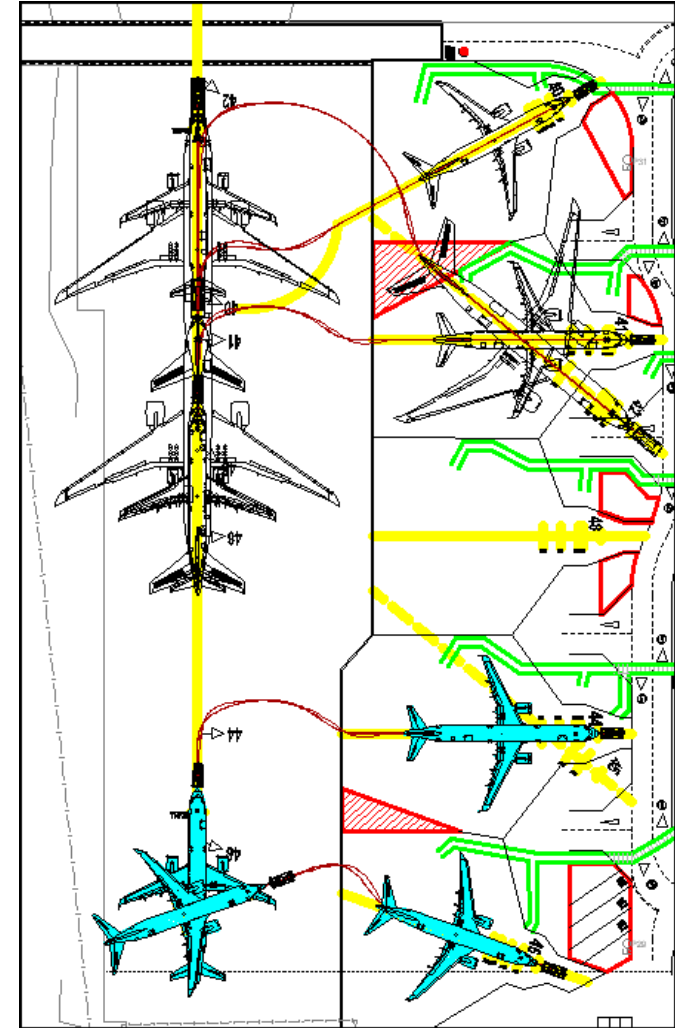
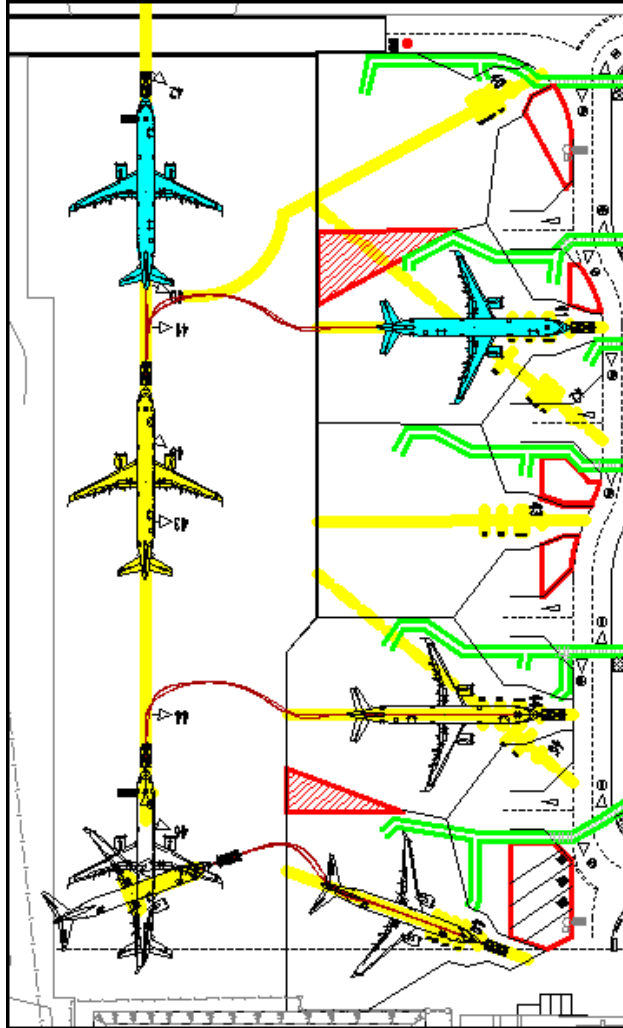
Located 20 metres south of the stand 44 lead-in line



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APPENDIX 5 – NOVEMBER – Simultaneous Pushbacks

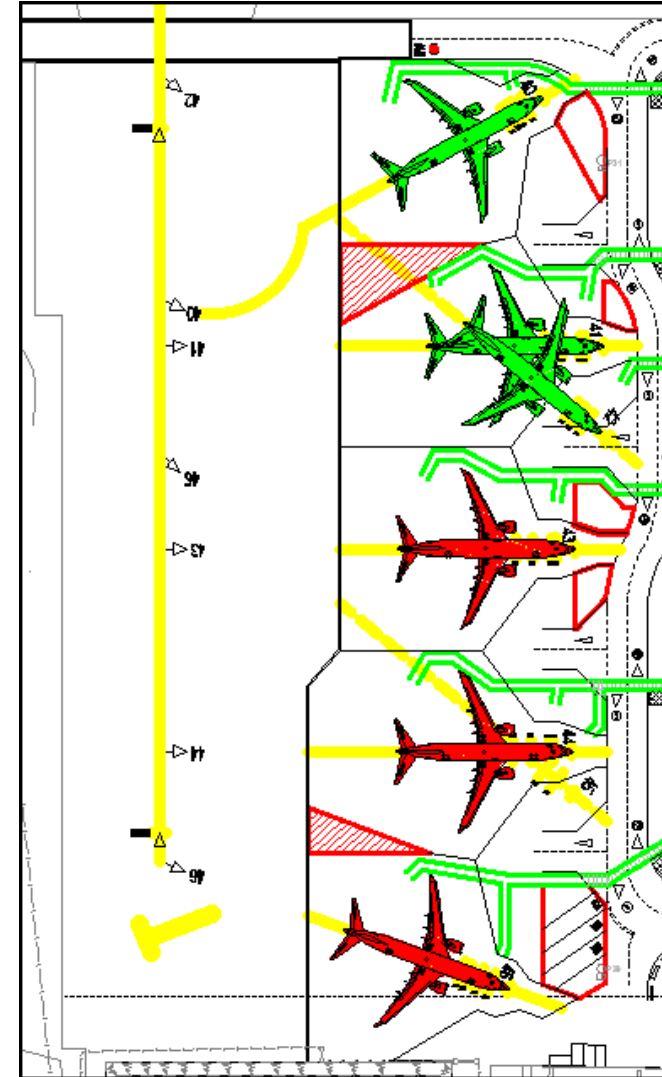
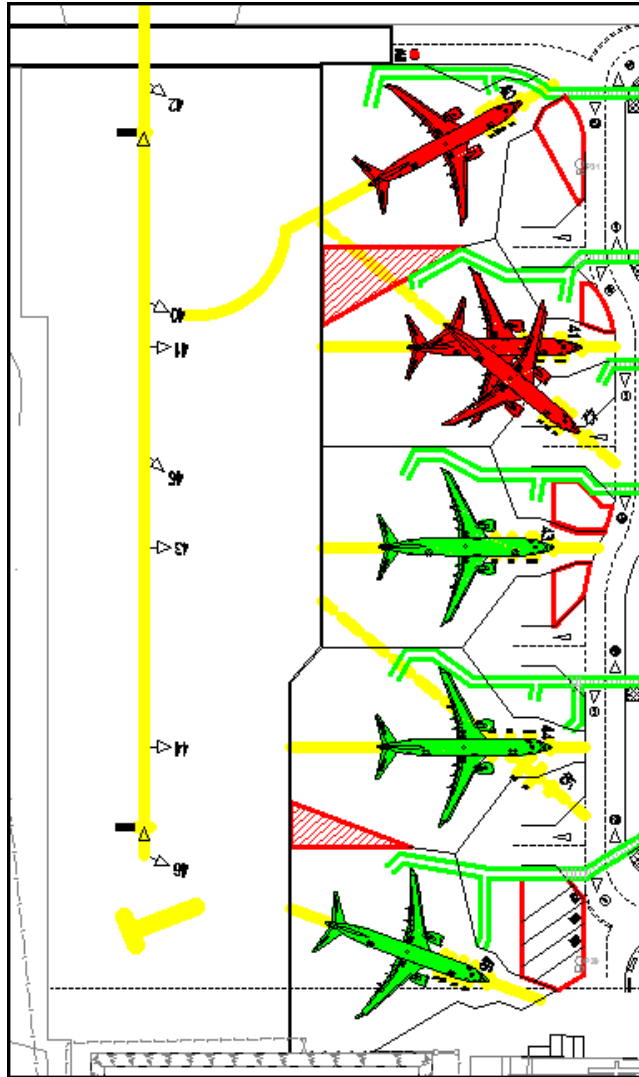
At peak times ATC may instruct aircraft in the NOVEMBER cul-de-sac to undertake simultaneous pushbacks. Various pushback combinations are available to ATC. In all cases the aircraft on TRP1N can start engines during the push (idle thrust only) but must not commence taxi (breakaway thrust) until the 2nd aircraft is fully positioned on TRP2N and the tug released. Examples of simultaneous pushbacks below.



ATC will only instruct the flight deck crew to pushback to face North. Ground crews are expected to carry out the pull forward as detailed.

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When an aircraft is instructed to pushback and pull-forward to tug release point TRP1N only aircraft on stands 43 & 44 will be instructed to undertake a simultaneous pushback to TRP2N. Likewise, when an aircraft is instructed to pushback to tug release point TRP2N only aircraft on stands 40, 41 & 42 will be instructed to undertake a simultaneous pushback and pull-forward to TRP1N. Engines can be started prior to, or on, the pushback but only idle power is to be used. Once both aircraft are fully established on the TRP's the aircraft on TRP1N then apply breakaway thrust to commence its departure.



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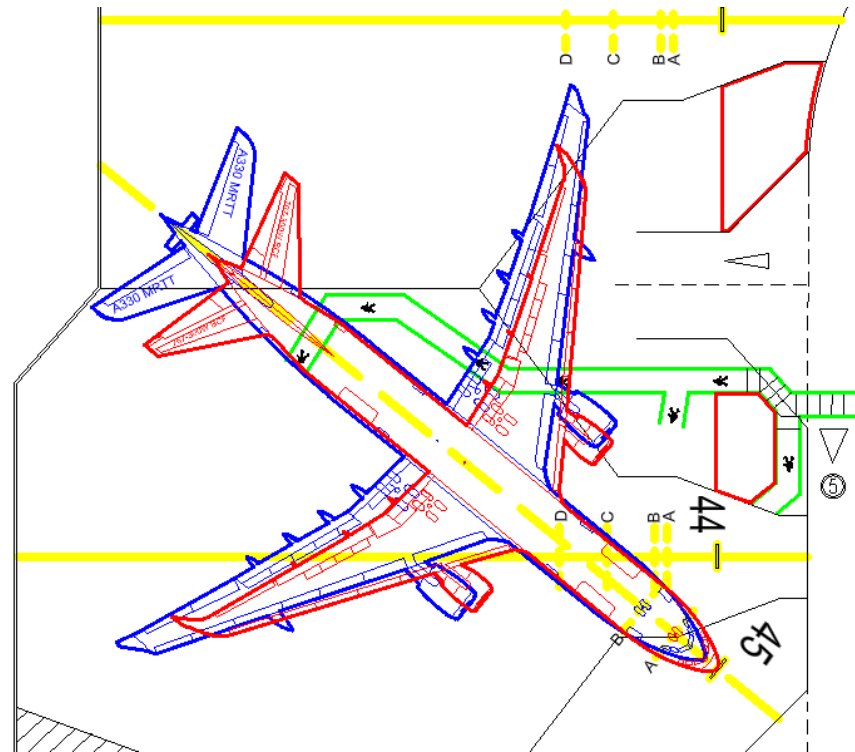
APPENDIX 6 – Central-West (NOVEMBER) apron – Temporary use of Stand 45 by Code E aircraft

This appendix details the operational procedures and safety measures required to temporarily increase the capacity of Stand 45 from Code D (B767-300W) to Code E (A330-200MRTT). This need has arisen from the requirement to accommodate Royal Air Force operations by A330-200 passenger and tanker operations whilst the runway at RAF Brize Norton is being resurfaced.

Two types of A330-200 will be using Stand 45 – the A330-200 passenger model and the A330-MRTT tanker version. Both have a wingspan of 60.3m and a length of 58.82m.

Currently Stand 45 has a maximum wingspan of 51.0m and a length of 54.94m.

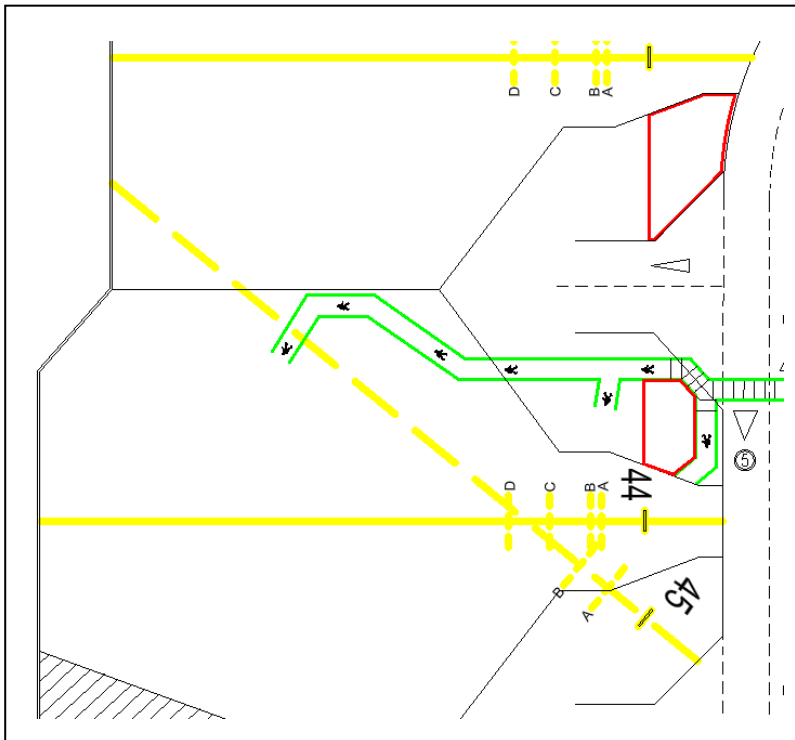
The plan below shows the difference in size of a B767-300W and an A330MRTT on Stand 45.



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Stand 45 (A330-200/MRTT)

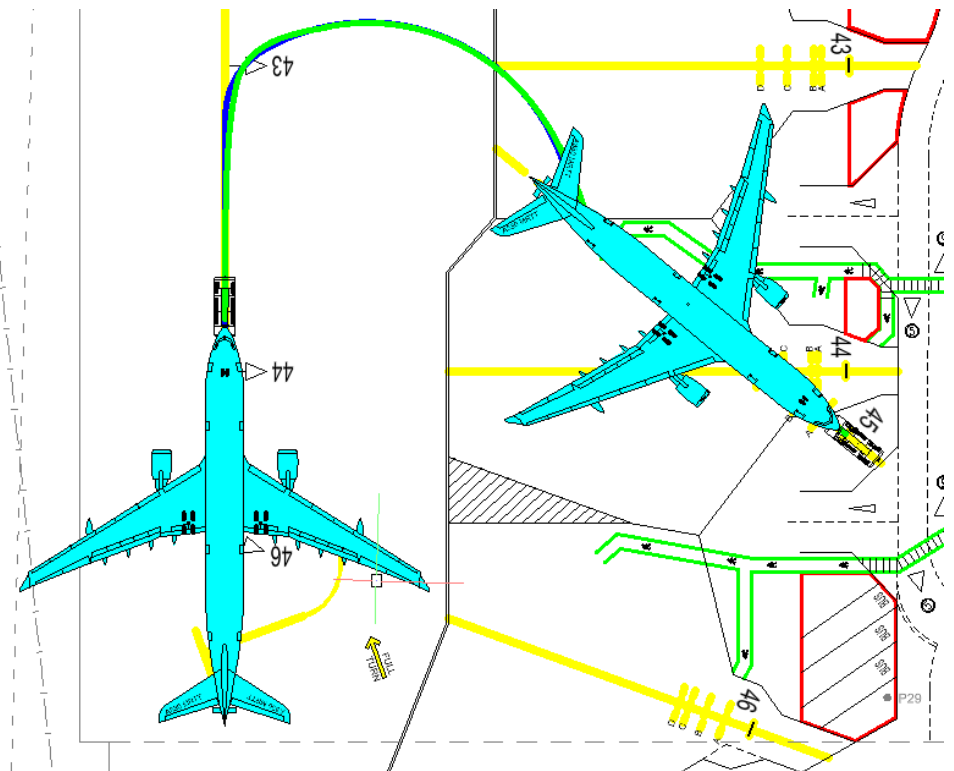
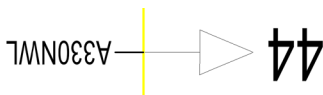
45 Alt



MAX SPAN	60.30 metres
MAX LENGTH	58.82 metres
A	n/a
B	A330-200/MRTT
C	n/a
D	n/a
Nose-Tip	n/a

Pushback to November to face North – see note.

Stand 45 pushback
nosewheel limit line



*** See parking & pushback notes below ***

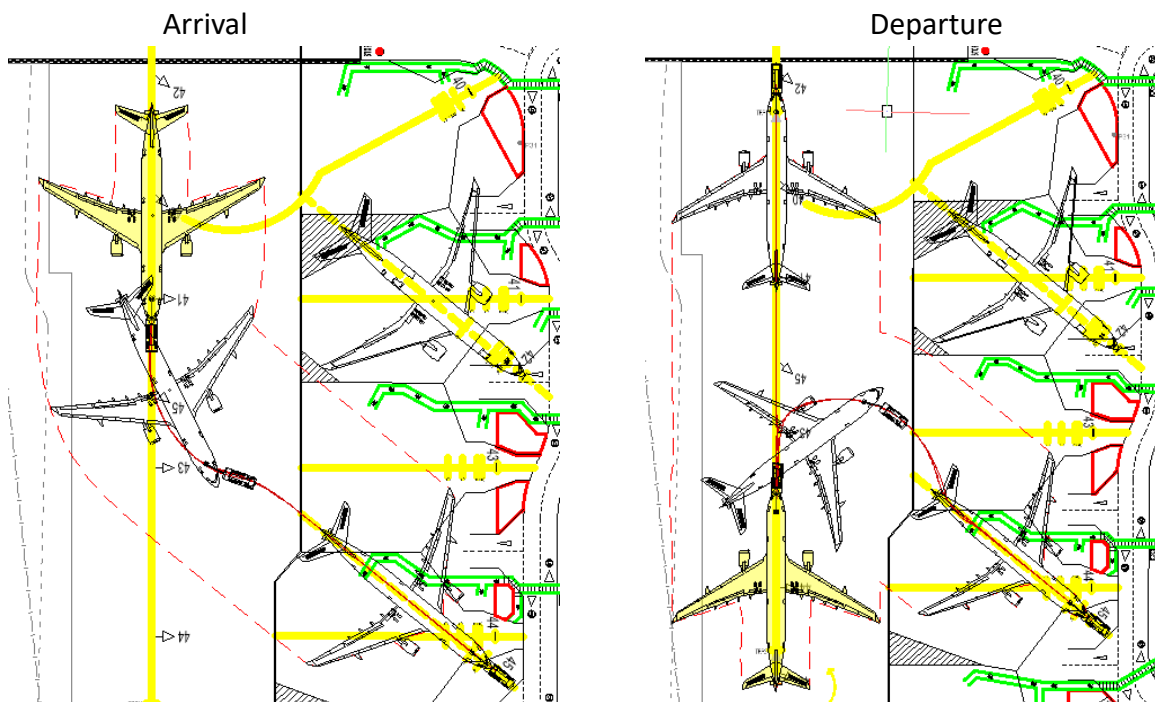
Stand 45 – Parking & Pushback Notes

ARRIVAL

- Stands 41, 43 & 44 must be unoccupied if Stand 45 is to be used for an A330 using its own power.
- If a Code D (B767-300W or smaller) is parked on Stand 42, an A330-200/MRTT can taxi onto Stand 45 under its own power without the need for wing walkers.
- If a Code E (B777/B787 or similar) is parked on Stand 42, an A330-200/MRTT cannot taxi onto Stand 45 under its own power. The A330 would need to stop on the November centreline (nosewheel on Stand 41 lead-in arrow), shutdown engines and be towed onto stand with wing walkers on the port wing to indicate clearance to the aircraft on Stand 42.
- In both cases the A330 must be parked with its nosewheel on marking 'B' – use of nosewheel marking 'A' will bring the nose too close to the head-of-stand road.
- Stand 46 is not impacted by A330 arrival activity on Stand 45.

DEPARTURE

- If a Code D (B767-300W or smaller) is parked on Stand 42, an A330-200/MRTT can be pushed back to face north as per the standard pushback procedure for aircraft on Stand 45 (see page 38) using the new nosewheel limit marking adjacent to the Stand 44 lead-in line.
- If a Code E (B777/B787 or similar) is parked on Stand 42, an A330-200/MRTT can be pushed back to face north as above but wing walkers must be present on the port wing to indicate clearance to the aircraft on Stand 42. Once facing north on the November centreline the A330 may, at the handling agent's discretion, be pulled forward to TRP1N prior to engine start and taxi away under its own power.
- Stand 46 is not impacted by A330 departure activity on Stand 45.



B777-200 on Stand 42 – wing-walkers required on B777 starboard & A330 port wingtips to ensure clearance between wingtips

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