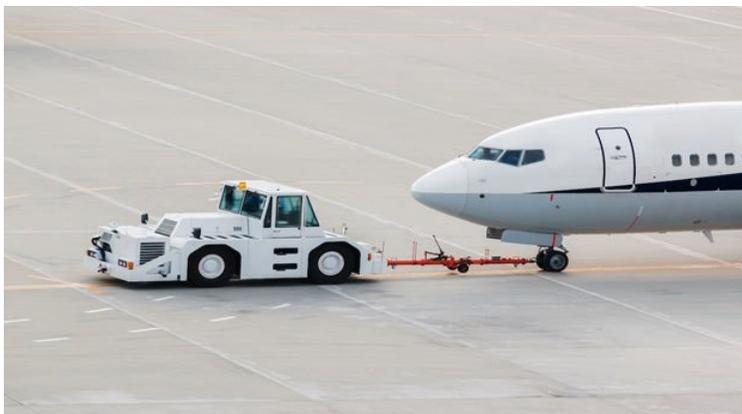




MARSHALLING & PUSHBACK MANUAL



Volume 3 – East Apron

JANUARY 2026

v1.1

EAST MIDLANDS AIRPORT

Contents

AMENDMENT LIST	4
VERSION CONTROL	5
REVIEW & SIGN OFF	5
EAST APRON STANDS	6
APPENDIX 1 – Stand Capacity Matrices	54
APPENDIX 2 – TUG RELEASE POINTS (TRP's).....	55

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 East apron.

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

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

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

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 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: “Atlas 5350, Stand 73X, Push and start approved facing East.”

Tug Driver: Stand 73X pushback to Uniform, then pull forward on Delta facing east to nose gear on TRP1D

Changes to V1.0 are highlighted in yellow.

EAST MIDLANDS AIRPORT

AMENDMENT LIST

Page No.	Amendment Date	Amendment Date	Amendment Date	Amendment Date	Page No.	Amendment Date	Amendment Date	Amendment Date	Amendment Date
01					54				
02					55				
03									
04									
05									
06									
07	Jan 2026								
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09									
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APPENDICES

Appendix 1 – Stand Capacity Matrix

Page 54

Appendix 2 – Tug Release Points

Page 55

VERSION CONTROL

Version No.	Date	Pages	Change	Comments
V1.0	23/06/2025	All	East apron only	1 st issue
V1.1	Jan 2026	7,15,17,19,21-23,25-29,30-36,39,41,43	Addition of temporary GSE areas to be clear when using specific stands and update to some stand pushback procedures.	Update

REVIEW & SIGN OFF

Author: Projects and Safeguarding Officer

Review: Aerodrome Technical Safeguarding Manager
 Safety Manager- Aerodrome
 Airfield Operations Duty Manager
 Deputy Head of Air Traffic Services

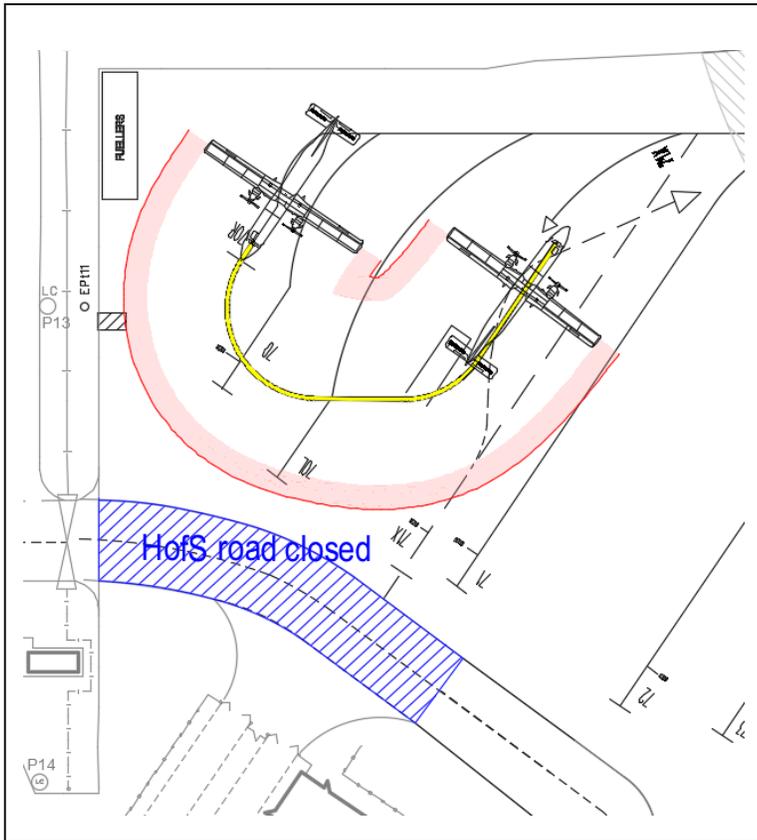
Sign off Acceptance: Operations Director

EAST APRON STANDS

Stands 70R to 86

70R

Stand 70R



MAX SPAN	22.81 metres
MAX LENGTH	21.58 metres
Nose-Tip	All a/c types that fit this stand

Stand 70R is a taxi-in, taxi-out stand.

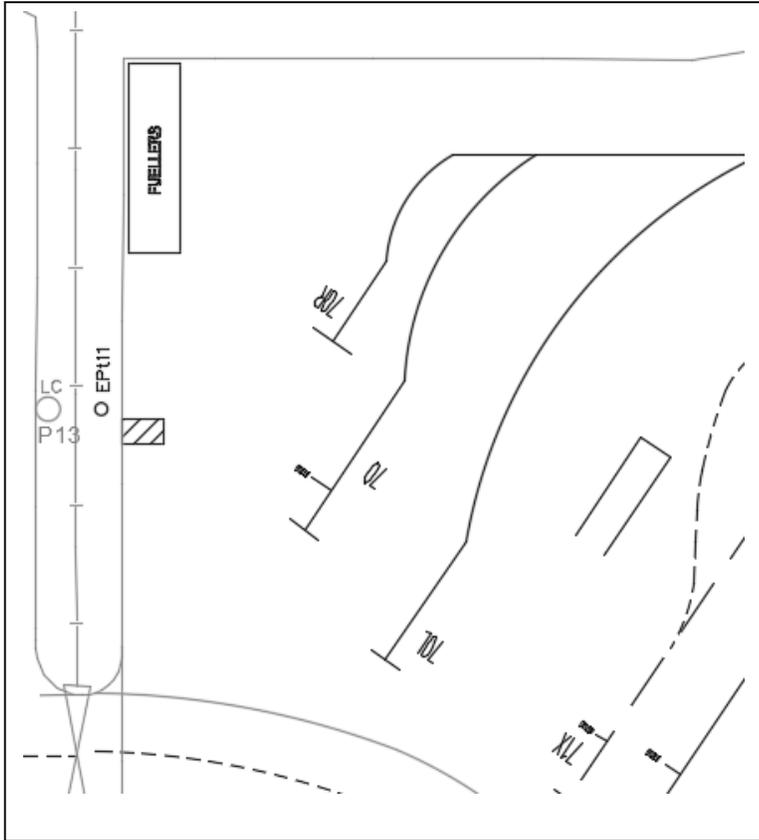
Departures should be via Uniform employing a minimum power full left turn on departure from the stand.

Adjacent stands (70,70L,71,71X) should be empty and the head-of-stand road closed whilst the turn is being made to mitigate jet blast / propwash.

n/a

Stand 70

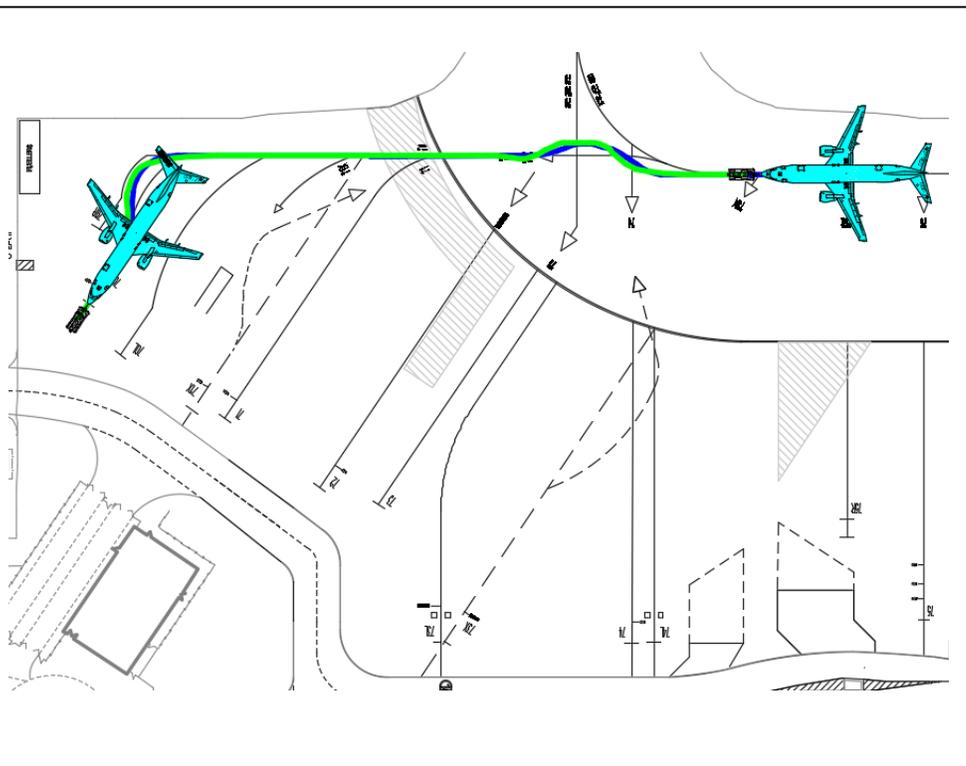
70



MAX SPAN	30.63 metres
MAX LENGTH	36.40 metres
Nose-Tip	All a/c types that fit this stand

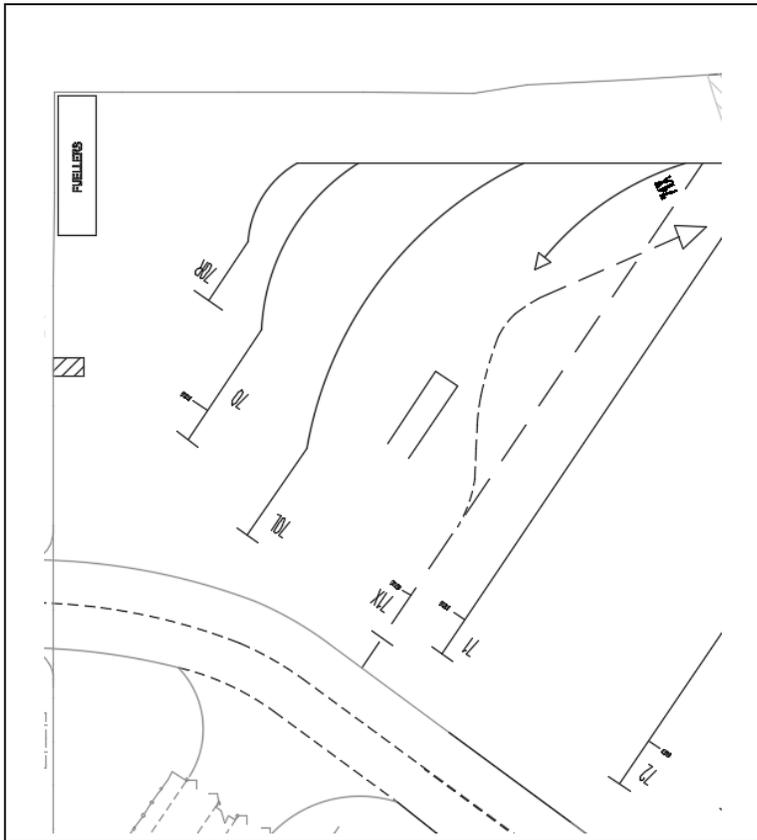
Pushback to Delta to face West – main gear on stand 75R lead-in arrow

Blue = nosewheel track
Green = tug track



70L

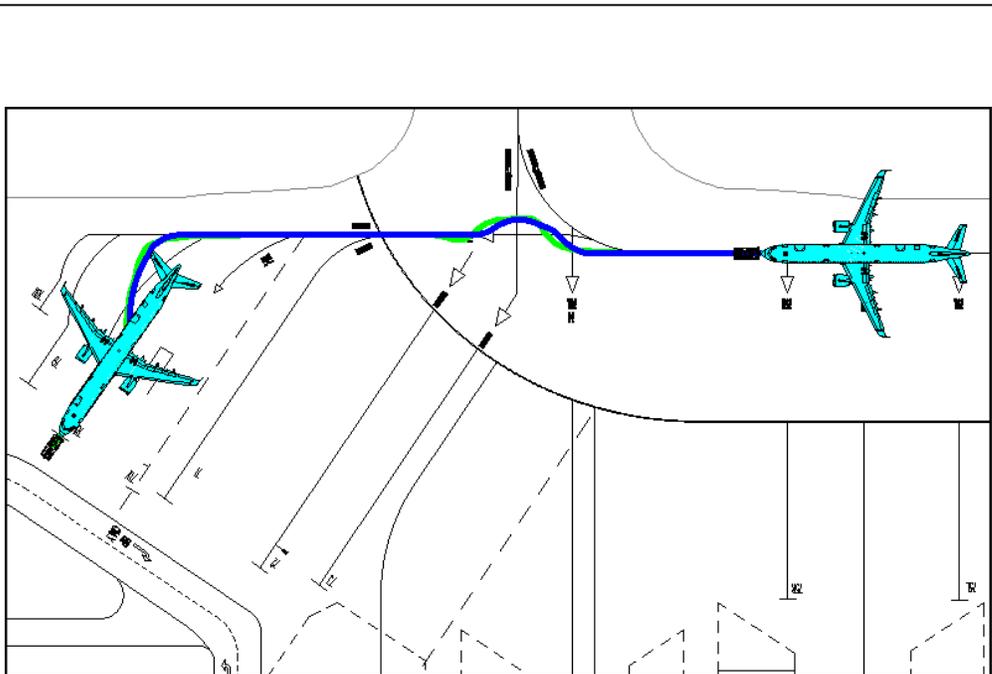
Stand 70L



MAX SPAN	36.00 metres
MAX LENGTH	44.51 metres
Nose-Tip	All a/c types that fit this stand

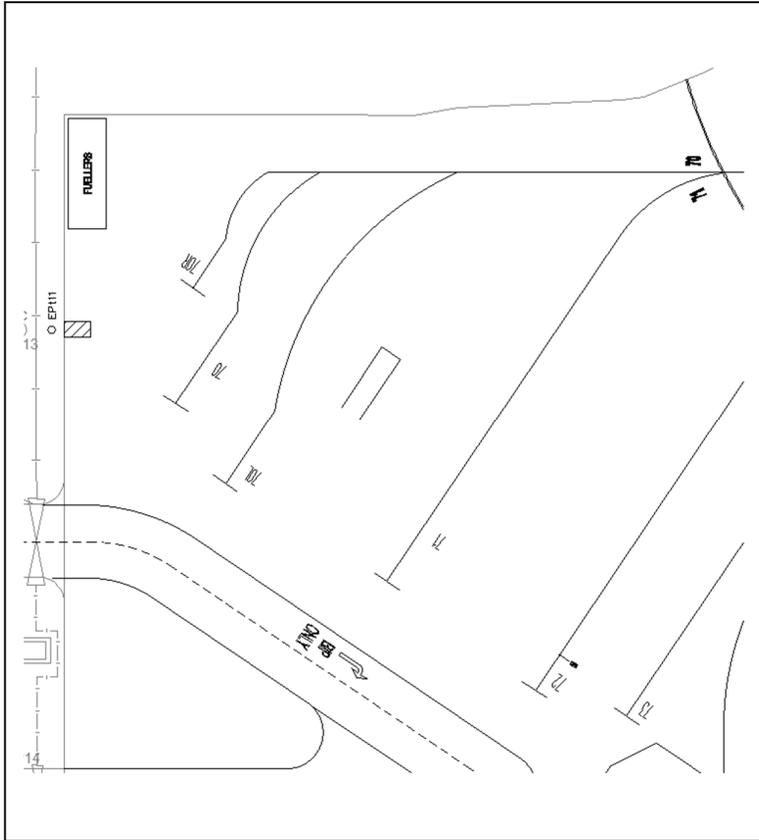
Pushback to Delta to face West – main gear on stand 75 lead-in arrow

Blue = nosewheel track
 Green = tug track



71

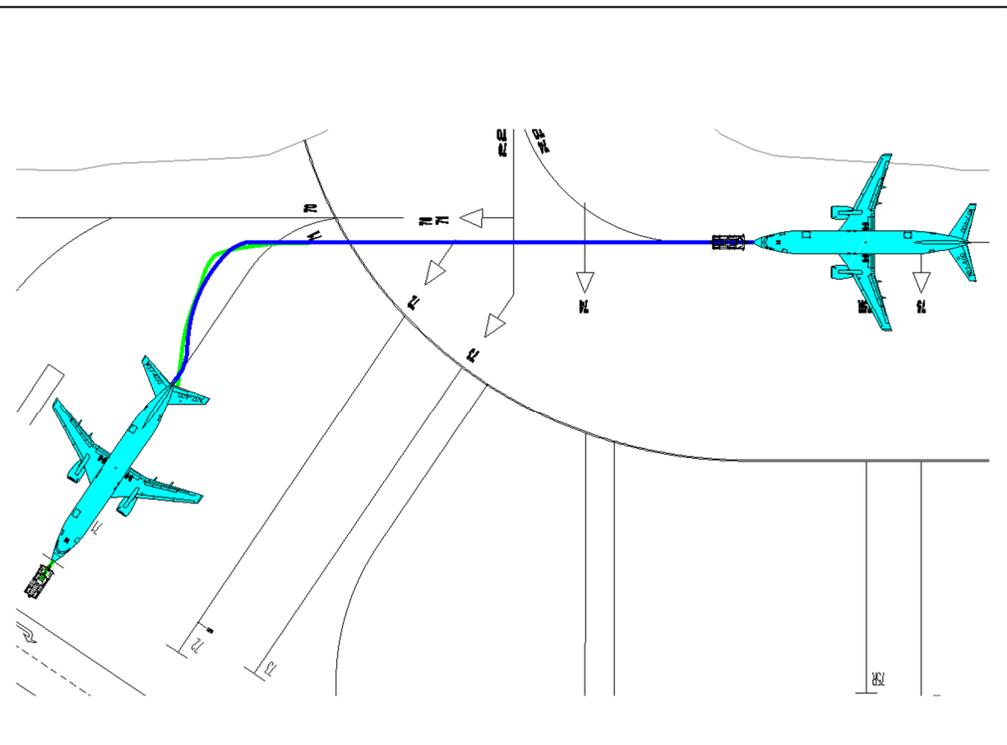
Stand 71



MAX SPAN	30.63 metres
MAX LENGTH	36.40 metres
Nose-Tip	All a/c types that fit this stand

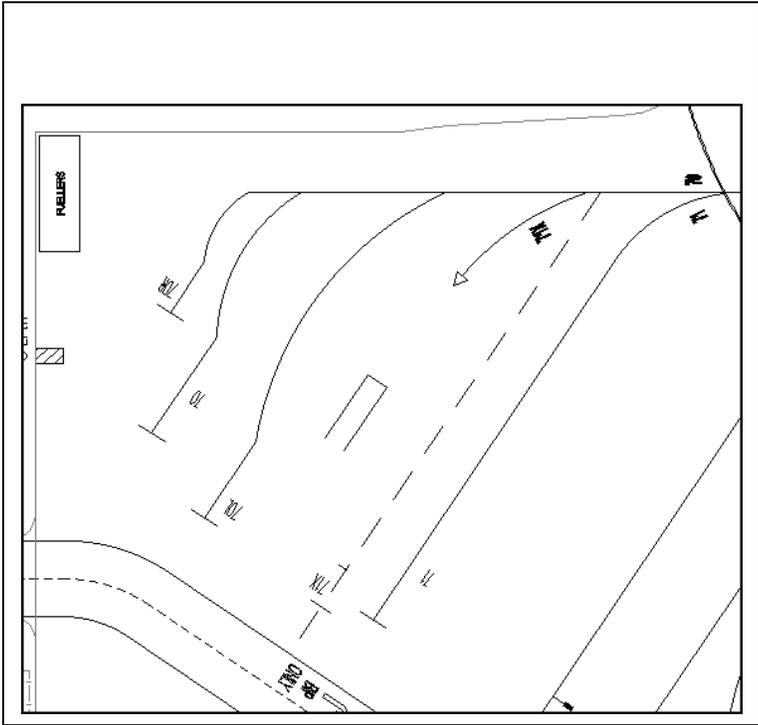
Pushback to Delta to face West – main gear on stand 75R lead-in arrow

Blue = nosewheel track
Green = tug track

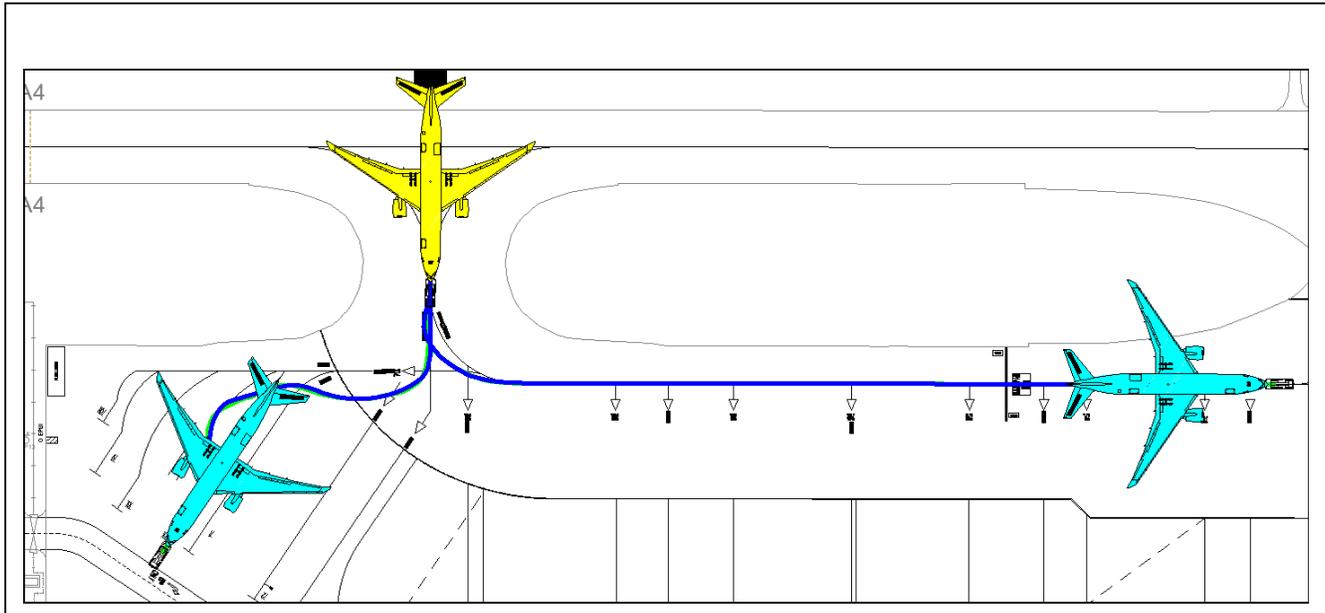




Stand 71X



MAX SPAN	65.00 metres
MAX LENGTH	63.73 metres
B772NW	B777-200
Nose-Tip	All a/c types that fit this stand

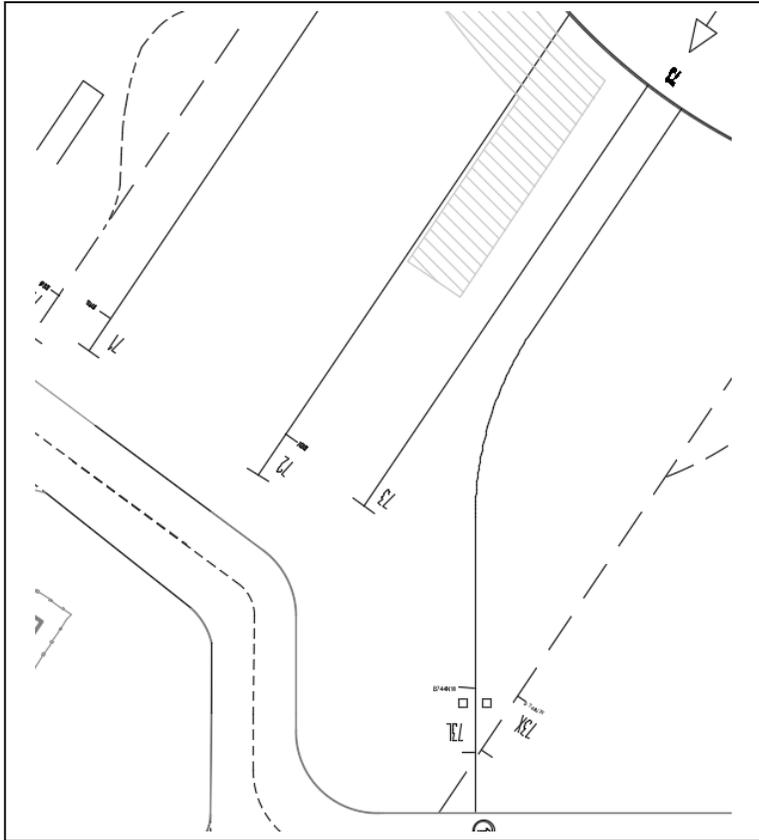


Pushback to Uniform to face South – tow forwards on to Delta, tug release when nosewheel on TRP1D
 Blue = nosewheel track Green = tug track

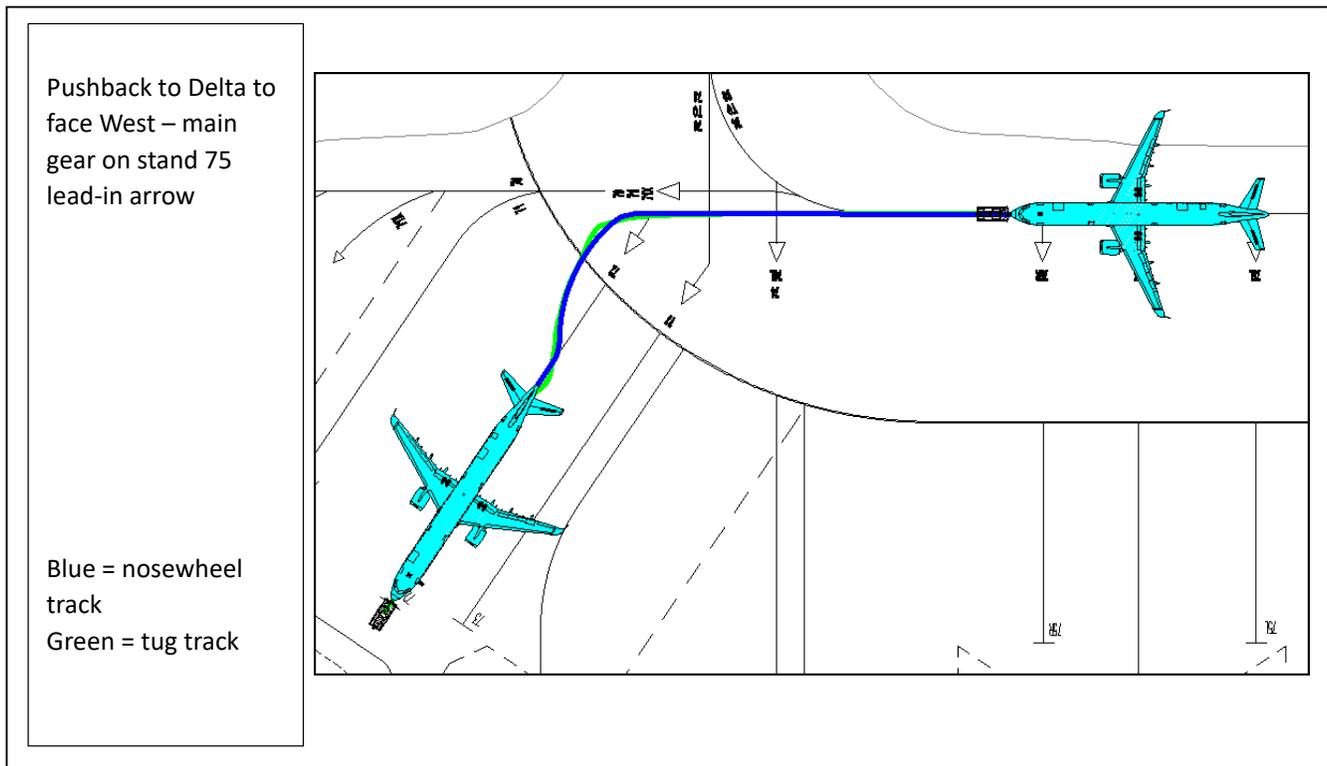
ATC will only instruct the flight deck crew to pushback. Ground crews are expected to carry out the pull forward as detailed to facilitate the east facing pushback.

Stand 72

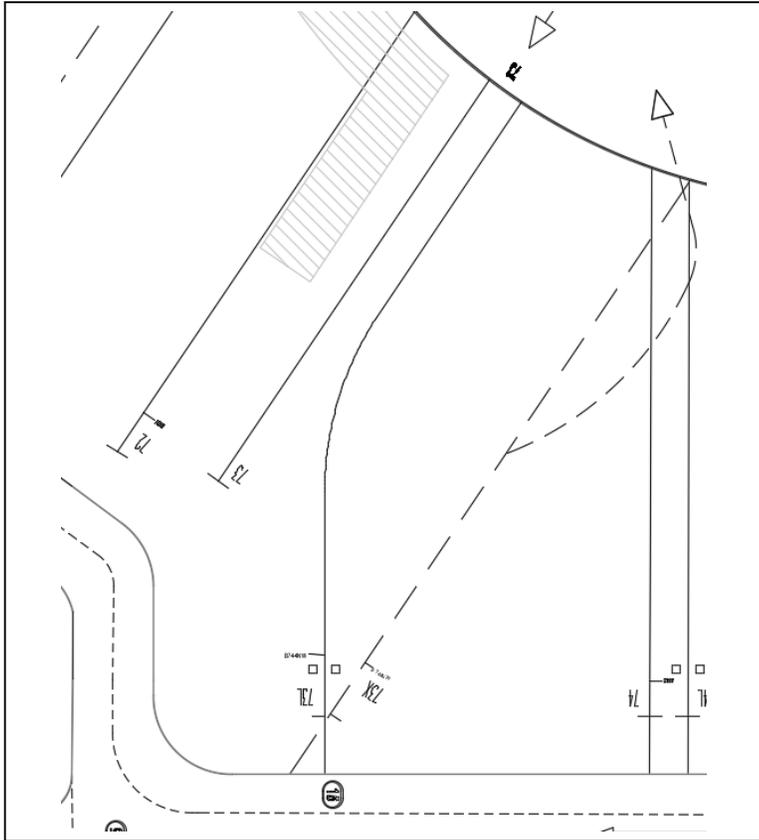
72



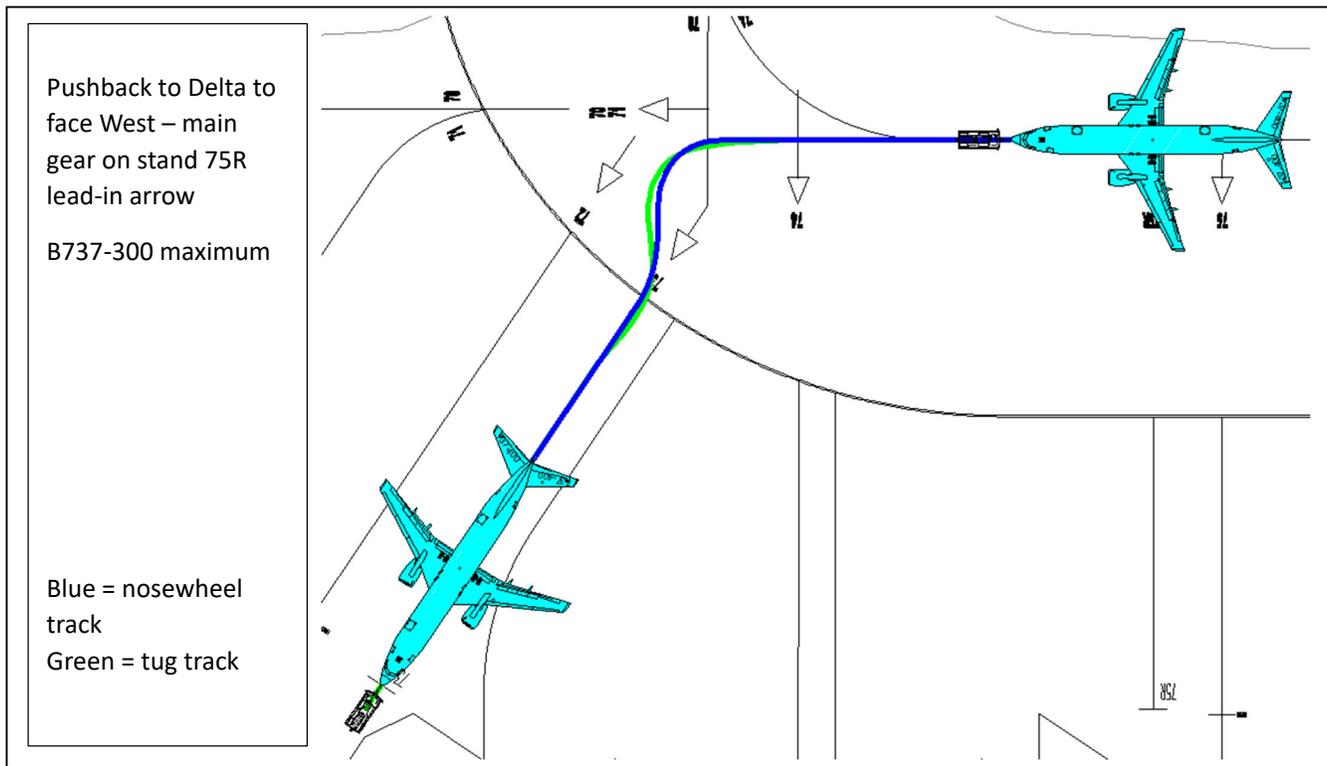
MAX SPAN	36.00 metres
MAX LENGTH	44.51 metres
B752NW	A321 B737MAX10
Nose-Tip	All a/c types that fit this stand



Stand 73

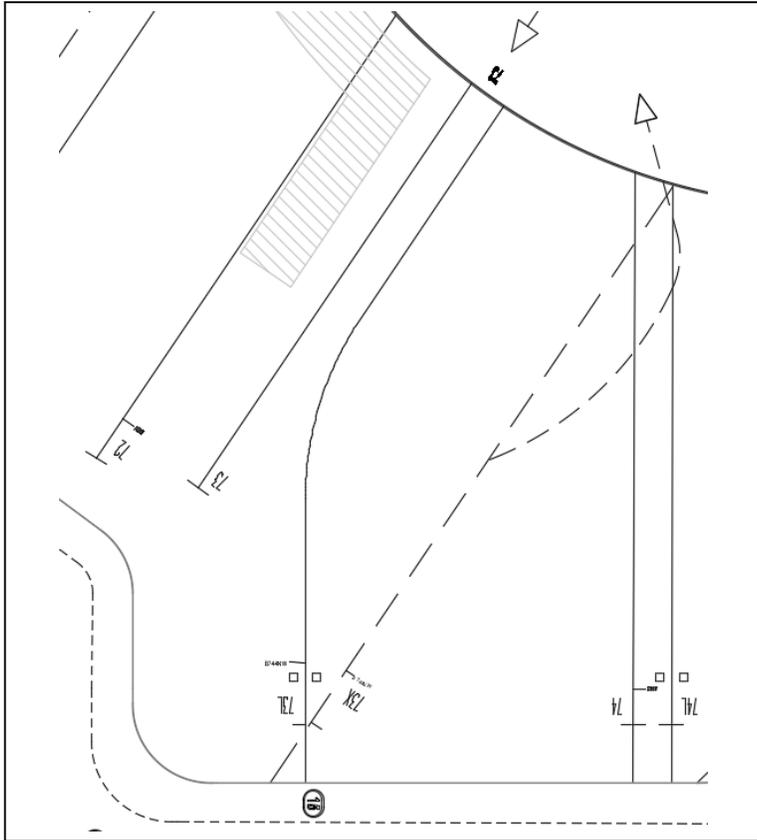


MAX SPAN	28.89 metres
MAX LENGTH	33.40 metres
Nose-Tip	All a/c types that fit this stand



73L

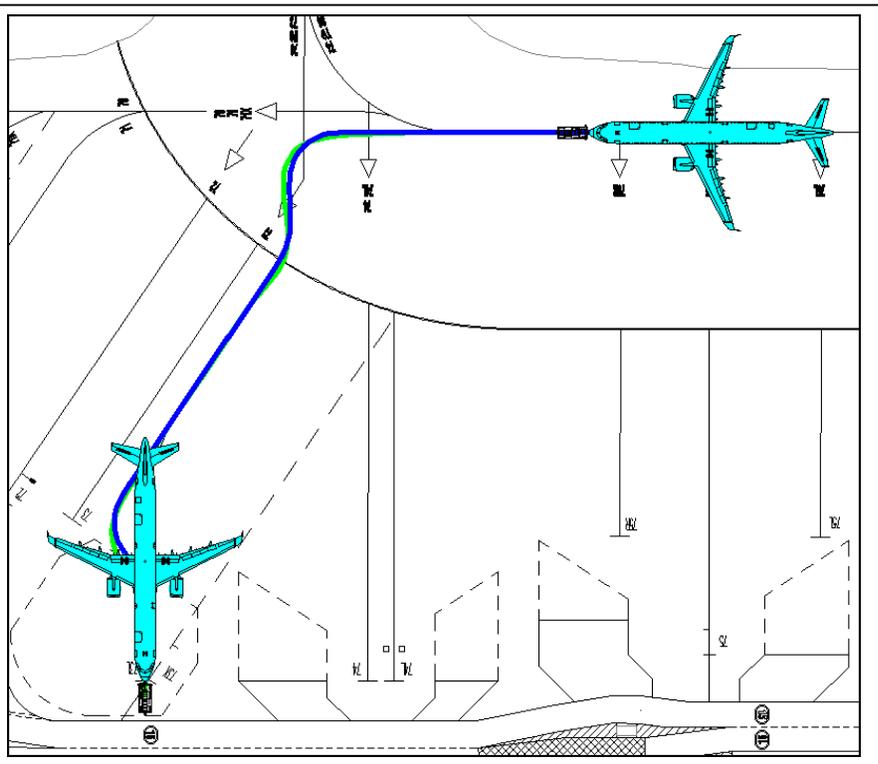
Stand 73L



MAX SPAN	36.00 metres
MAX LENGTH	44.51 metres
Nose-Tip	All a/c types that fit this stand

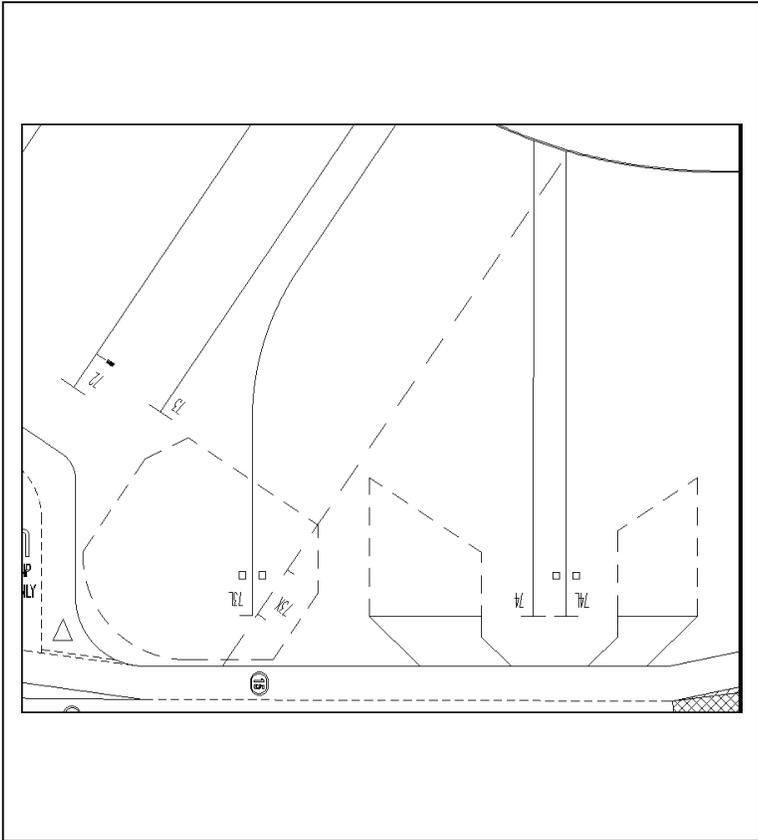
Pushback to Delta to face West – main gear on stand 75 lead-in arrow

Blue = nosewheel track
Green = tug track

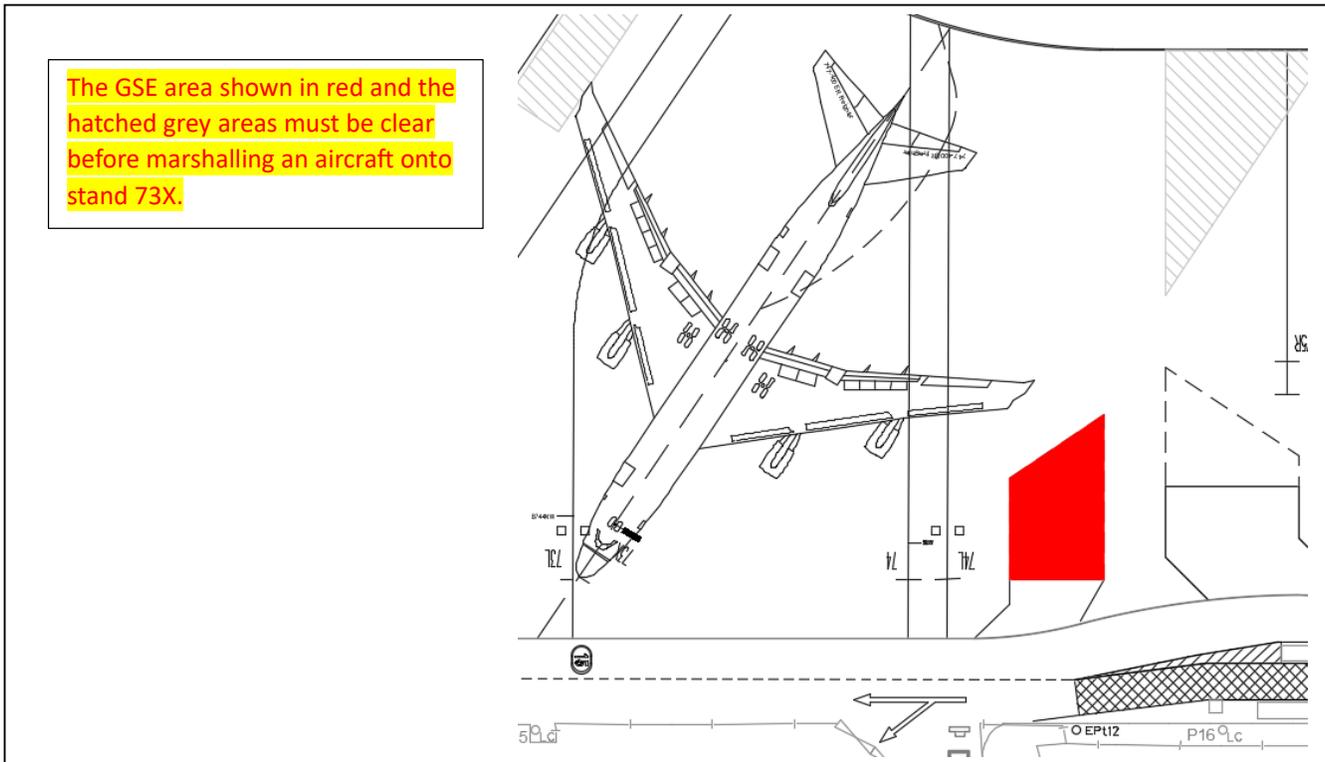


73X

Stand 73X



MAX SPAN	65.00 metres
MAX LENGTH	70.67 metres
B744NW	B747-400
Nose-Tip	All a/c types that fit this stand

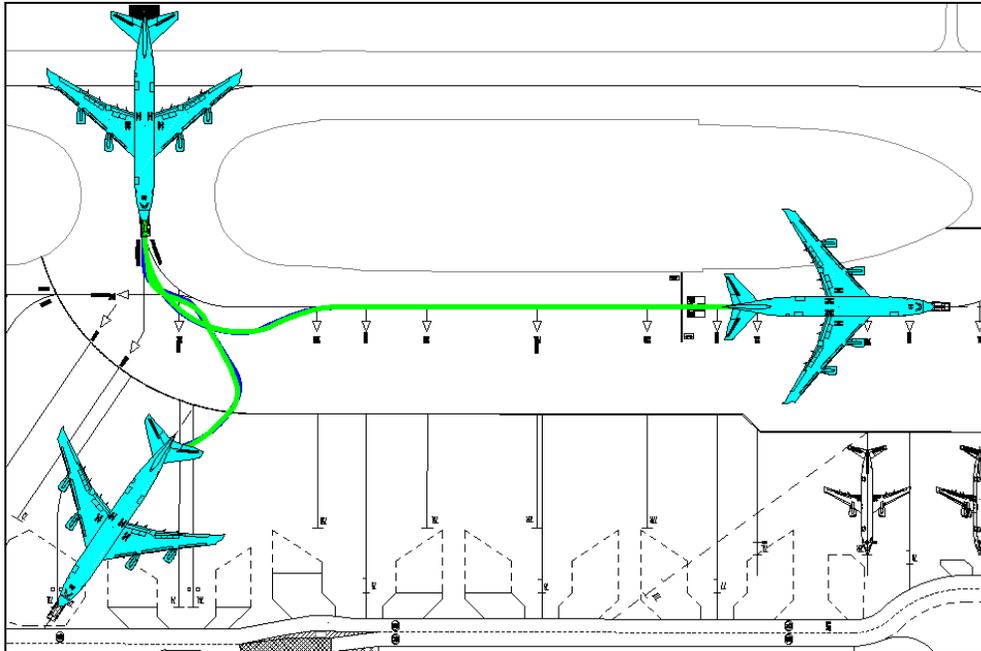


The GSE area shown in red and the hatched grey areas must be clear before marshalling an aircraft onto stand 73X.

Stand 73X (cont.)



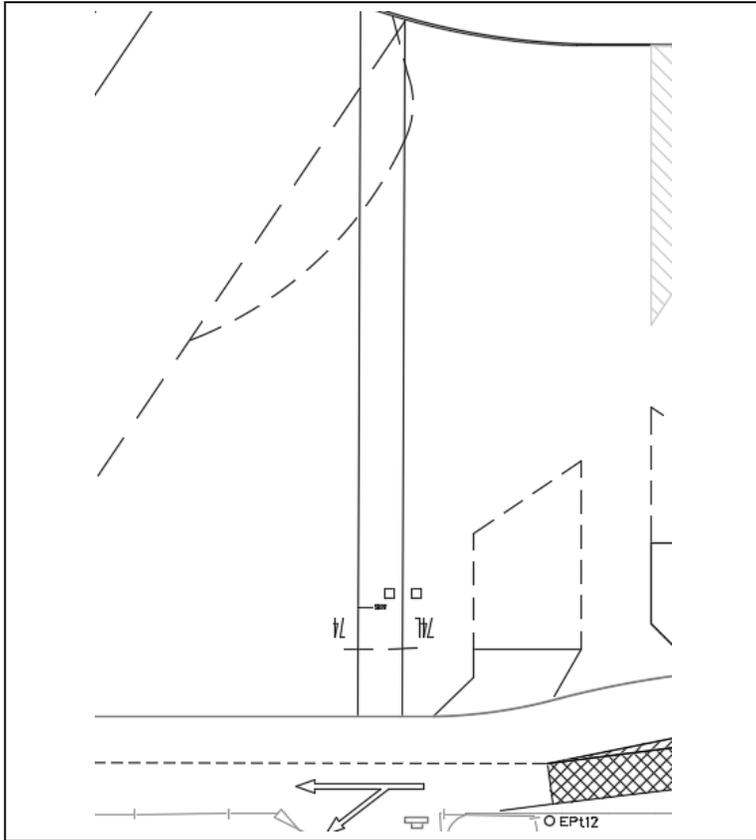
Stand 73X pushback procedure:



Pushback to Uniform to face South – pull forward to Delta, nosewheel on TRP1D
Blue = nosewheel track Green = tug track

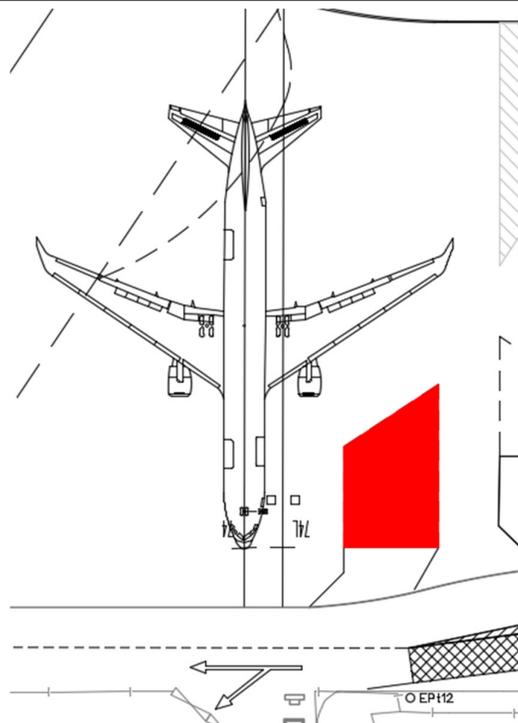
ATC will only instruct the flight deck crew to pushback. Ground crews are expected to carry out the pull forward as detailed to facilitate the east facing pushback.

Stand 74



MAX SPAN	51.00 metres
MAX LENGTH	54.94 metres
B763NW	B767-300W
Nose-Tip	All a/c types that fit this stand

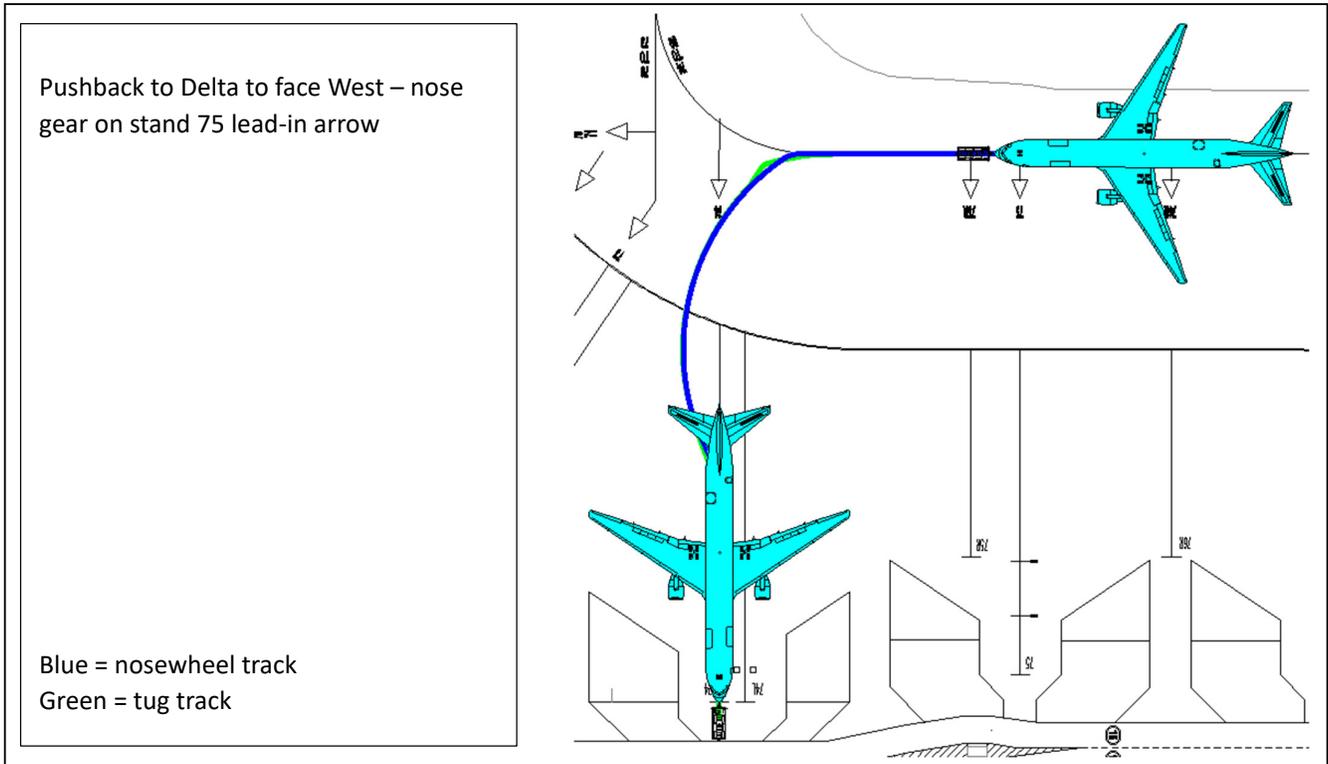
The GSE area shown in red must be clear before marshalling an aircraft onto stand 74.



Stand 74 (cont.)

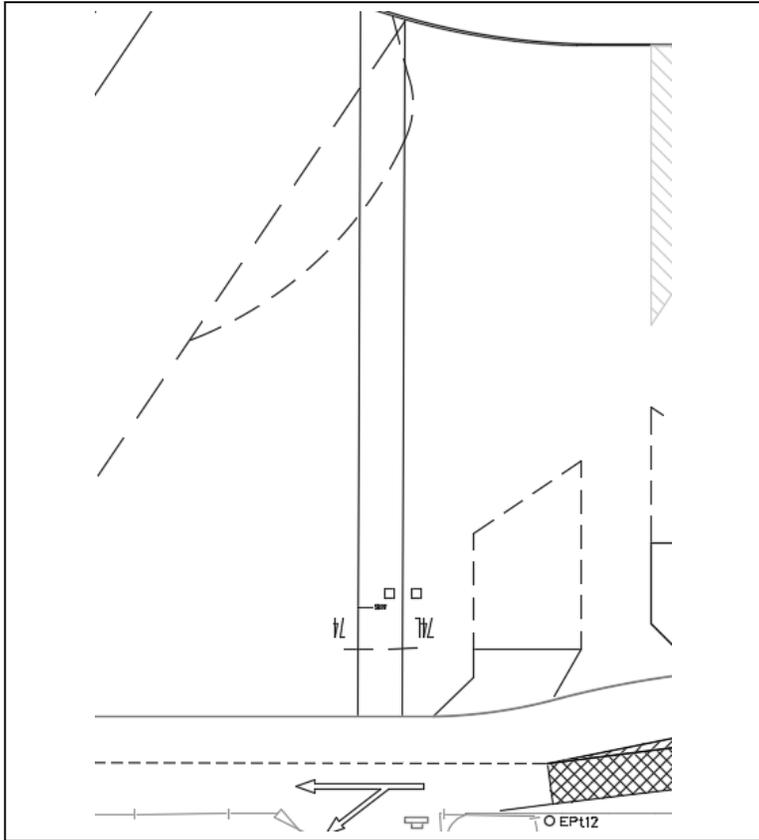


Stand 74 pushback procedure:



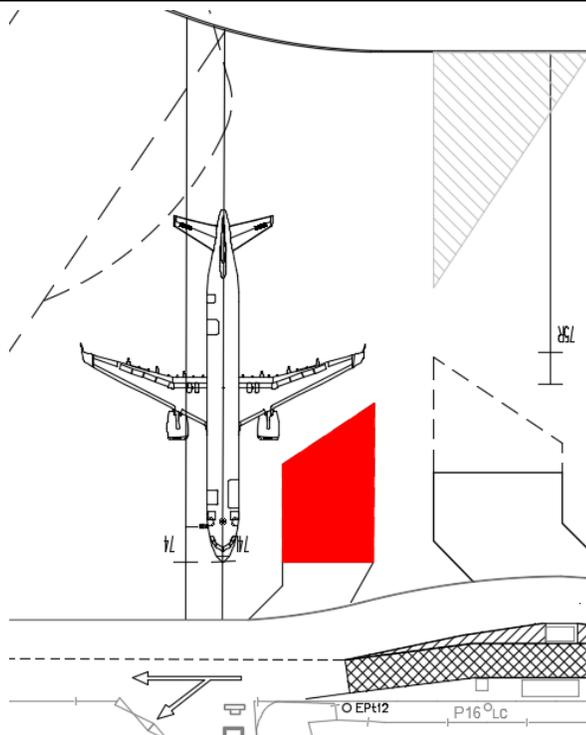
74L

Stand 74L



MAX SPAN	36.00 metres
MAX LENGTH	44.51 metres
Nose-Tip	All a/c types that fit this stand

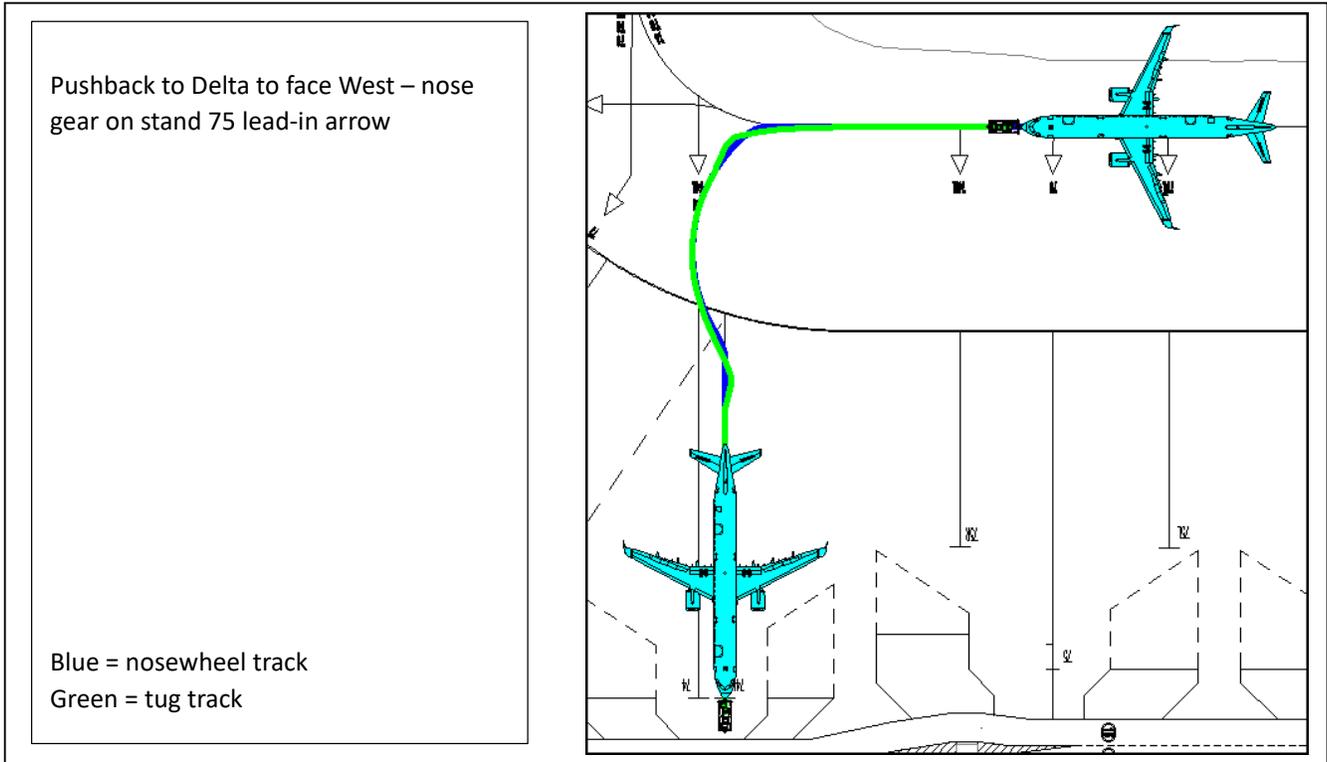
The GSE area shown in red must be clear before marshalling an aircraft onto stand 74L.



Stand 74L (cont.)

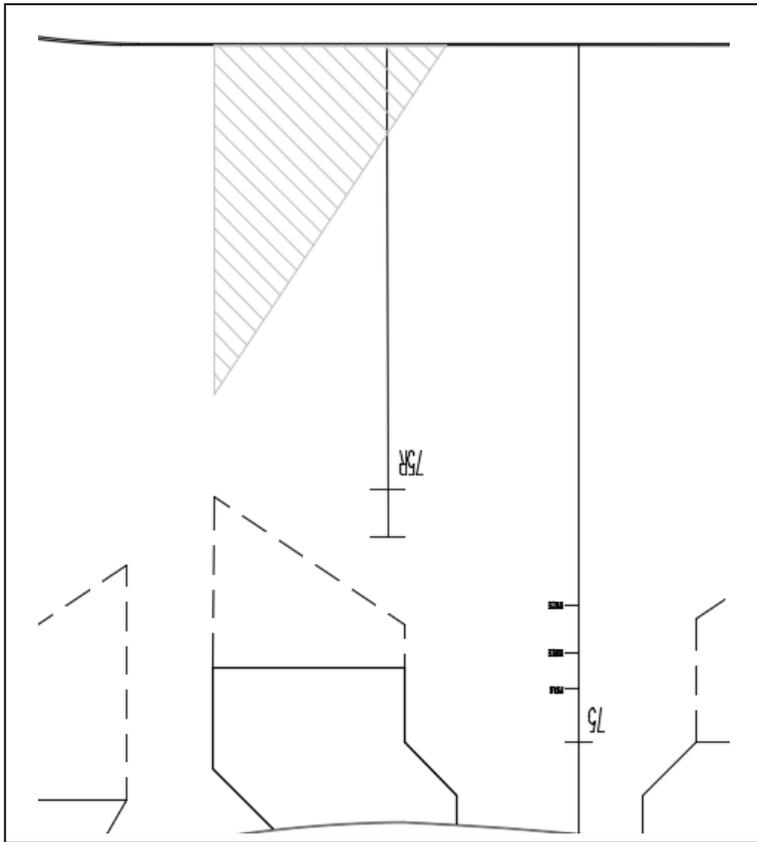


Stand 74L pushback procedure:



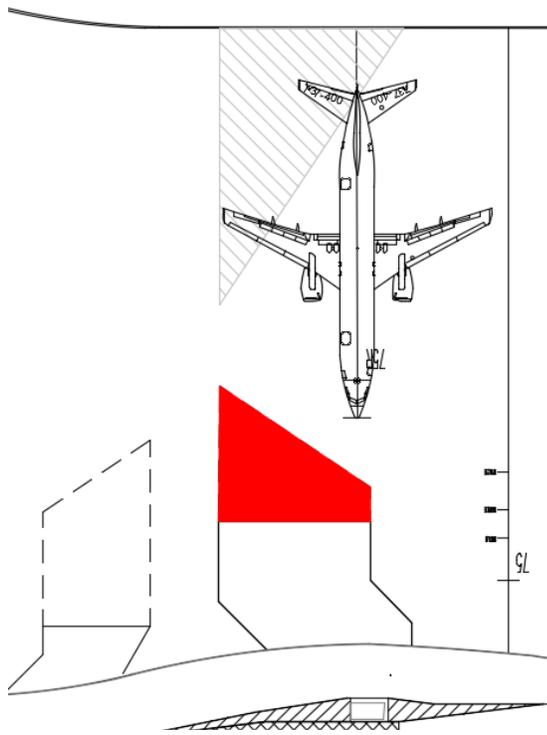
75R

Stand 75R



MAX SPAN	29.20 metres
MAX LENGTH	36.40 metres
Nose-Tip	All a/c types that fit this stand

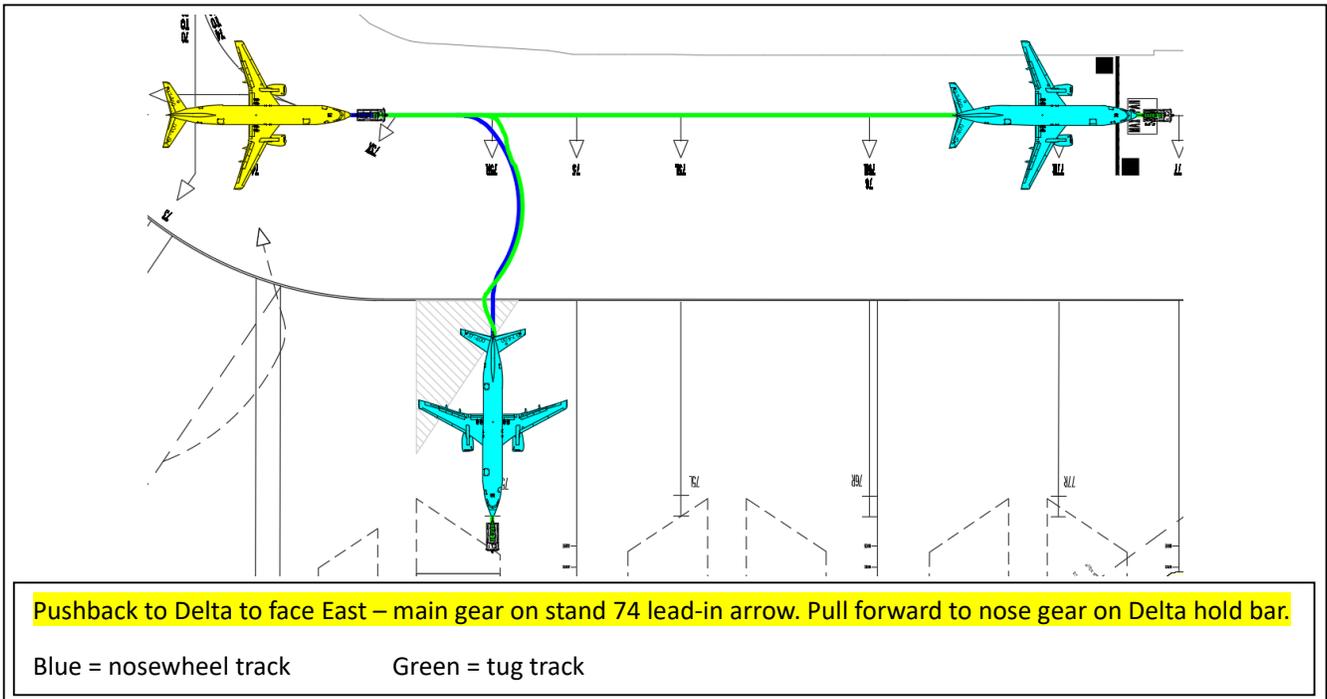
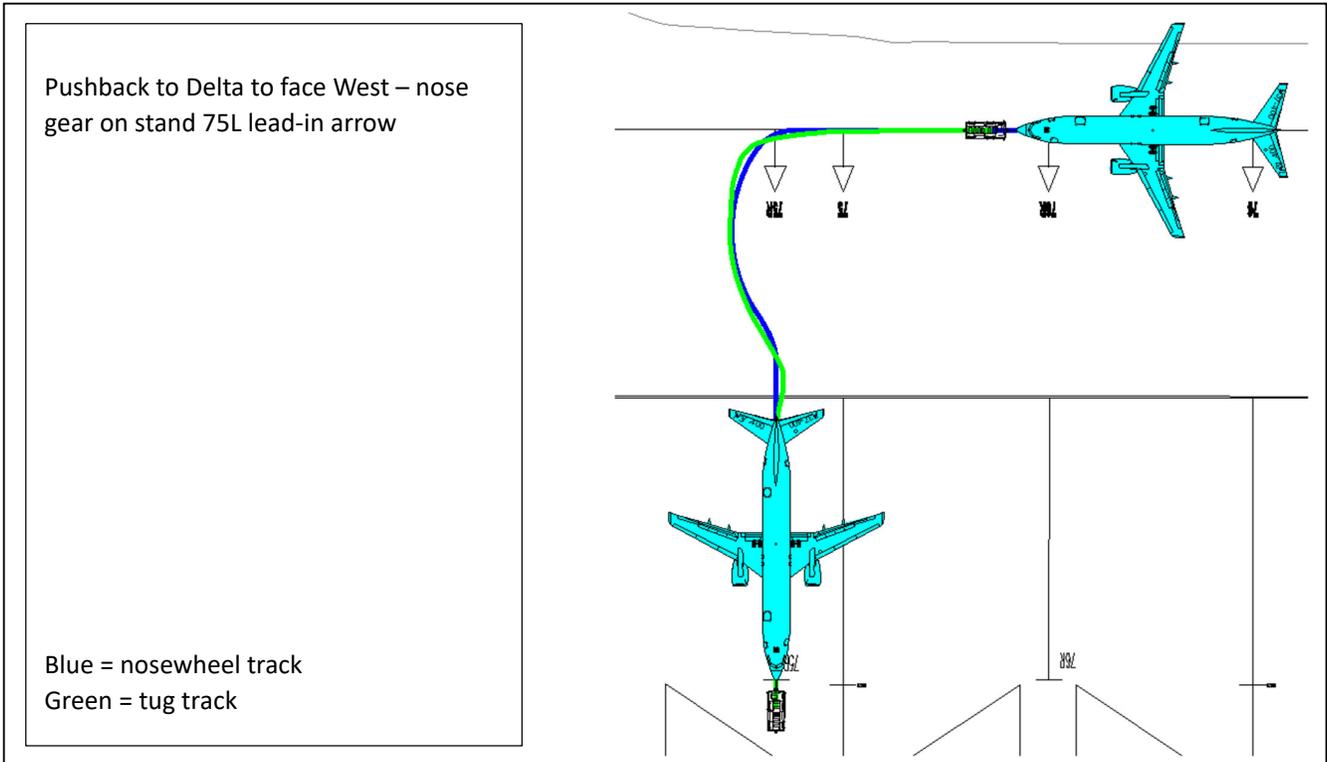
The GSE area shown in red must be clear before marshalling an aircraft onto stand 75R.



Stand 75R (cont.)

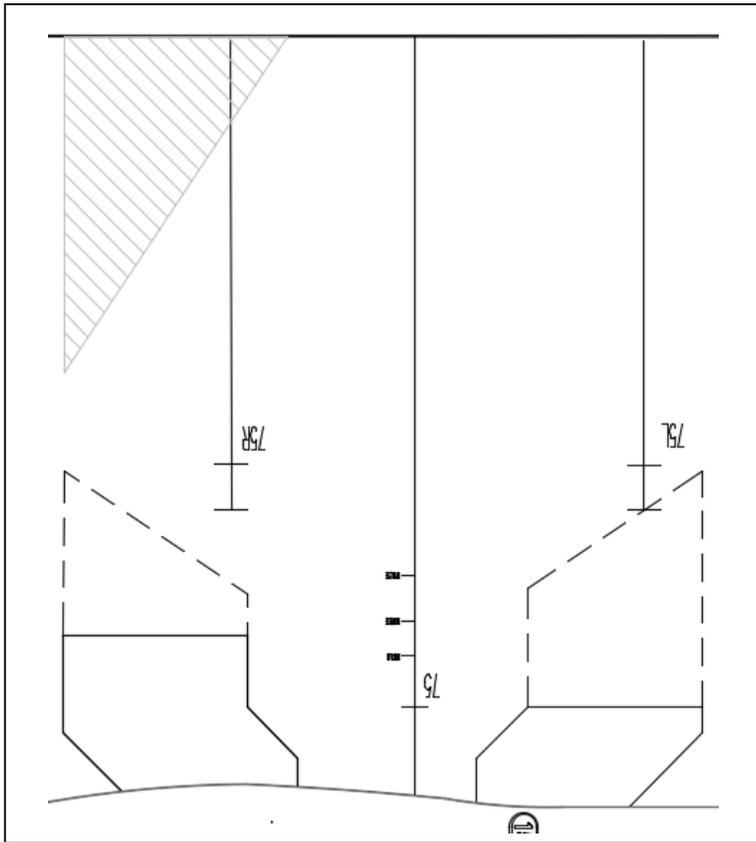
75R

Pushback procedure:



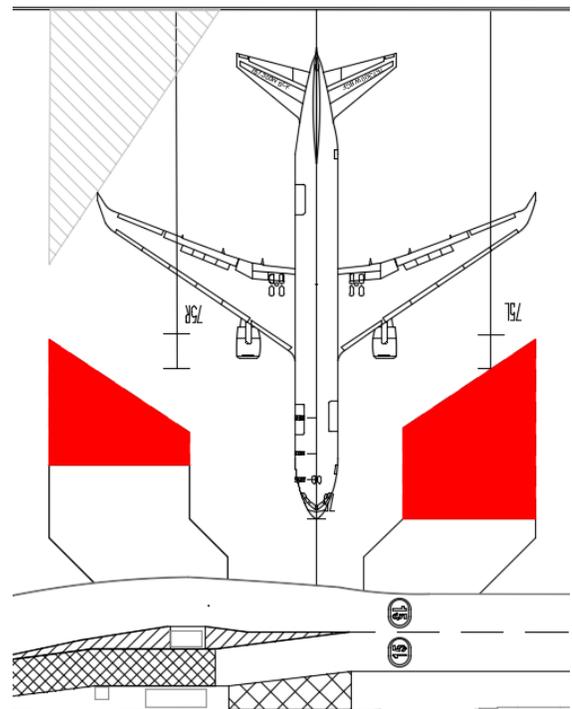
ATC will only instruct the flight deck crew to pushback. Ground crews are expected to carry out the pull forward as detailed to facilitate the east facing pushback.

Stand 75



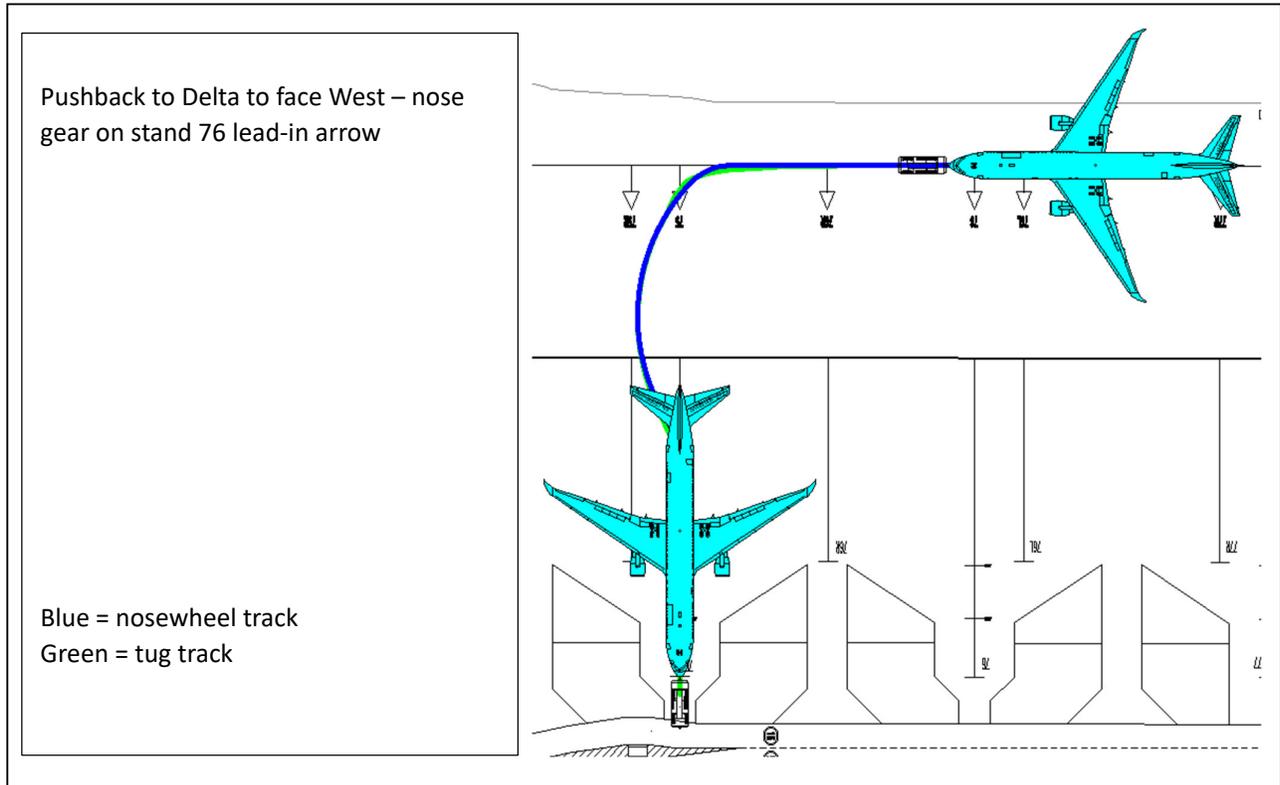
MAX SPAN	51.00 metres
MAX LENGTH	54.94 metres
B763NW	B767-300W
B762NW	B767-200W
B738NW	B737-800W/MAX8
Nose-Tip	All a/c types that fit this stand

The GSE area shown in red must be clear before marshalling an aircraft onto stand 75.



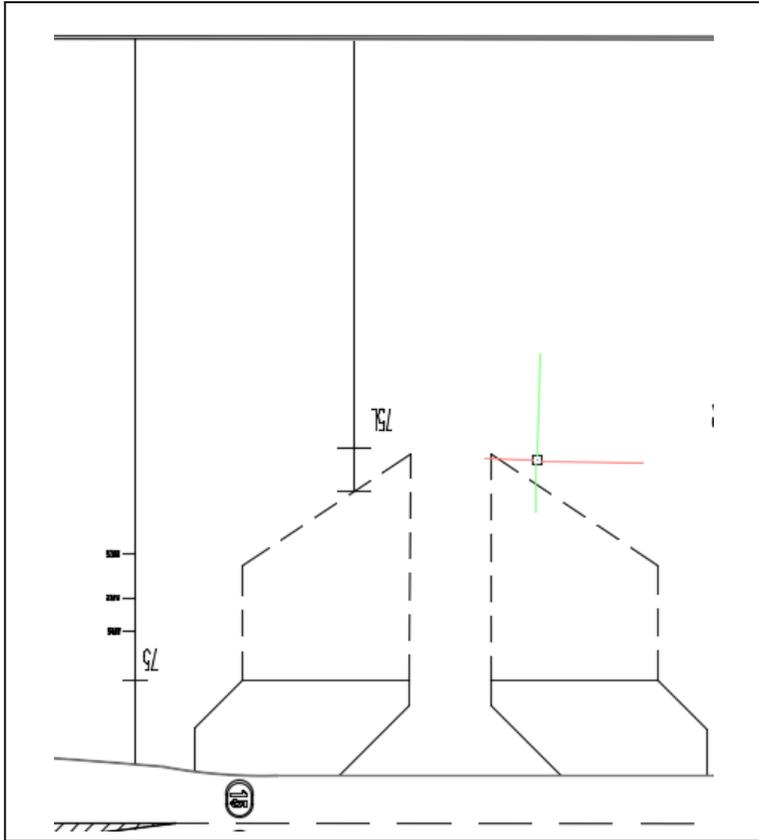
Stand 75 (cont.)

Pushback procedure:

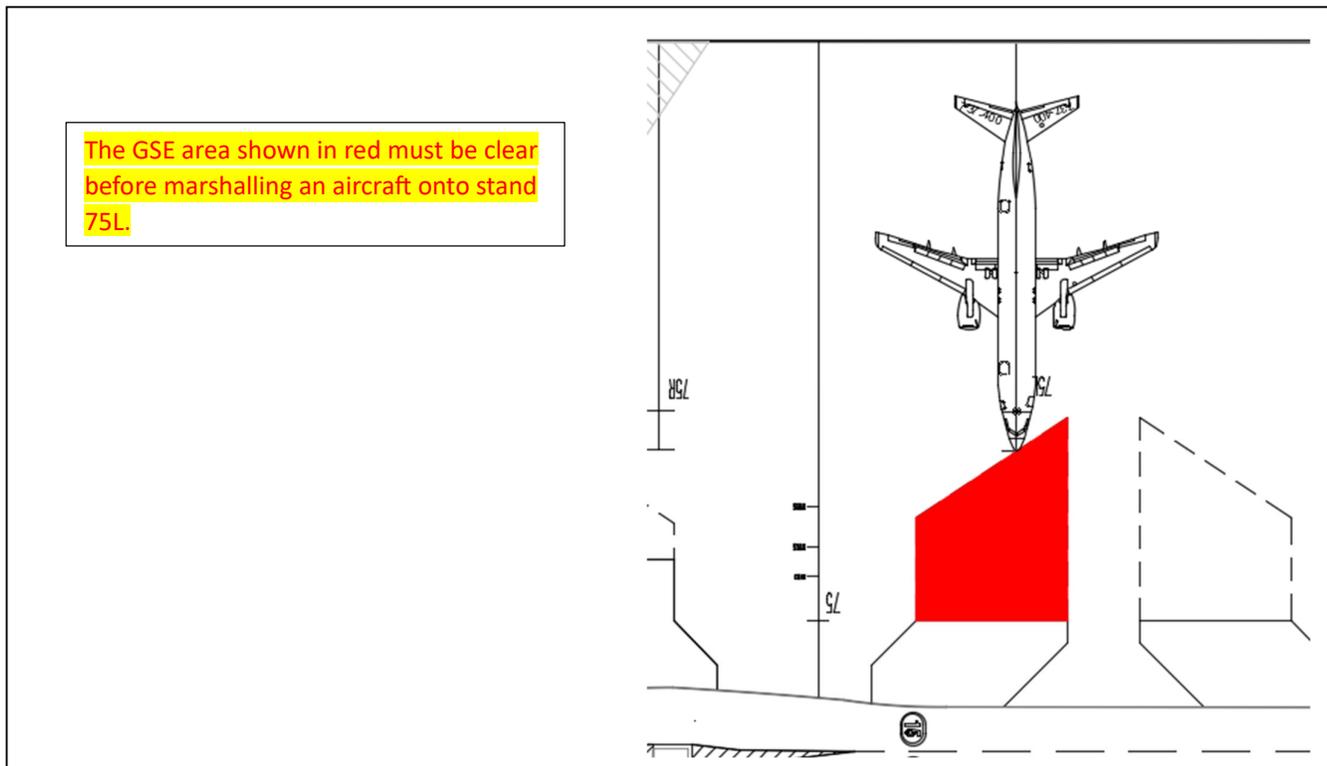


75L

Stand 75L



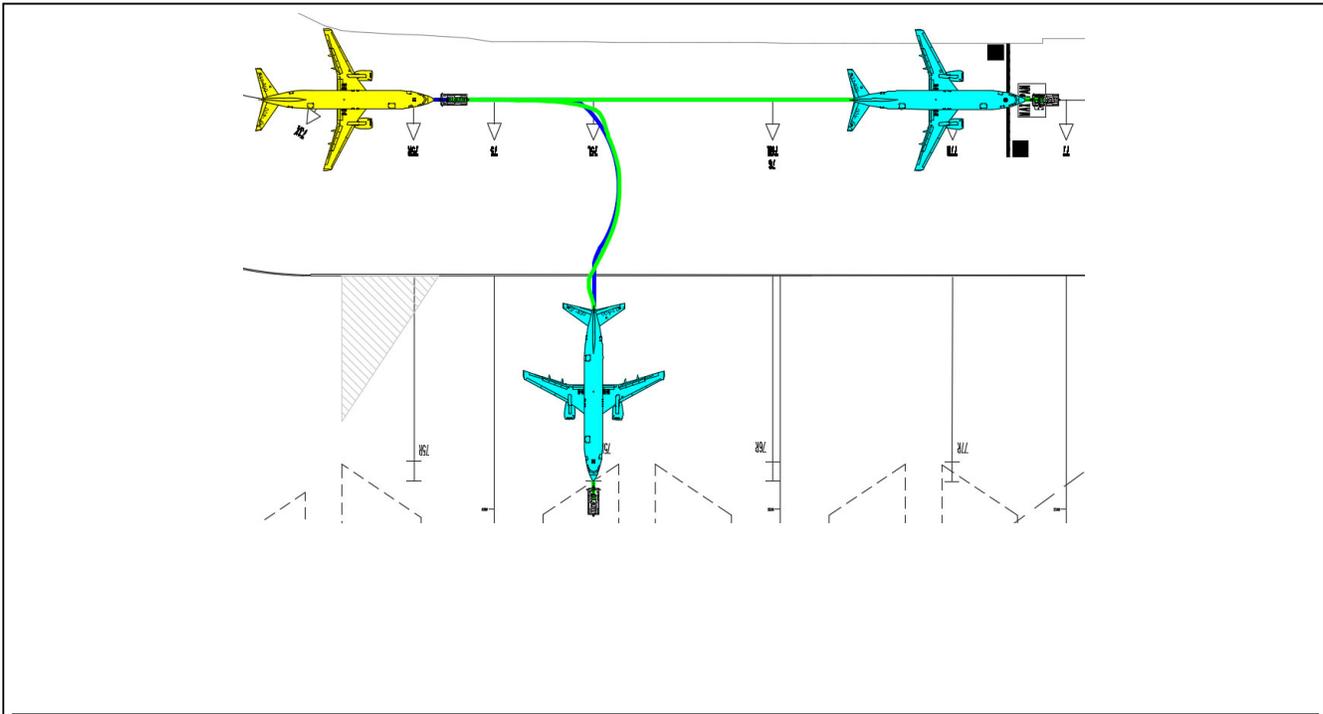
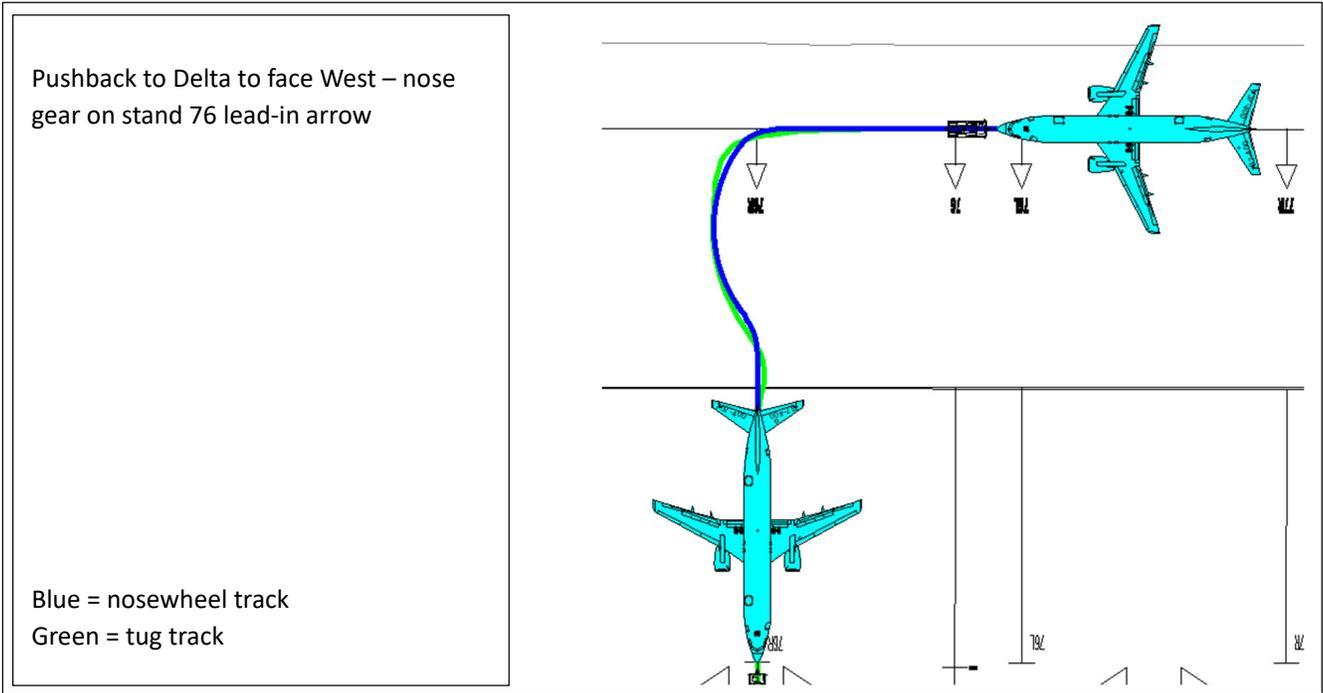
MAX SPAN	29.20 metres
MAX LENGTH	36.40 metres
Nose-Tip	All a/c types that fit this stand



The GSE area shown in red must be clear before marshalling an aircraft onto stand 75L.

Stand 75L (cont.)

75L

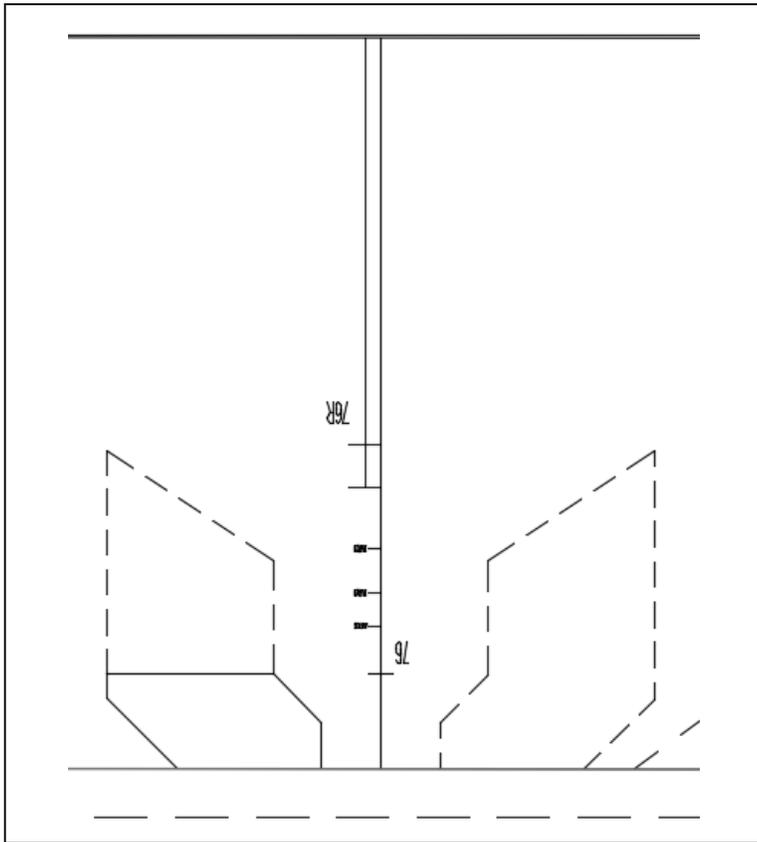


Pushback to Delta to face East – nose gear on stand 75R lead-in arrow. Pull forward to nose gear on Delta hold bar.

Blue = nosewheel track Green = tug track

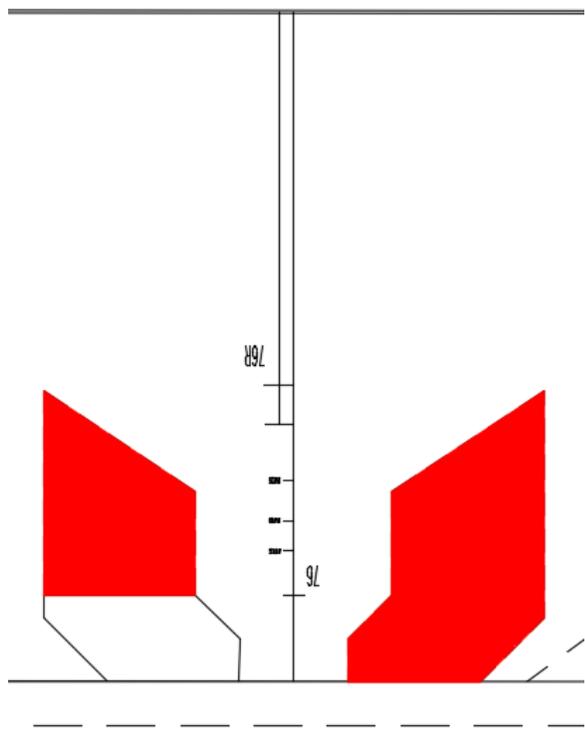
ATC will only instruct the flight deck crew to pushback. Ground crews are expected to carry out the pull forward as detailed to facilitate the east facing pushback.

Stand 76

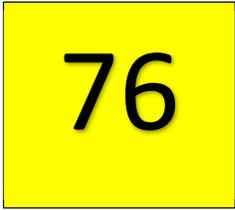


MAX SPAN	47.57 metres
MAX LENGTH	54.94 metres
B763NW	B767-300
B762NW	B767-200
B738NW	B737-800W/MAX8
Nose-Tip	All a/c types that fit this stand

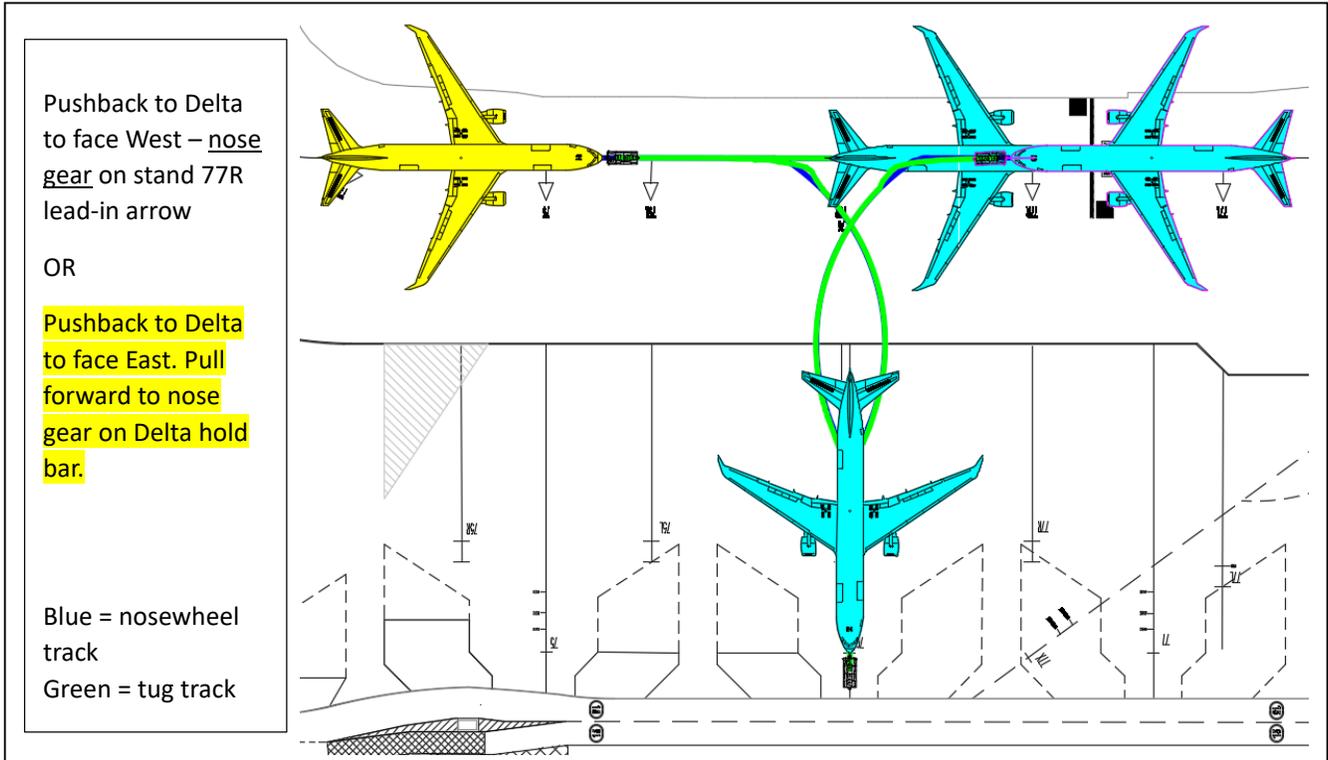
The GSE area shown in red must be clear before marshalling an aircraft onto stand 76.



Stand 76 (cont.)



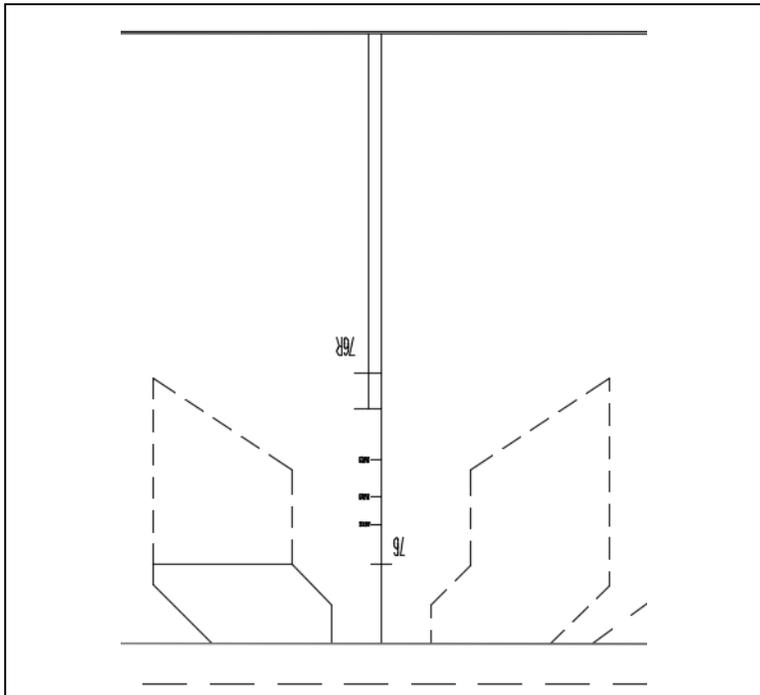
Pushback procedure:



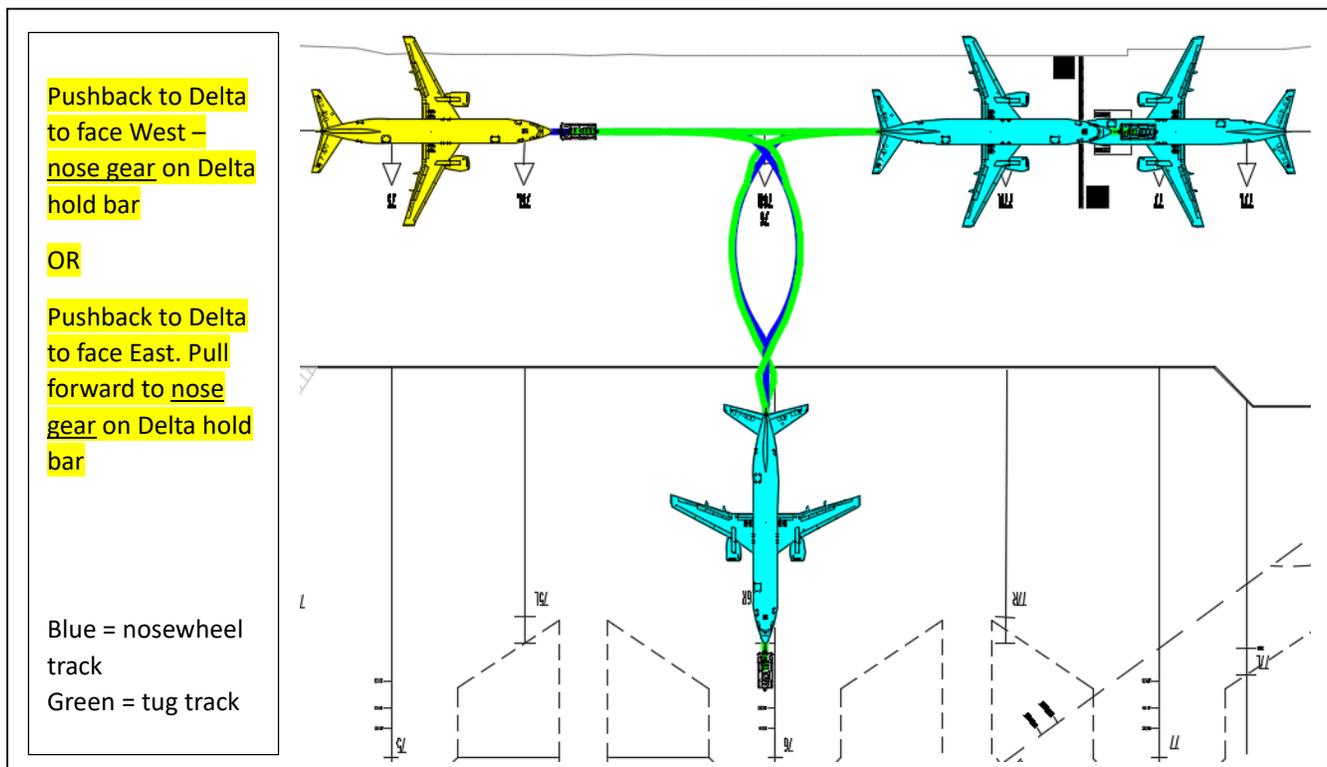
ATC will only instruct the flight deck crew to pushback. Ground crews are expected to carry out the pull forward as detailed to facilitate the east facing pushback.

76R

Stand 76R



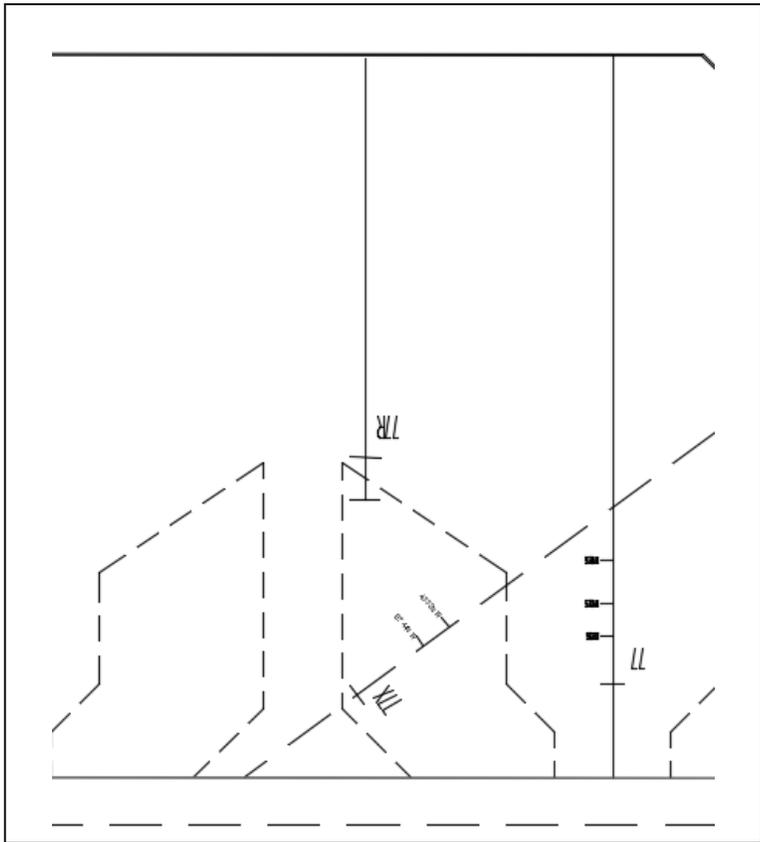
MAX SPAN	29.20 metres
MAX LENGTH	36.40 metres
Nose-Tip	All a/c types that fit this stand



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 east facing pushback.

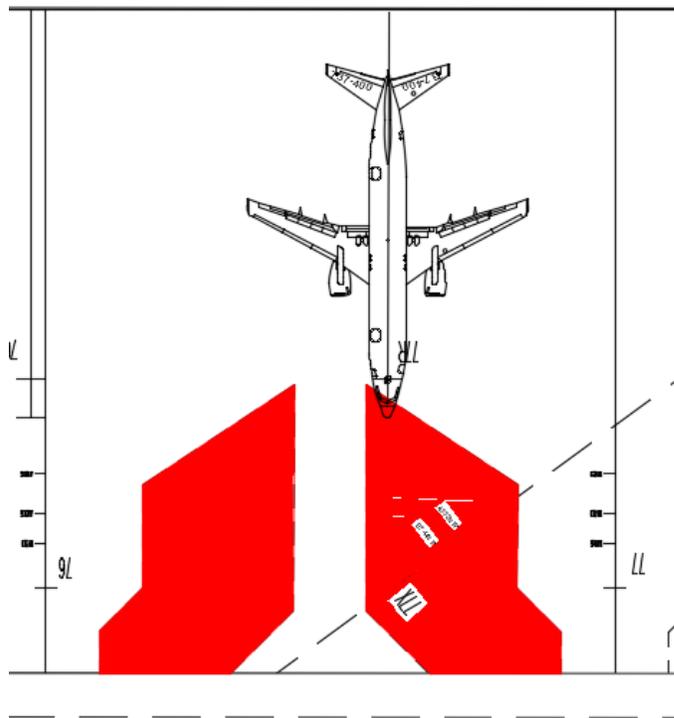
77R

Stand 77R



MAX SPAN	29.20 metres
MAX LENGTH	36.40 metres
Nose-Tip	All a/c types that fit this stand

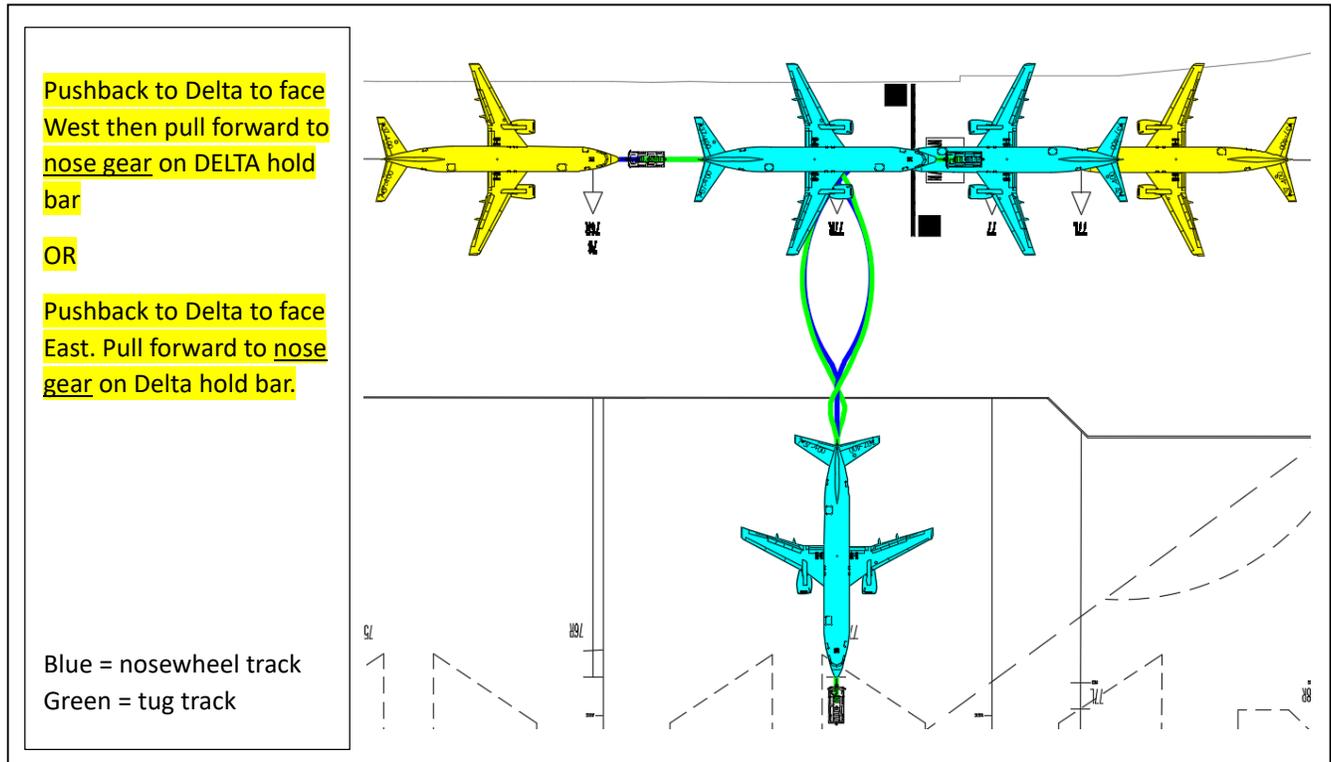
The GSE area shown in red must be clear before marshalling an aircraft onto stand 77R.



Stand 77R (cont.)

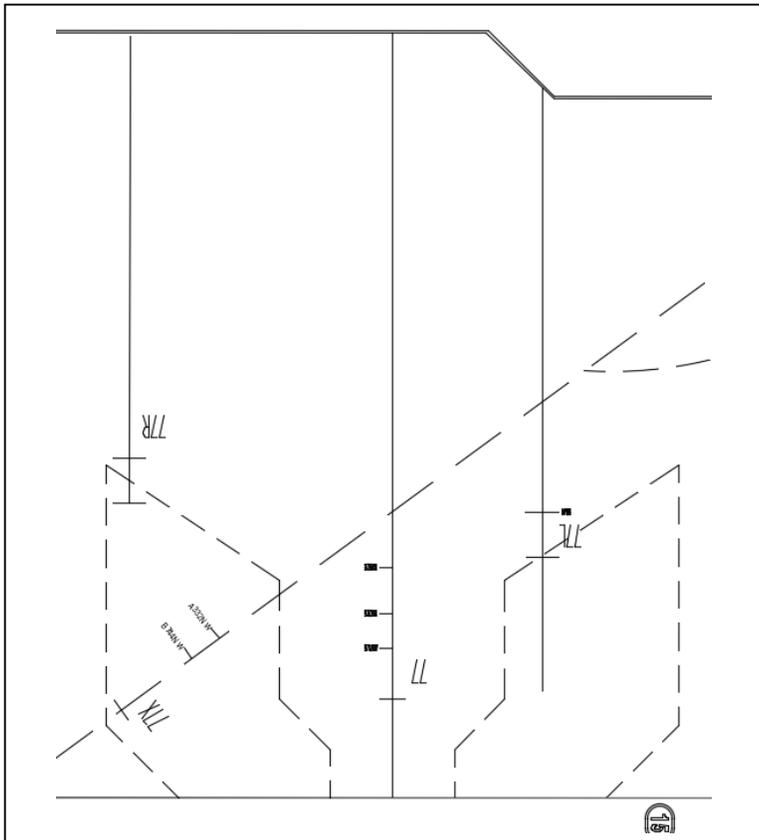


Pushback procedure:



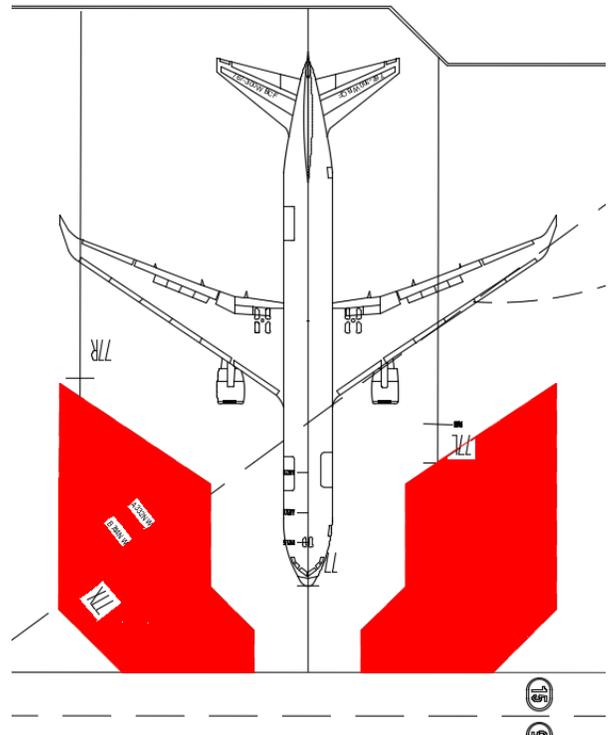
ATC will only instruct the flight deck crew to pushback. Ground crews are expected to carry out the pull forward as detailed to facilitate the west/east facing pushback.

Stand 77



MAX SPAN	51.00 metres
MAX LENGTH	54.94 metres
B763NW	B767-300W
B762NW	B767-200W
B738NW	B737-800/MAX8
Nose-Tip	All a/c types that fit this stand

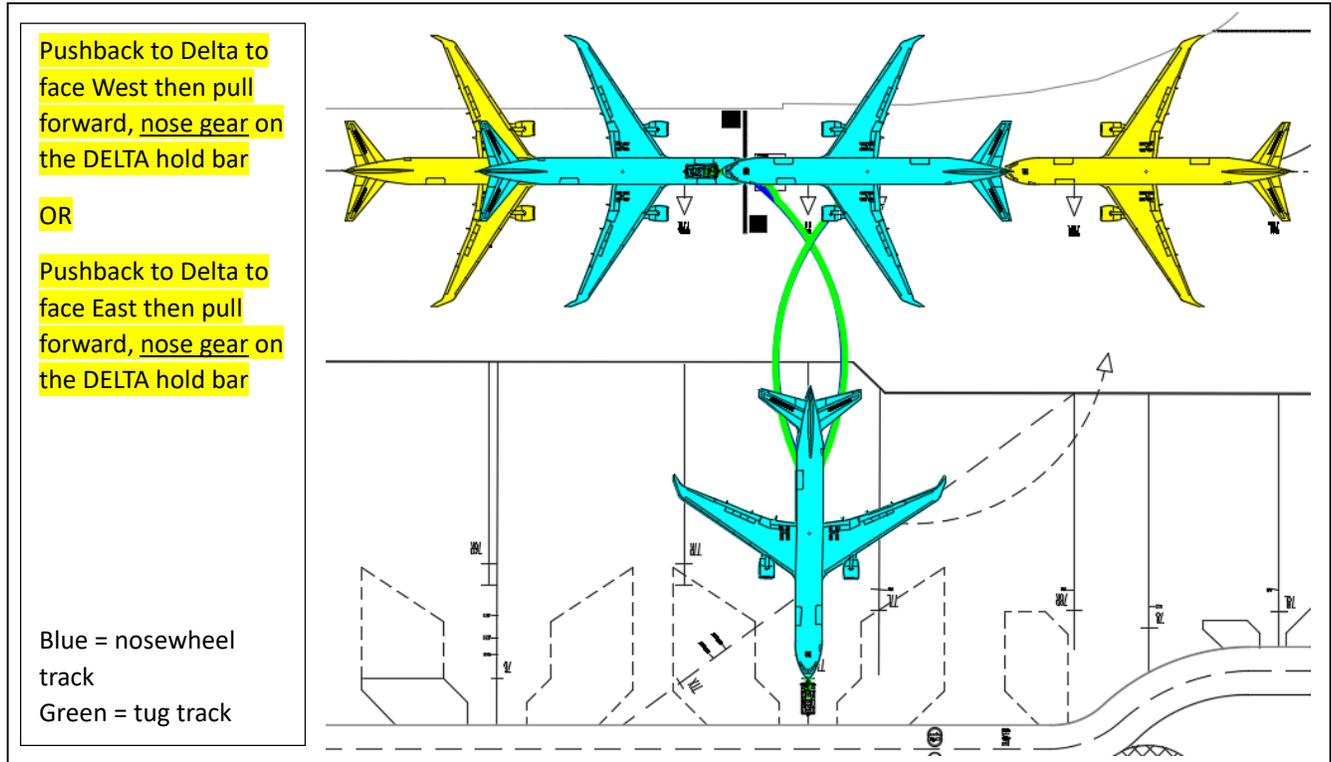
The GSE area shown in red must be clear before marshalling an aircraft onto stand 77.



Stand 77 (cont.)



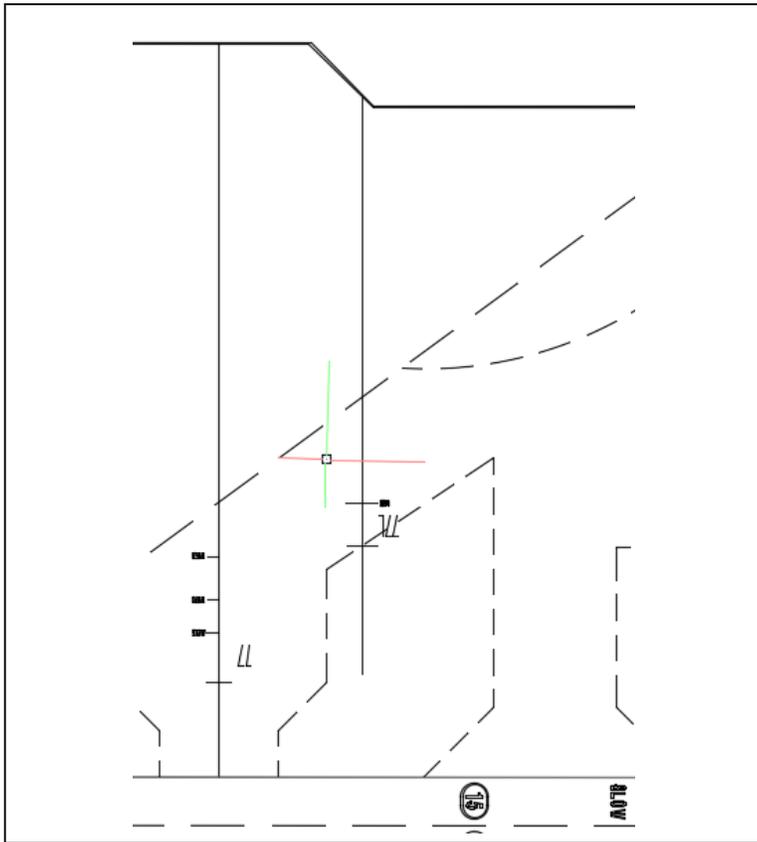
Pushback procedure:



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 west/east facing pushback.

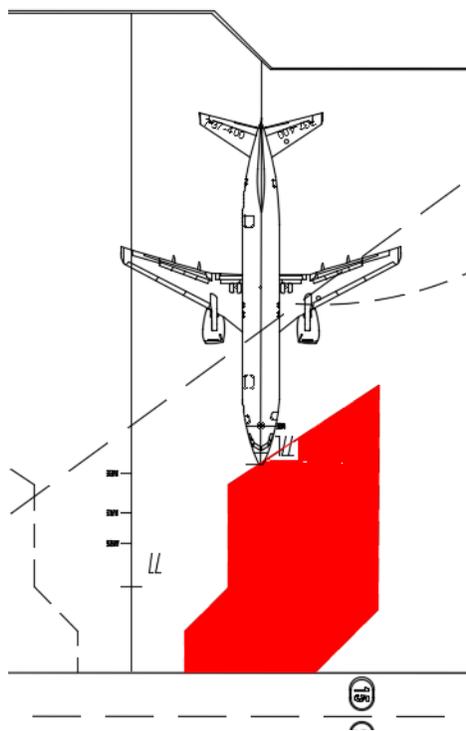
Stand 77L

77L



MAX SPAN	29.20 metres
MAX LENGTH	36.40 metres
ATP/B734	B737-400 B737-300 ATR72
Nose-Tip	All a/c types that fit this stand

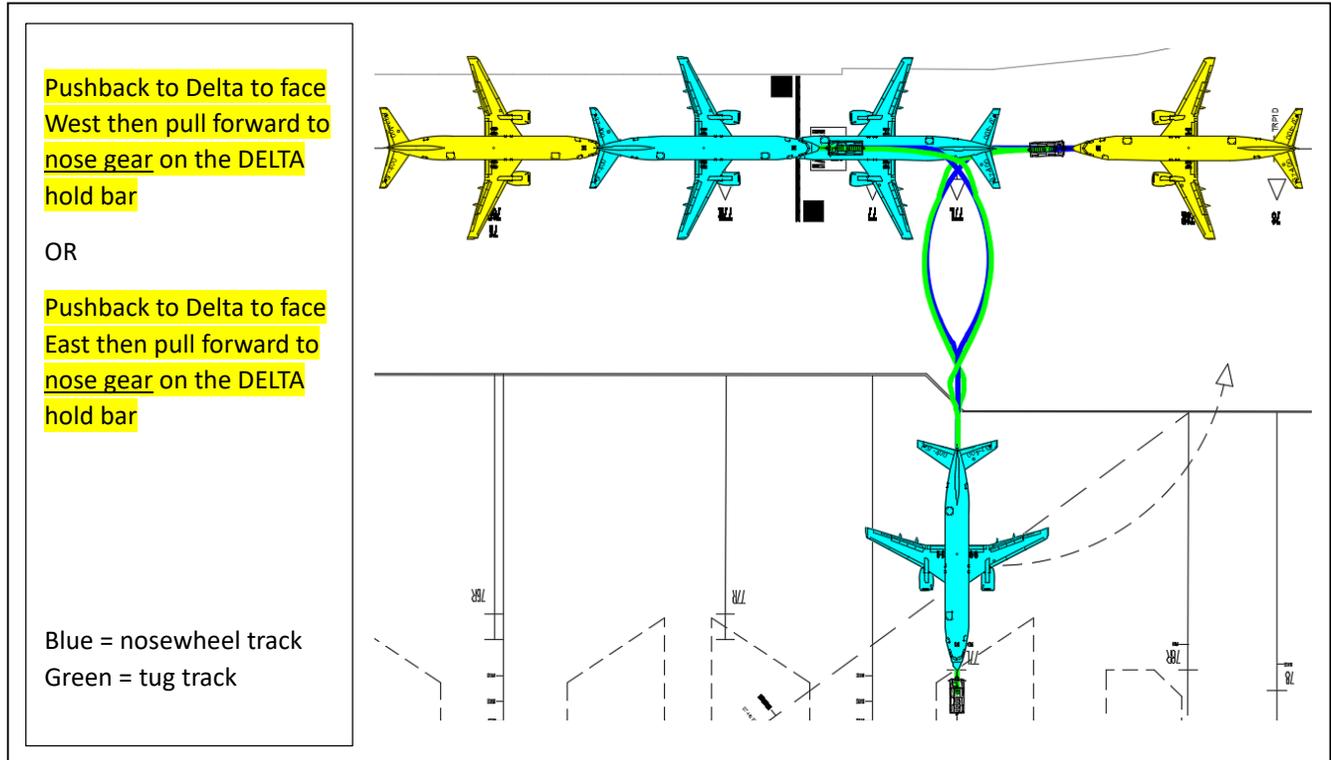
The GSE area shown in red must be clear before marshalling an aircraft onto stand 77L.





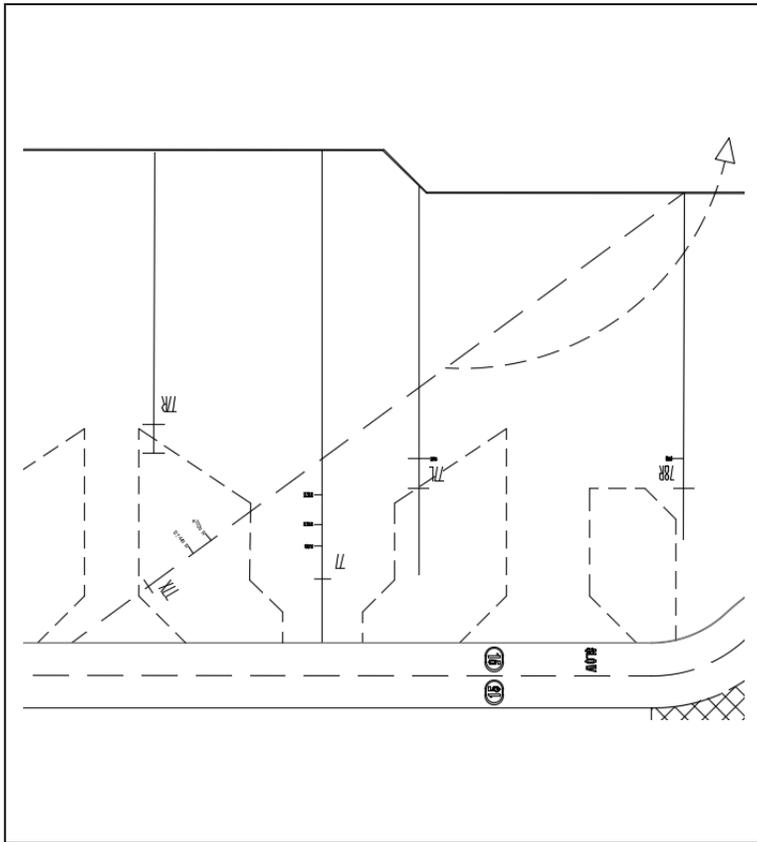
Stand 77L (cont.)

Pushback procedure:



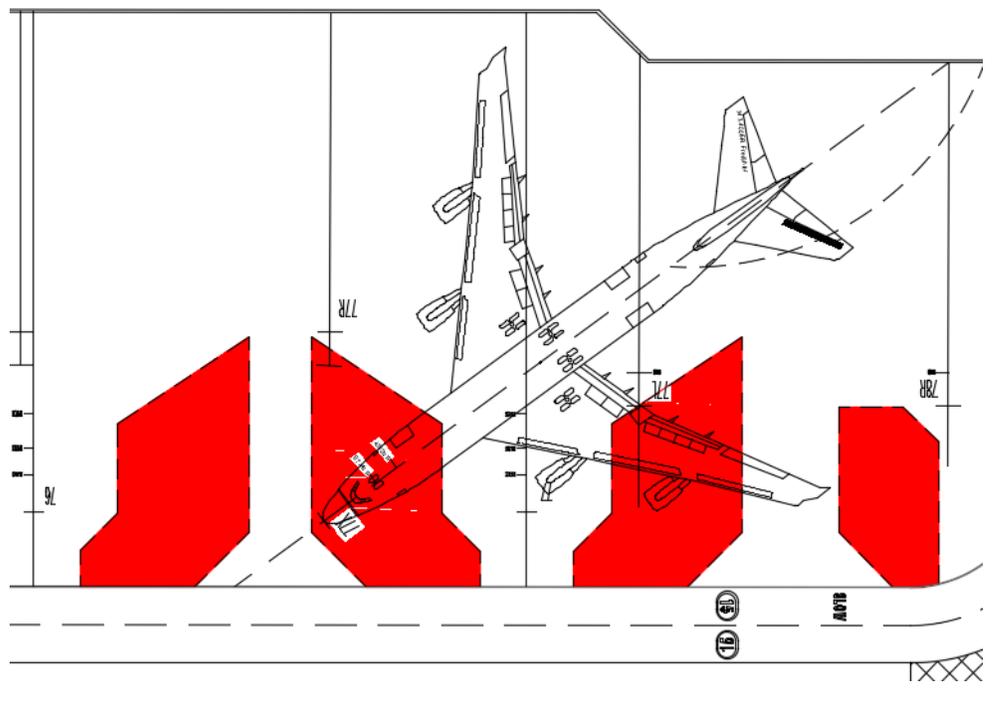
ATC will only instruct the flight deck crew to pushback. Ground crews are expected to carry out the pull forward as detailed to facilitate the west/east facing pushback.

Stand 77X



MAX SPAN	65.00 metres
MAX LENGTH	70.67 metres
B744	B747-400 B777-200
A332NW	A330-200
Nose-Tip	All a/c types that fit this stand

The GSE area shown in red must be clear before marshalling an aircraft onto stand 77X.



Stand 77X (cont.)

77X

Pushback procedure:

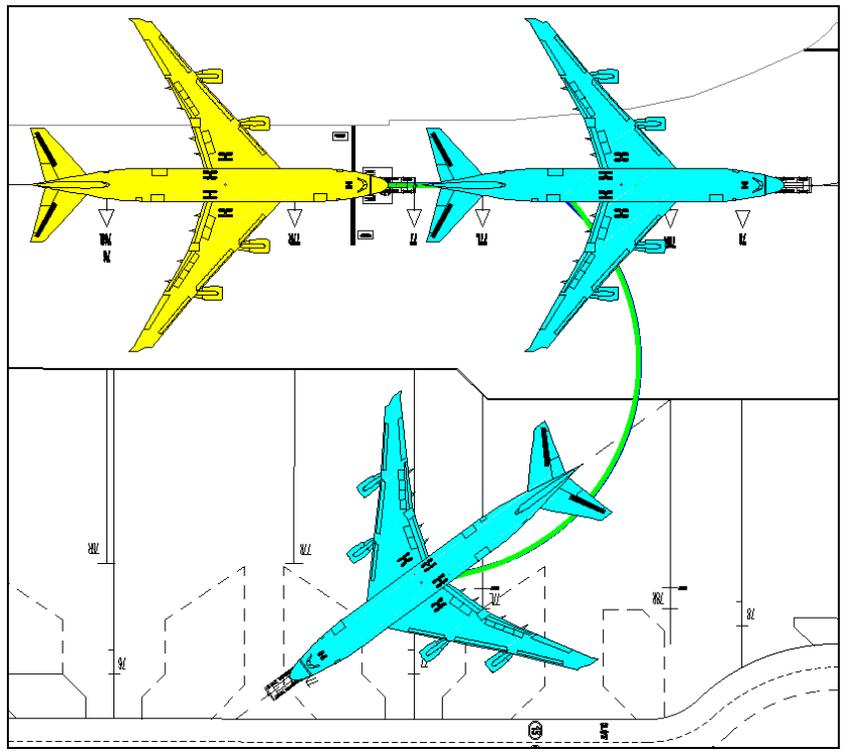
Pushback to Delta to face East
– nose gear on DELTA Hold

then

Pull forward on Delta until
nosewheel on TRP1D

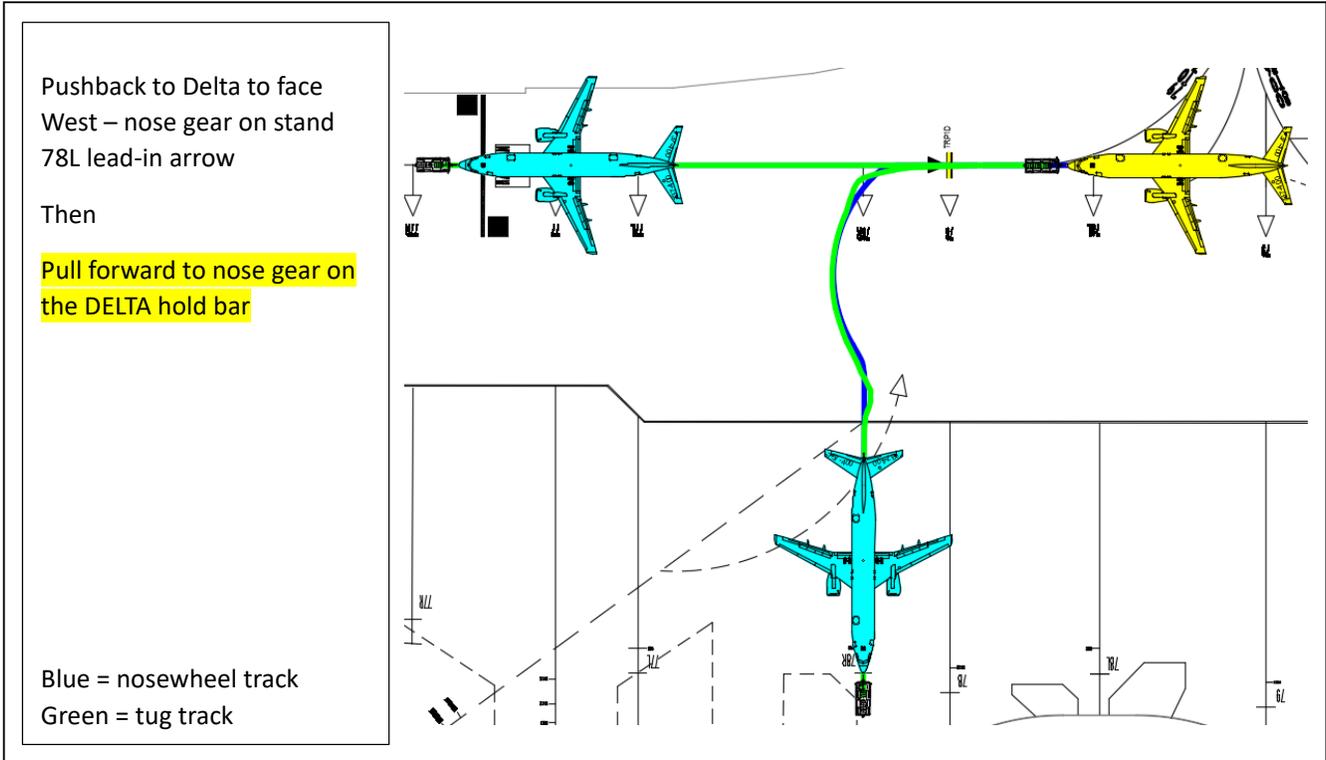
Wing walkers to be used at all
times during the push/pull
manoeuvre.

Blue = nosewheel track
Green = tug track



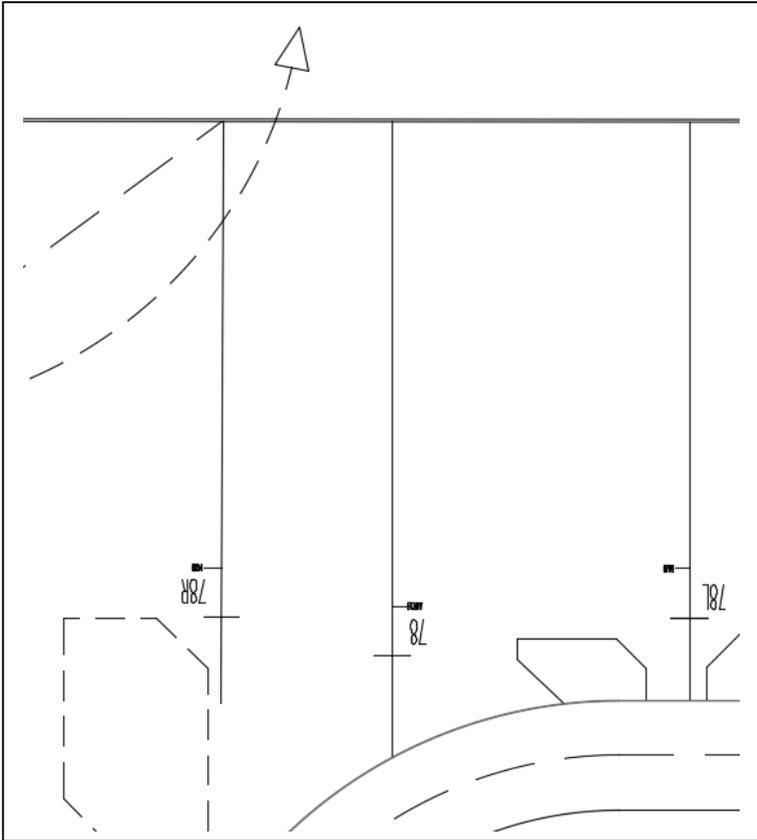
ATC will only instruct the flight deck crew to pushback. Ground crews are expected to carry out the pull forward as detailed to facilitate the east facing pushback.

Stand 78R (Cont.)



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 west facing pushback.

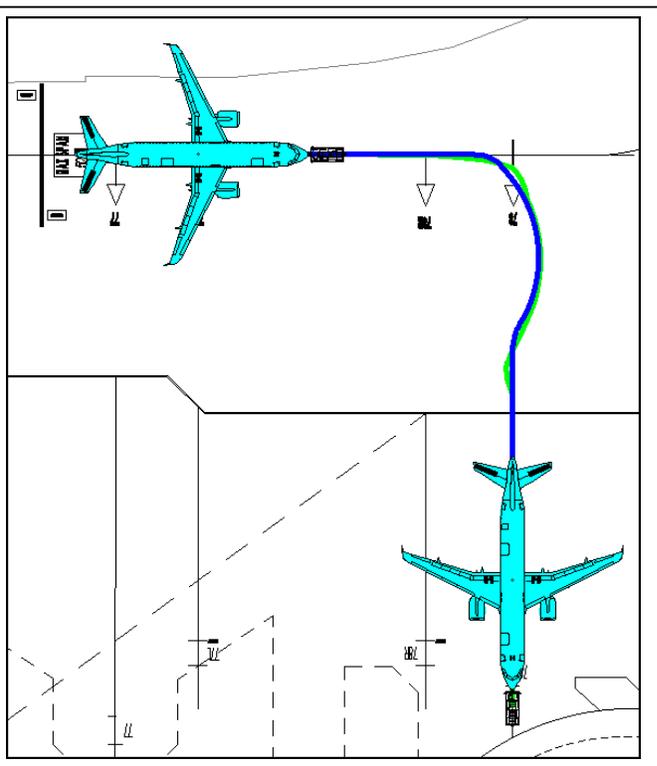
Stand 78



MAX SPAN	36.00 metres
MAX LENGTH	39.52 metres
B738NW	A320 B737-800/MAX8
Nose-Tip	All a/c types that fit this stand

Pushback to Delta to face East – main gear on stand 77L lead-in arrow

Blue = nosewheel track
Green = tug track

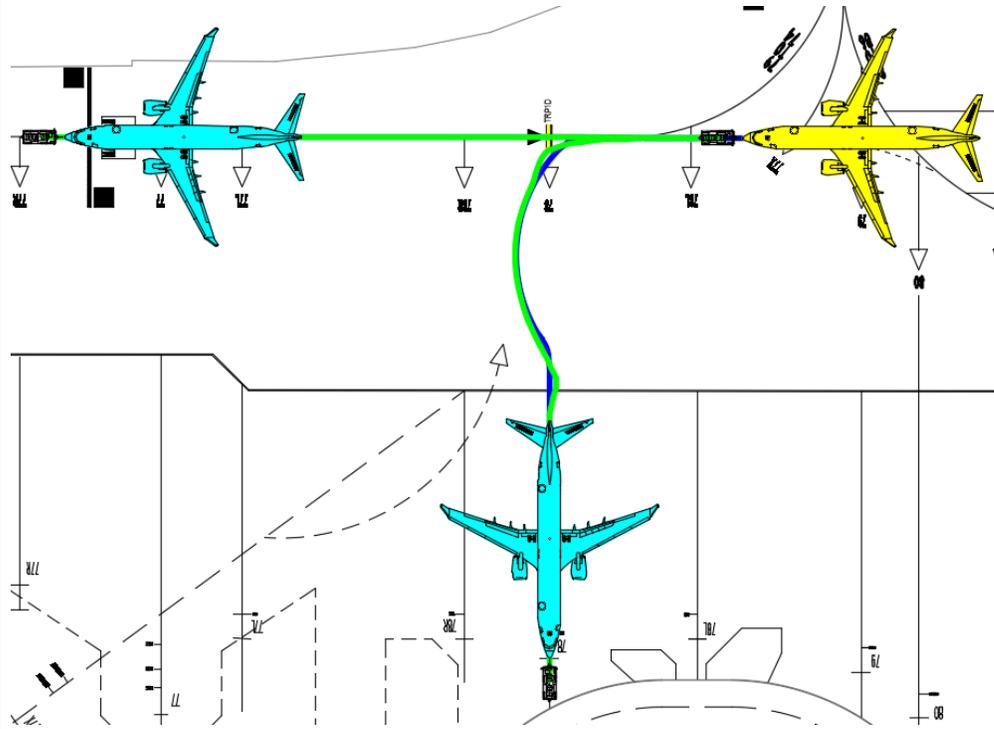


Stand 78 (cont.)

Pushback to Delta to face West – main gear on stand 79 lead-in arrow

Then

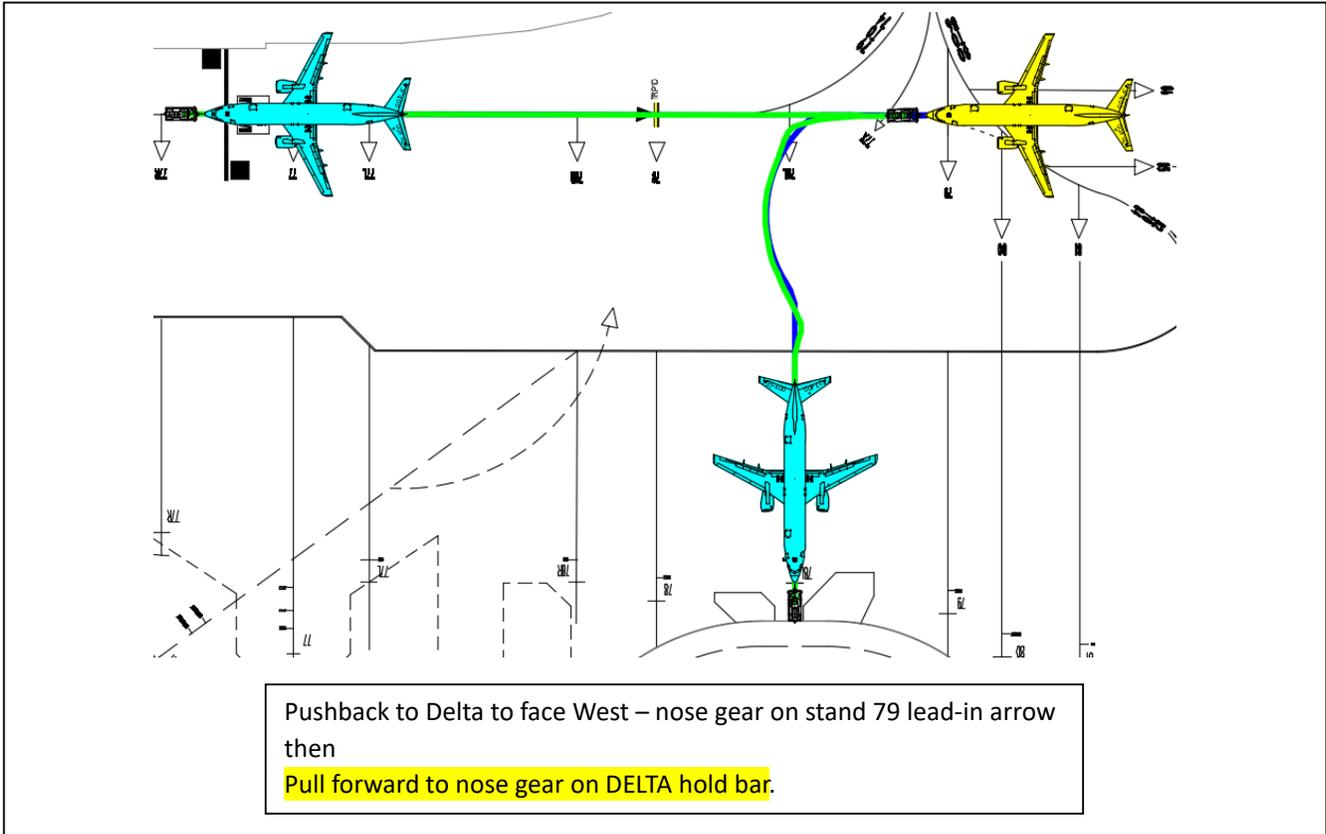
Pull forward to nose wheel on DELTA hold bar.



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 west facing pushback.

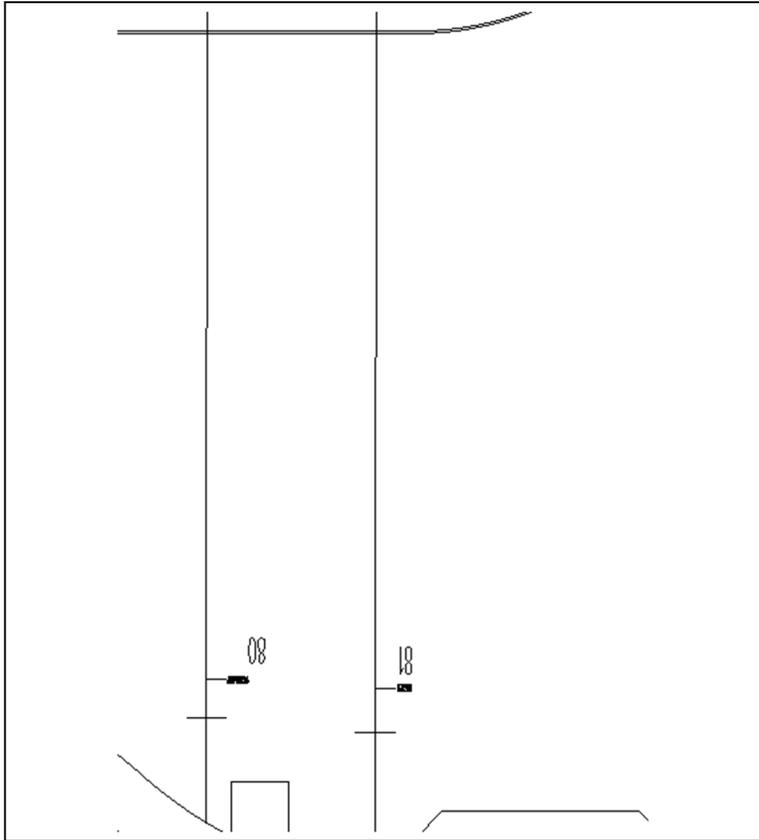
Stand 78L (cont.)

78L



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 west facing pushback.

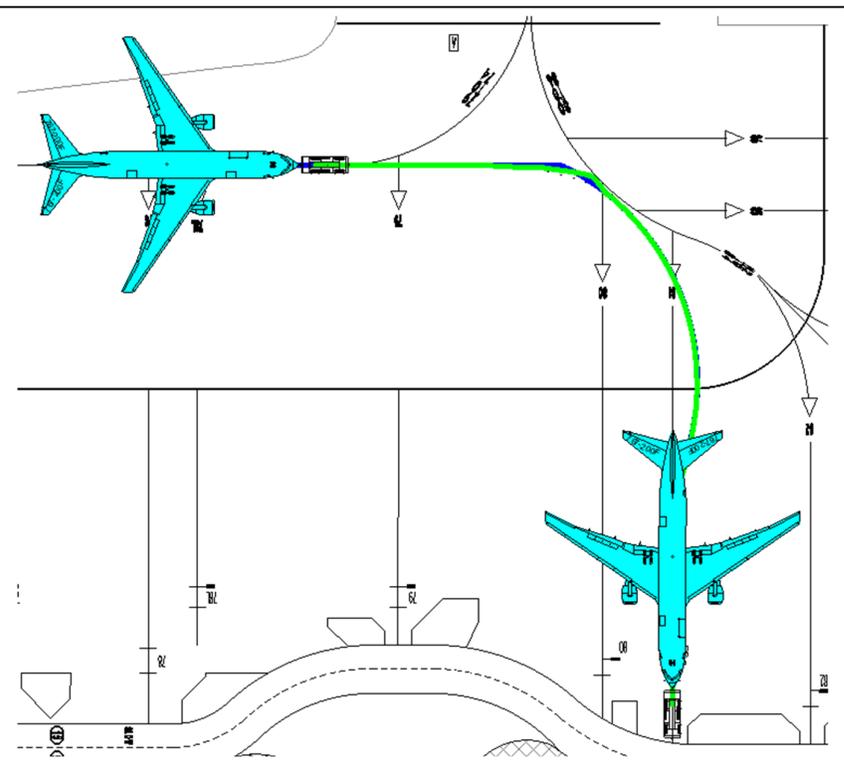
Stand 81



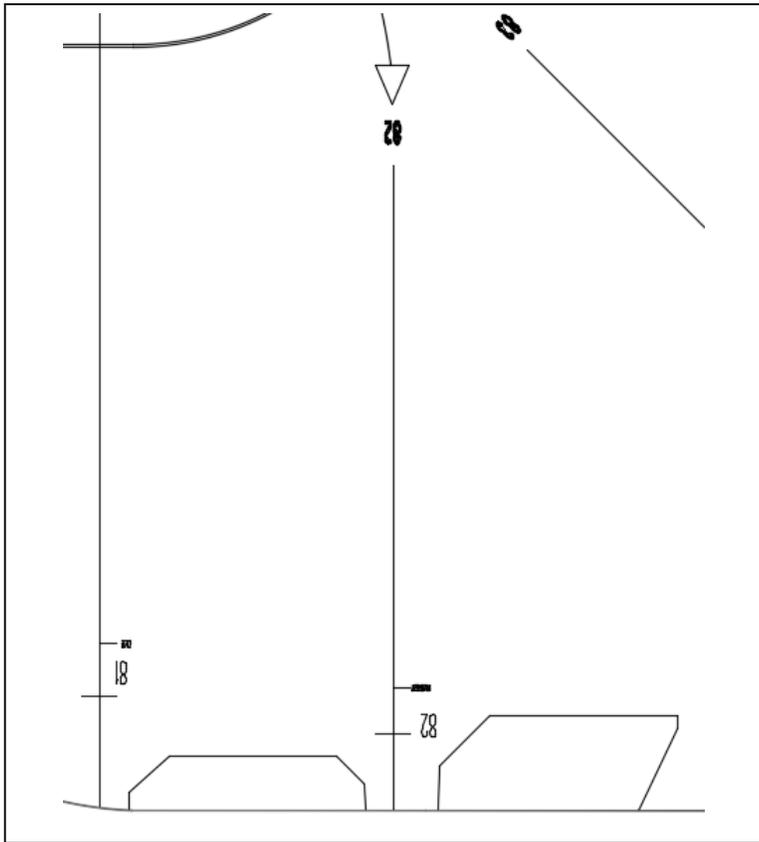
MAX SPAN	51.00 metres
MAX LENGTH	49.82 metres
B762NW	A310 B767-200W B757-200W
Nose-Tip	All a/c types that fit this stand

Pushback to Delta to face East – nose gear on tug release point TRP1D

Blue = nosetwheel track
Green = tug track



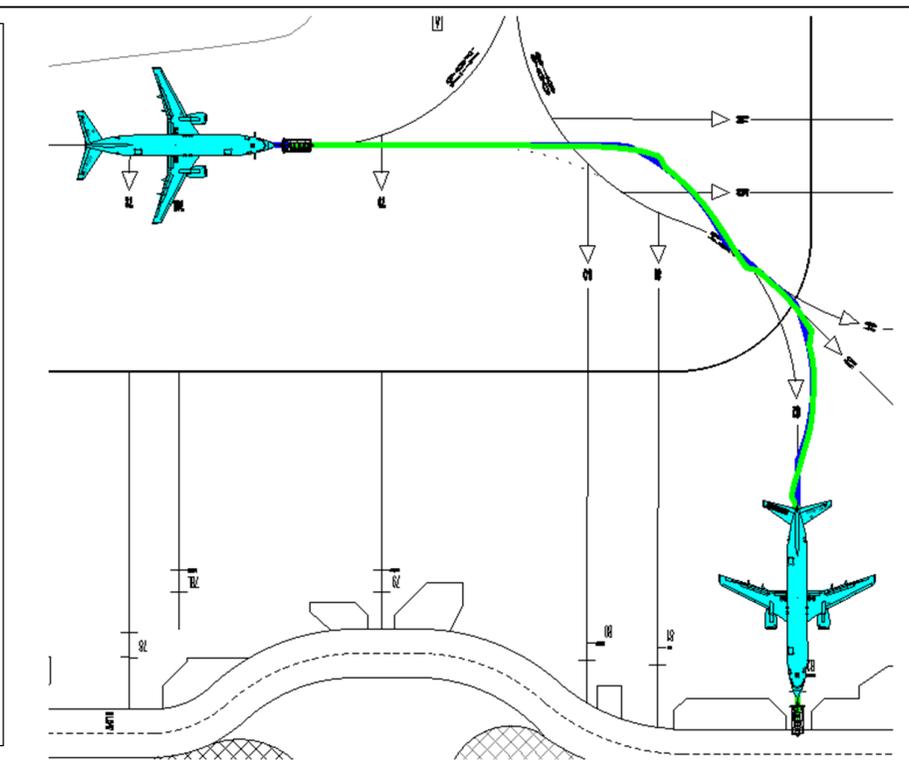
Stand 82



MAX SPAN	30.63 metres
MAX LENGTH	36.50 metres
ATP/B734	B737-400 B737-300 ATR72
Nose-Tip	All a/c types that fit this stand

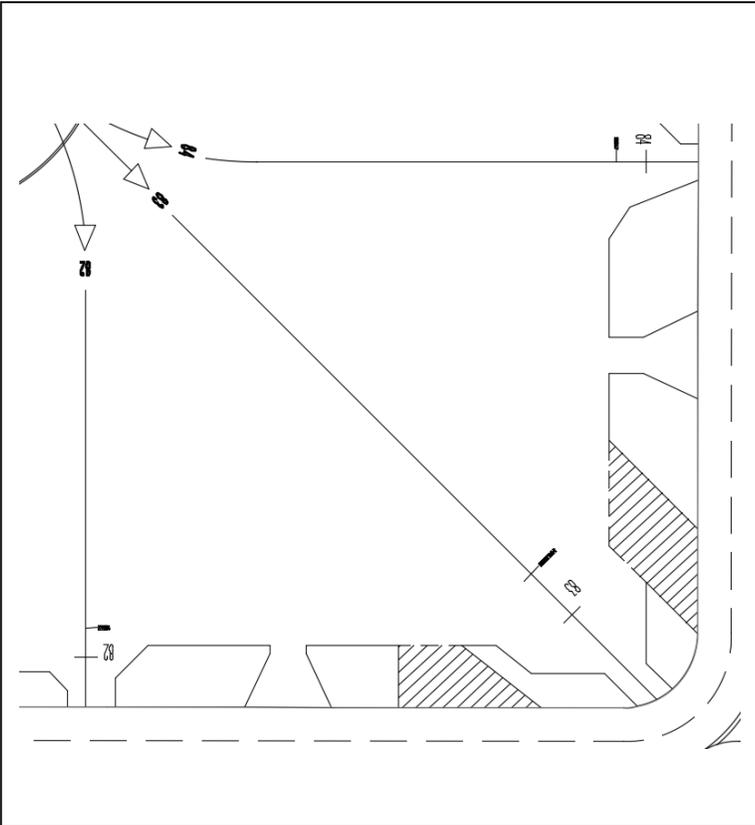
Pushback to Delta to face East – nose gear on tug release point TRP1D

Blue = nosewheel track
Green = tug track

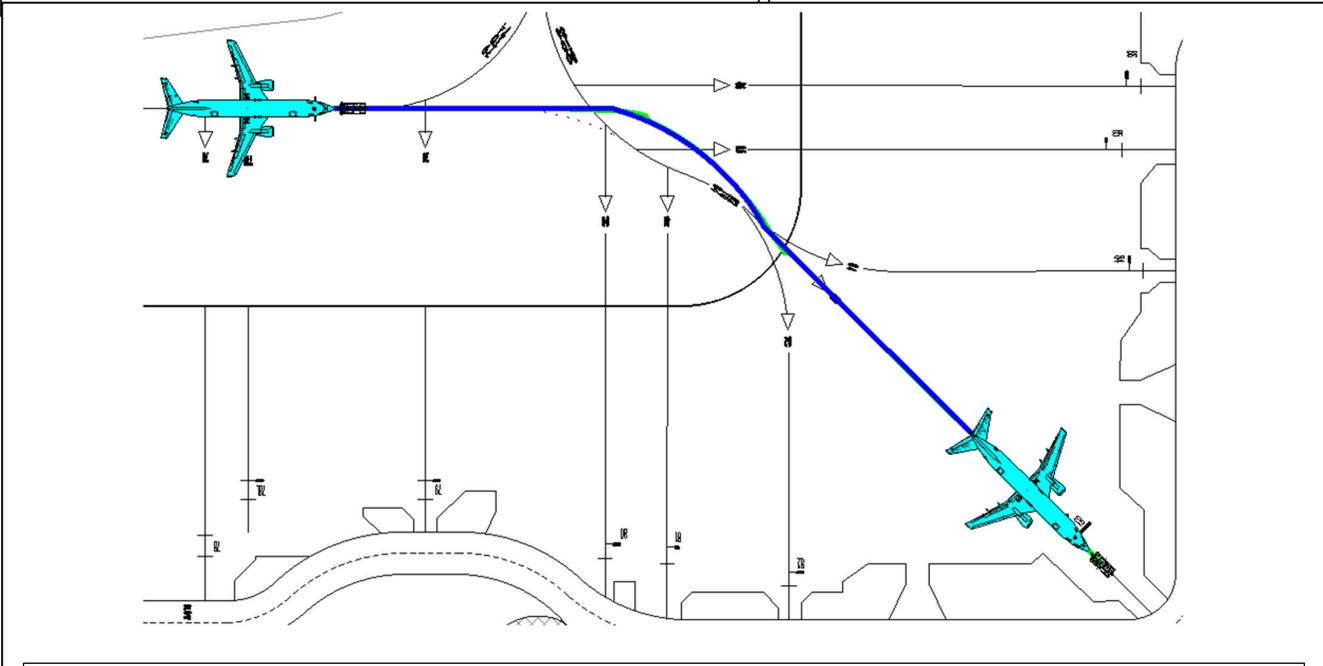


Stand 83 (Code C/D)

83



MAX SPAN	30.63 metres
MAX LENGTH	36.50 metres
B734/ATP	BAe ATP B737-300/400 ATR72
Nose-Tip	All a/c types that fit this stand

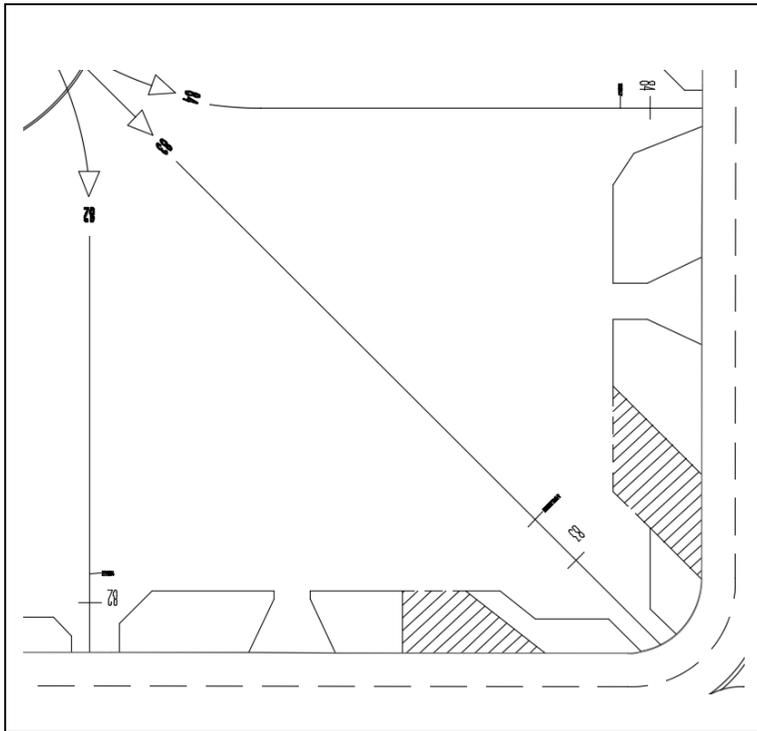


Pushback to Delta to face East – nose gear on tug release point TRP1D.
 Long pushes beyond TRP1D may be requested by ATC.

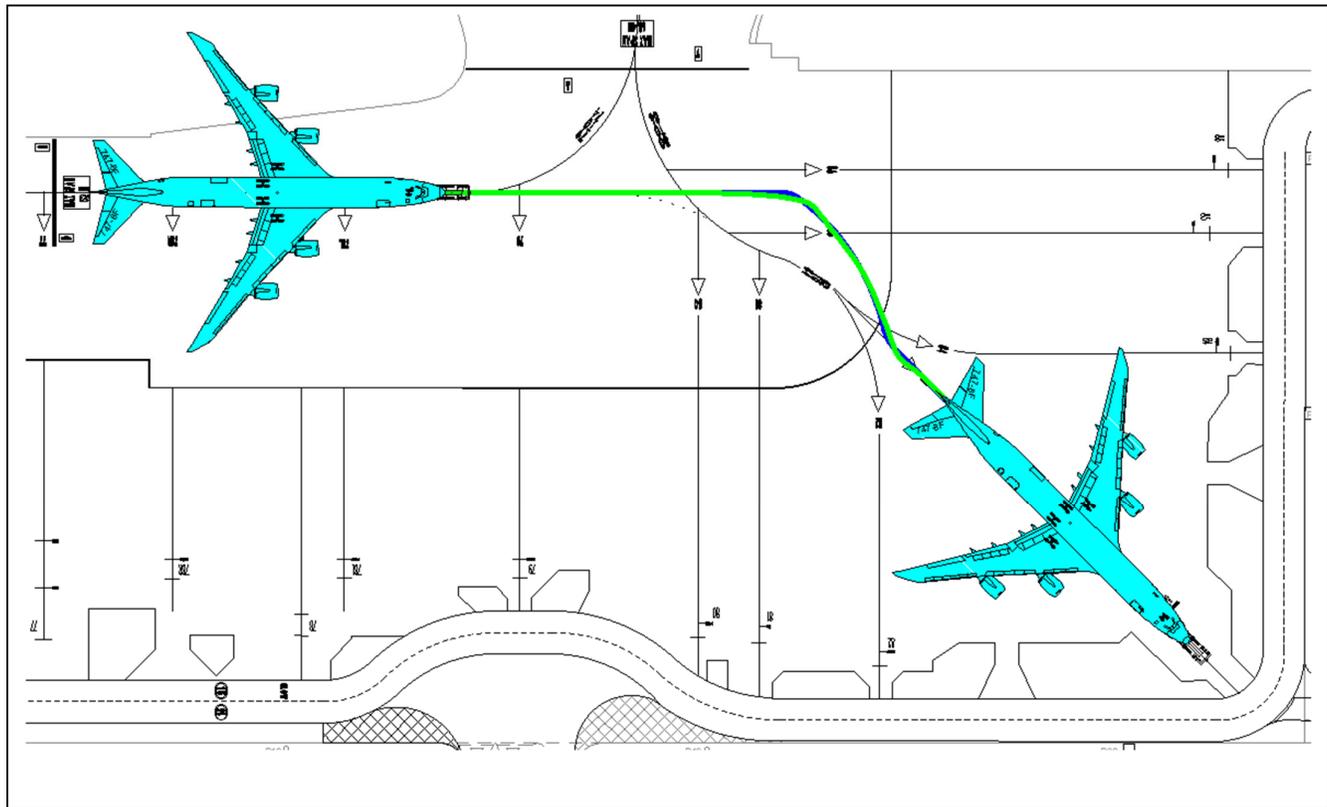
Blue = nosewheel track Green = tug track

Stand 83 (Code E/F)

83W

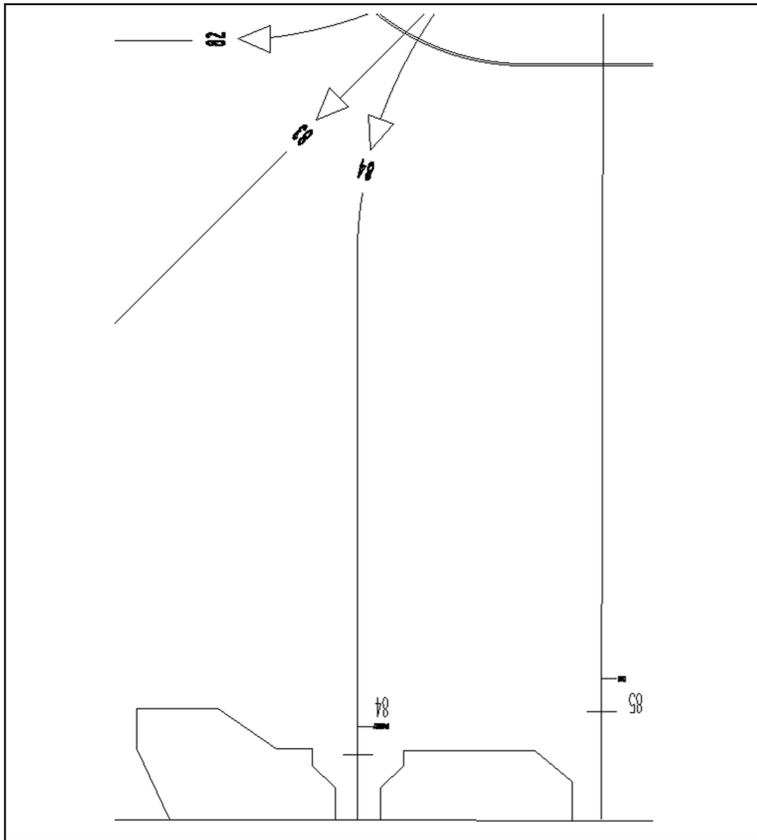


MAX SPAN	68.40 metres
MAX LENGTH	76.30 metres
B748/B744F/ B734	A350-1000 B747-8 B747-400 B777-200/300
Nose-Tip	All a/c types that fit this stand

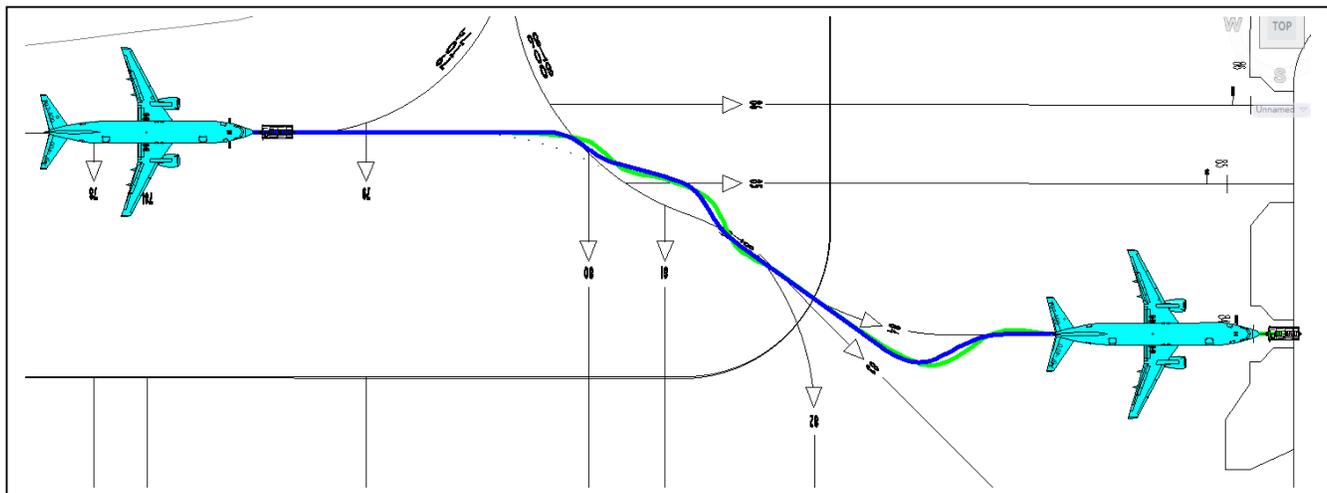


Pushback to Delta to face East – nose gear on tug release point TRP1D. No long pushes by Code E aircraft.
 Blue = nosewheel track Green = tug track

Stand 84



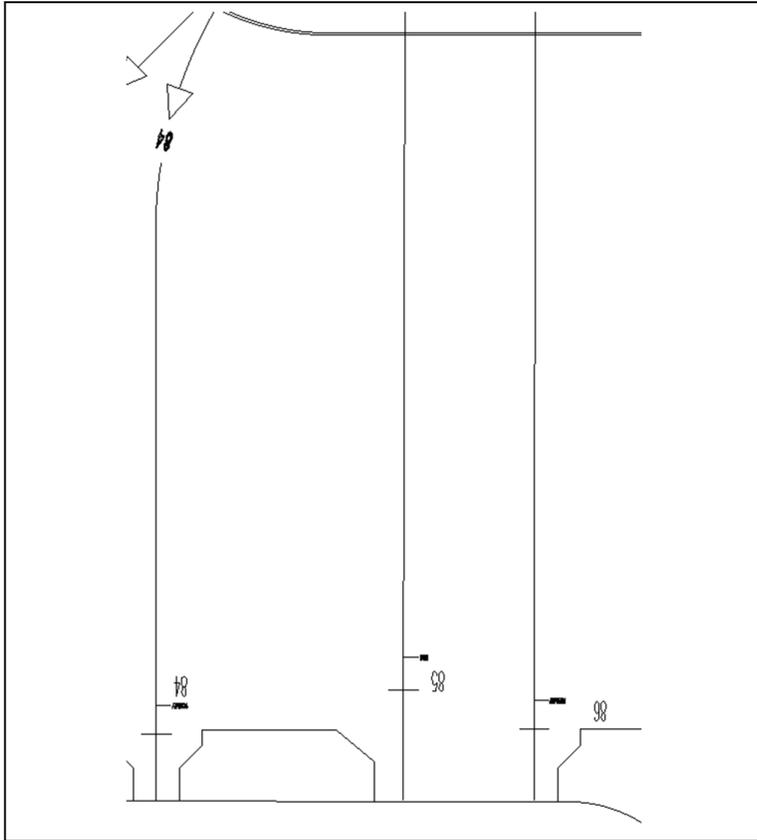
MAX SPAN	30.63 metres
MAX LENGTH	36.50 metres
ATP/B734	B737-400 B737-300 ATR72
Nose-Tip	All a/c types that fit this stand



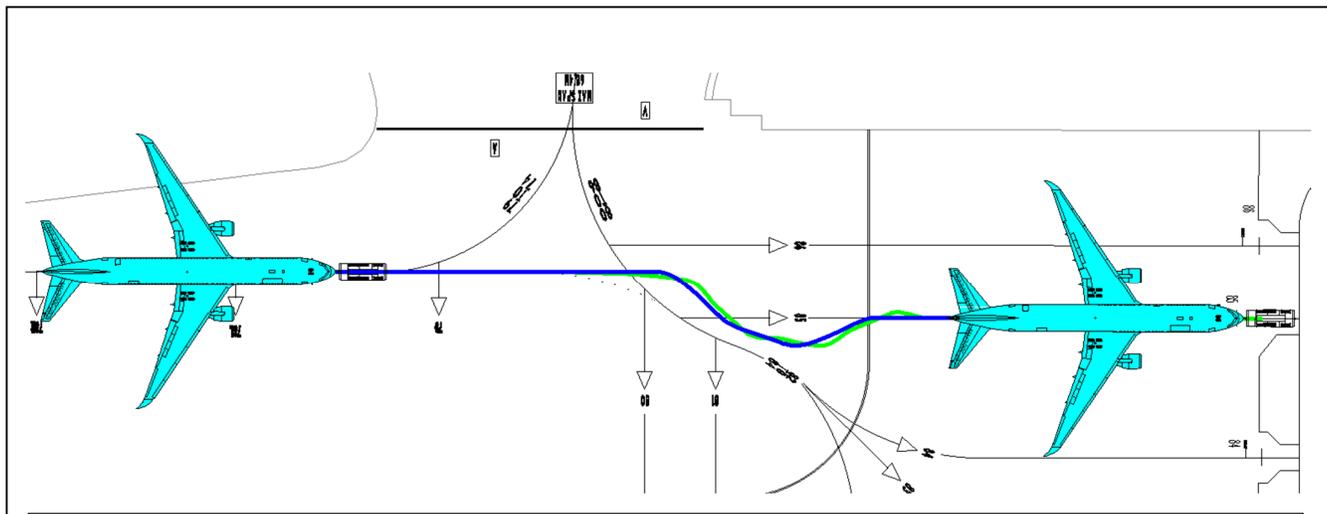
Pushback to Delta to face East – nose gear on tug release point TRP1D

Blue = nosewheel track
Green = tug track

Stand 85



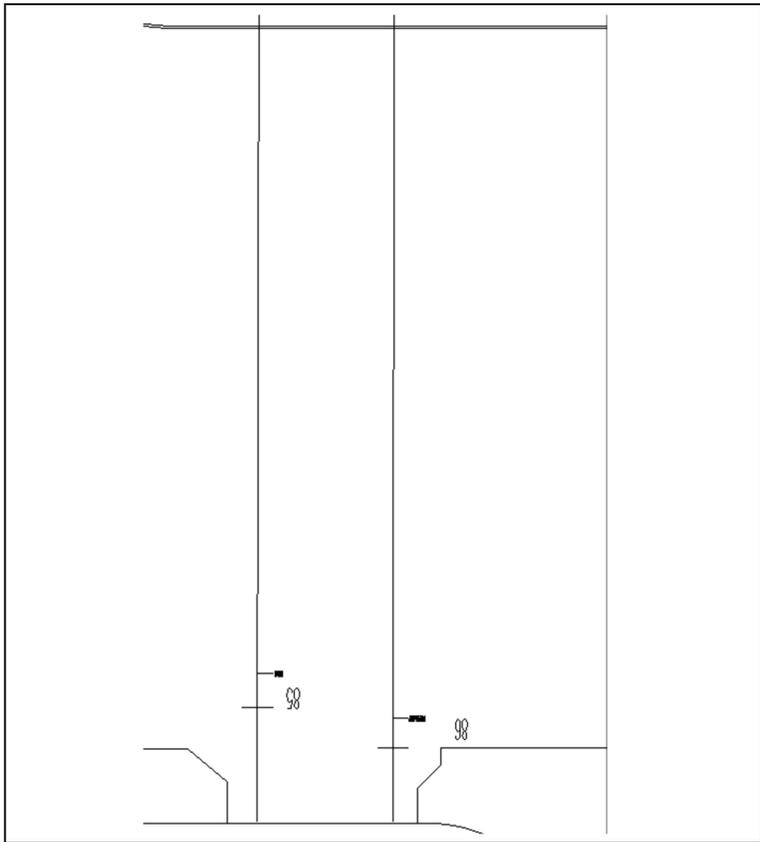
MAX SPAN	50.90 metres
MAX LENGTH	54.94 metres
B763	B767-300W
Nose-Tip	All a/c types that fit this stand



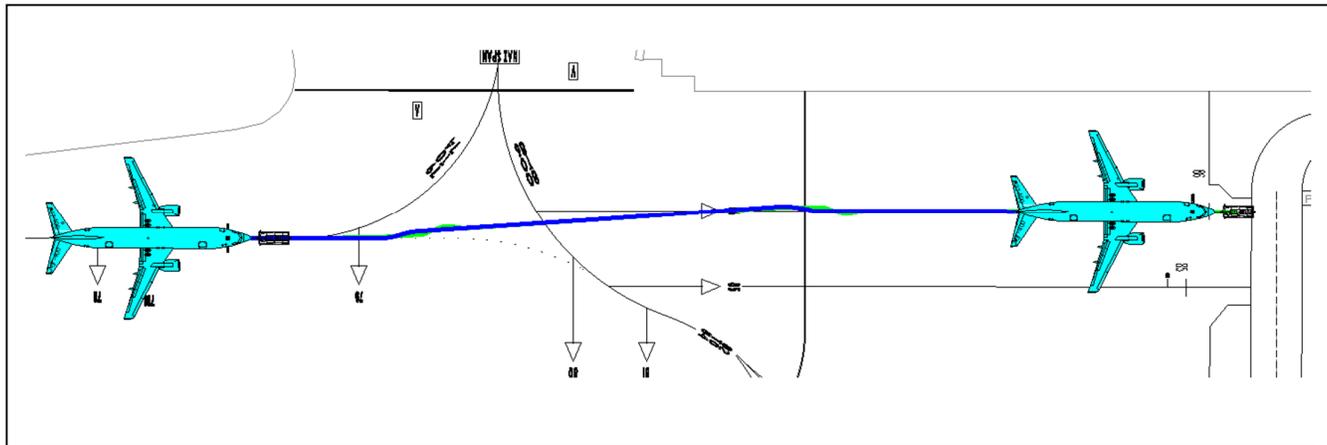
Pushback to Delta to face East – nose gear on tug release point TRP1D

Blue = nosewheel track
 Green = tug track

Stand 86



MAX SPAN	30.63 metres
MAX LENGTH	36.50 metres
ATP/B734	B737-400 B737-300 ATR72
Nose-Tip	All a/c types that fit this stand



Pushback to Delta to face East – nose gear on tug release point TRP1D

Blue = nosewheel track
Green = tug track

Intentionally Blank

EAST MIDLANDS AIRPORT

APPENDIX 1 – Stand Capacity Matrices

The stand matrix below details the size and capacity of each stand on the East apron.

Jun-25		EAST APRON													
Stand No.	MAX. WIDTH	MAX. LENGTH	LARGEST TYPES	Do not use if any of these stands in use							COMMENTS / REMARKS				
70R	22.81	21.58	SH360 ; SF340	70	70L	71X									Suitable for self-manoeuvring
70	30.63	36.40	B737-400 ; BAe ATP	70R	70L	71X									
70L	36.00	44.51	A321neo ; B737-MAX10	70R	70	71	71X								
71X	65.00	63.73	B777-200F	70R	70	70L	71	72	73	73L					
71	30.63	68.30	B737-400 ; BAe ATP	70L	71X	72									
72	36.00	44.51	A321neo ; B737-MAX10	71	71X	73	73L	73X							
73	28.89	33.40	up to B737-300	71X	72	73L	73X	(74)							74 downgrades to 757W if a 733 on 73
73L	36.00	44.51	A321neo ; B737-MAX10	71X	72	73	73X	74							
73X	65.00	70.67	B747-400F	72	73	73L	74	74L	(75R)						75R downgrades to ATR42 if 744 on 73X 73 downgrades to ATR72 if a 767 on 74
74	51.00	54.94	B767-300W	(73)	73L	73X	74L	75R							
74L	36.00	44.51	A321neo ; B737-MAX10	73X	74										
75R	29.20	36.40	B737-400 ; AN-26 ; Fk50 ; F27	(73X)	75										
75	51.00	54.94	B767-300W	75R	75L										
75L	29.20	36.40	B737-400 ; AN-26 ; Fk50 ; F27	75	76										
76R	29.20	36.40	B737-400 ; AN-26 ; Fk50 ; F27	76											
76	51.00	54.94	B767-300W	75L	76R	77R									
77R	29.20	36.40	B737-400 ; AN-26 ; Fk50 ; F27	76	77	77X									
77X	65.00	70.67	B747-400F	77R	77	77L	78R	78	(78L)						78L can be used only when 77X is parked
77	51.00	54.94	B767-300W	77R	77X	77L									
77L	29.20	36.40	B737-400 ; AN-26 ; Fk50 ; F27	77	77X										
78R	29.20	36.40	B737-400 ; AN-26 ; Fk50 ; F27	77X	78										
78	36.00	39.52	A320 ; B737-MAX8	77X	78R	78L									
78L	29.20	36.40	B737-400 ; AN-26 ; Fk50 ; F27	(77X)	78	79									
79	36.00	39.52	A320 ; B737-MAX8	78L	80	81									
80	29.20	36.40	B737-400 ; AN-26 ; Fk50 ; F27	79	81										
81	51.00	49.82	B767-200W ; A310 ; B757-200W	79	80	82	83W								
82	30.63	36.50	BAe ATP ; ATR72 ; B737-400	81	83W										
83 (737)	30.63	36.50	BAe ATP ; ATR72 ; B737-400	83W											
83W (747)	68.40	76.30	B747-8F ; A350-1000 ; B777-300ER	81	82	83	84	85							
84	30.63	36.50	BAe ATP ; ATR72 ; B737-400	83W	85										
85	50.90	54.94	B767-300W	83W	84	86									
86	30.63	36.50	BAe ATP ; ATR72 ; B737-400	85											

NOTES:

- Be aware of the "Caution - Jet Blast" markings on the East Apron when an aircraft is entering or departing the apron via VICTOR apron entrance/exit
- Code E aircraft (eg. B747, B777) will all enter/exit the East apron via the VICTOR apron entrance.
 - Inbound aircraft for stands 77X and 83 will taxi to stand under their own power.
 - Inbound aircraft for stands 71X and 73X will shut down at the DELTA Hold and be towed to stand
 - All departing aircraft will be pushed/towed to TRP1D and will taxi under their own power from there via VICTOR.
 - All Code E/F aircraft tows must be accompanied by wing walkers

EAST MIDLANDS AIRPORT

APPENDIX 2 – TUG RELEASE POINTS (TRP's)

The plans below show the location of tug release points on the East apron. Each TRP is named and should be used to position the aircraft **nosewheel** in the correct location.

EAST APRON

Tug Release Point – TRP1D

