



MARSHALLING & PUSHBACK MANUAL



Volume 2 – West Apron

JANUARY 2026

v1.1

EAST MIDLANDS AIRPORT

Contents

AMENDMENT LIST	4
VERSION CONTROL	5
REVIEW & SIGN OFF	5
WEST APRON STANDS	6
APPENDIX 1 – Stand Capacity Matrix	54
APPENDIX 2 – TUG RELEASE POINTS (TRP's)	55
APPENDIX 3 – JULIET – Simultaneous Pushbacks	56
APPENDIX 4 – HIGH POWER ENGINE RUNS (HPER's)	58

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 West 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 changes to markings 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 GSE areas to be kept clear when a stand is in use
- 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: “DHK123, Stand 114, Push and start approved facing East.”

Tug Driver: Stand 114 pushback to B to face East – pushback to face East then pull forward to nosewheel on stand 109 lead-in arrow

All changes to v1.0 are highlighted in yellow.

EAST MIDLANDS AIRPORT

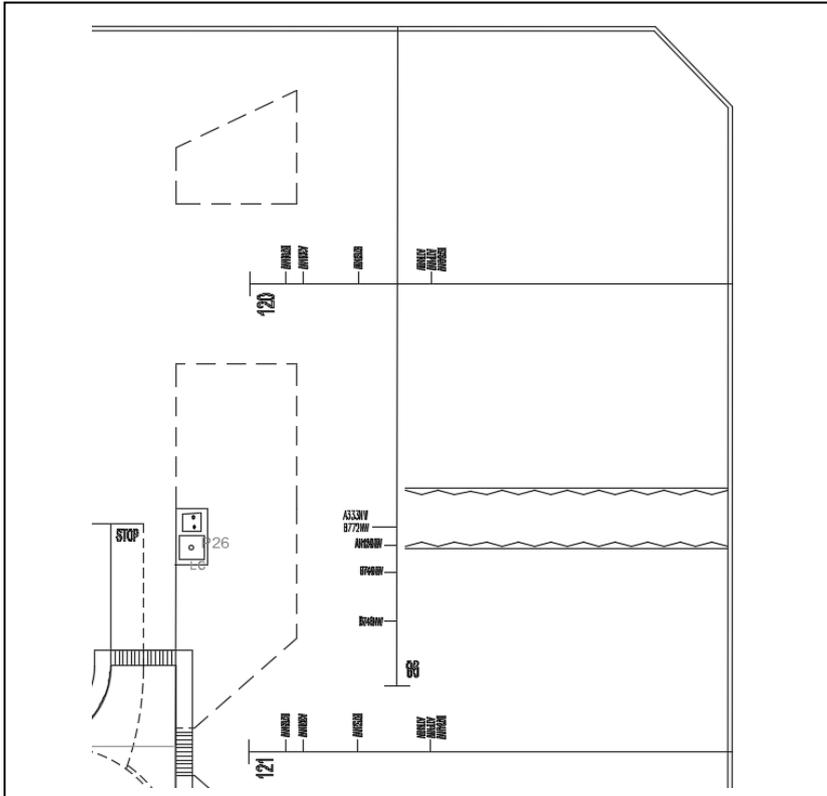
AMENDMENT LIST

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					56				
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05					58				
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WEST APRON STANDS

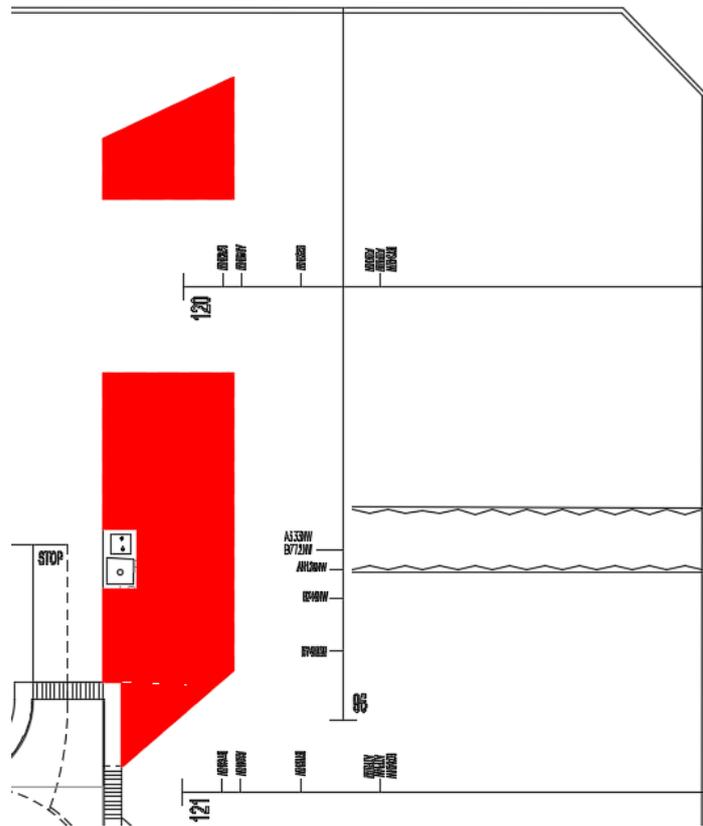
Stands 98 to 203R

Stand 98



MAX SPAN	73.30 metres
MAX LENGTH	70.70 metres
B748NW	B747-8F
B744NW	B747-400F
AN124NW	Antonov AN124
A333NW B772NW	A330-300F B777-200F
Nose-Tip	All other a/c types that fit this stand

The GSE areas shown in red must be clear before marshalling an aircraft onto stand 98.



Stand 98 (cont.)

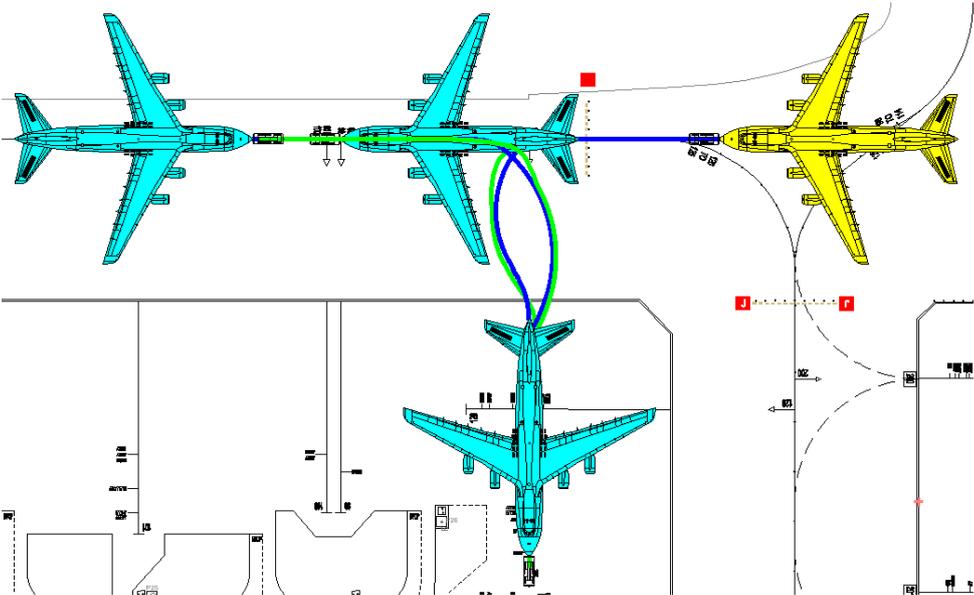
Pushback procedure:

Pushback to Bravo to face East, main gear on Stand 101 lead-in arrow.

Pushback to Bravo to face West, pull-forward to nose on Stand 99 lead-in arrow.

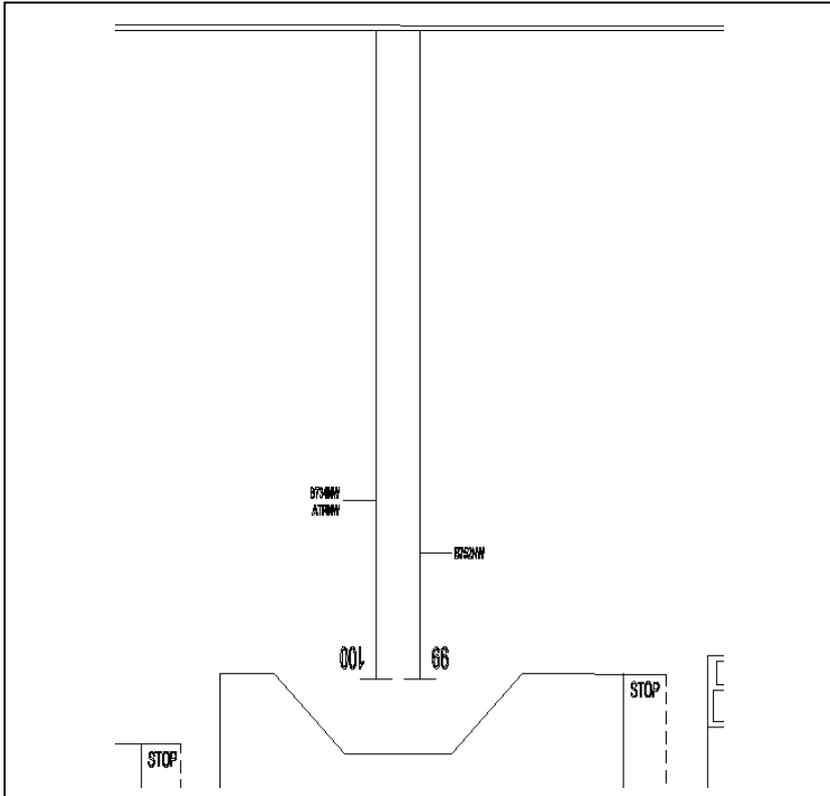
ATC will only instruct the flight deck crew to face West. Ground crews are expected to carry out the manoeuvres as detailed to facilitate the west facing pushback

Blue = nosewheel track
Green = tug track





Stand 99

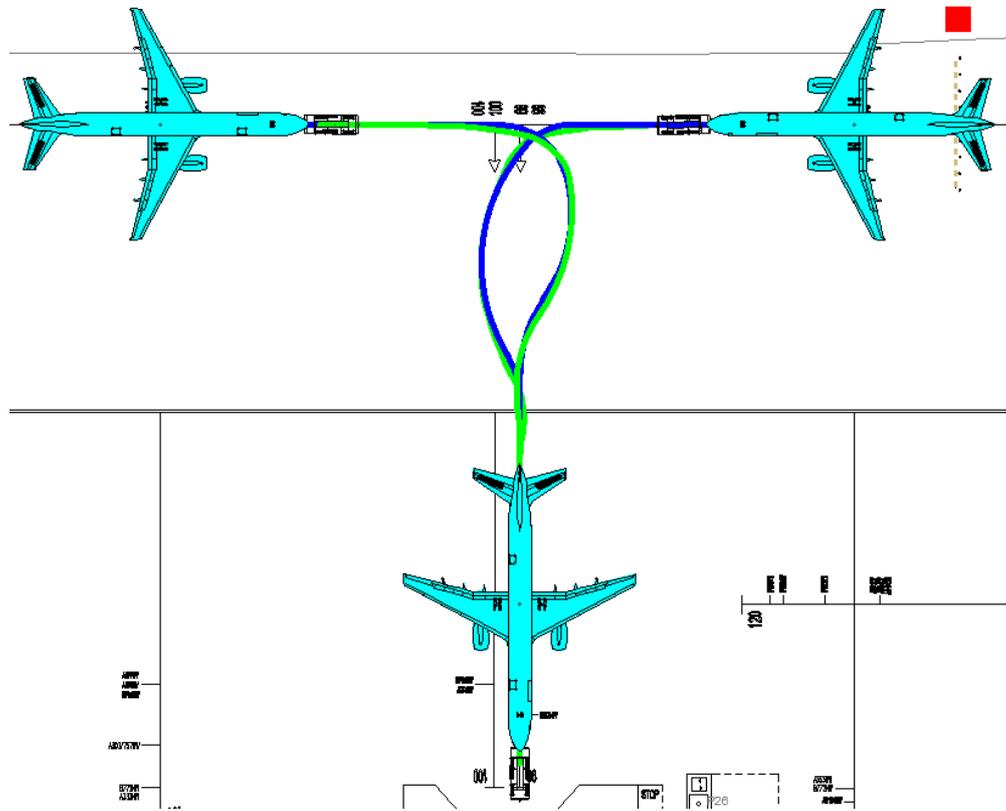


MAX SPAN	38.06 metres
MAX LENGTH	57.40 metres
B752NW	B757-200 (no winglets)
Nose-Tip	All other a/c types that fit this stand

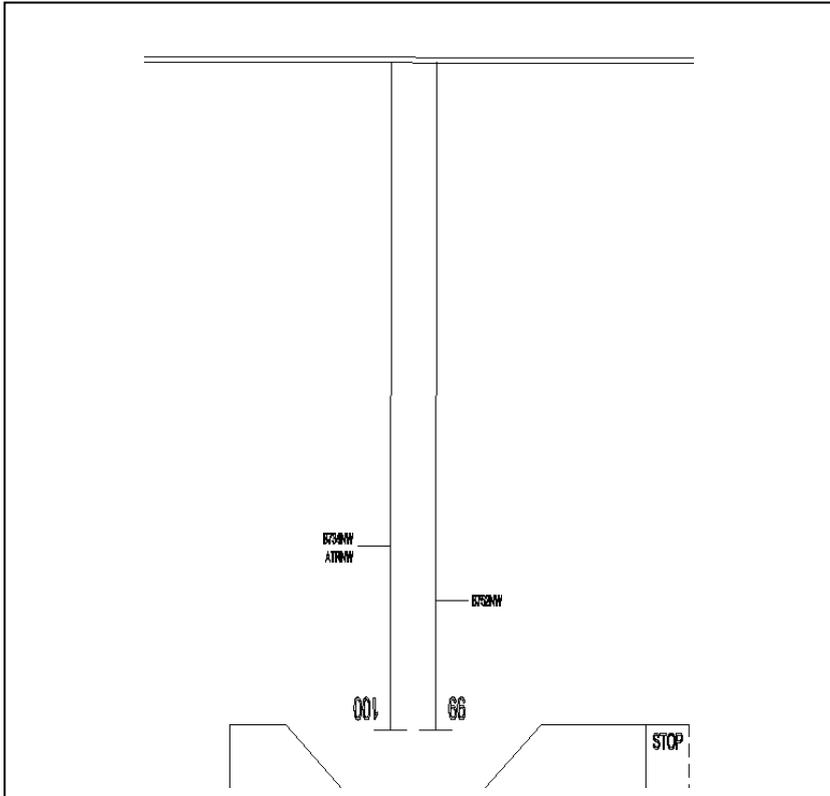
Pushback to Bravo to face East, main gear on Stand 101 lead-in arrow.

Pushback to Bravo to face West, main gear on Stand 98 lead-in arrow.

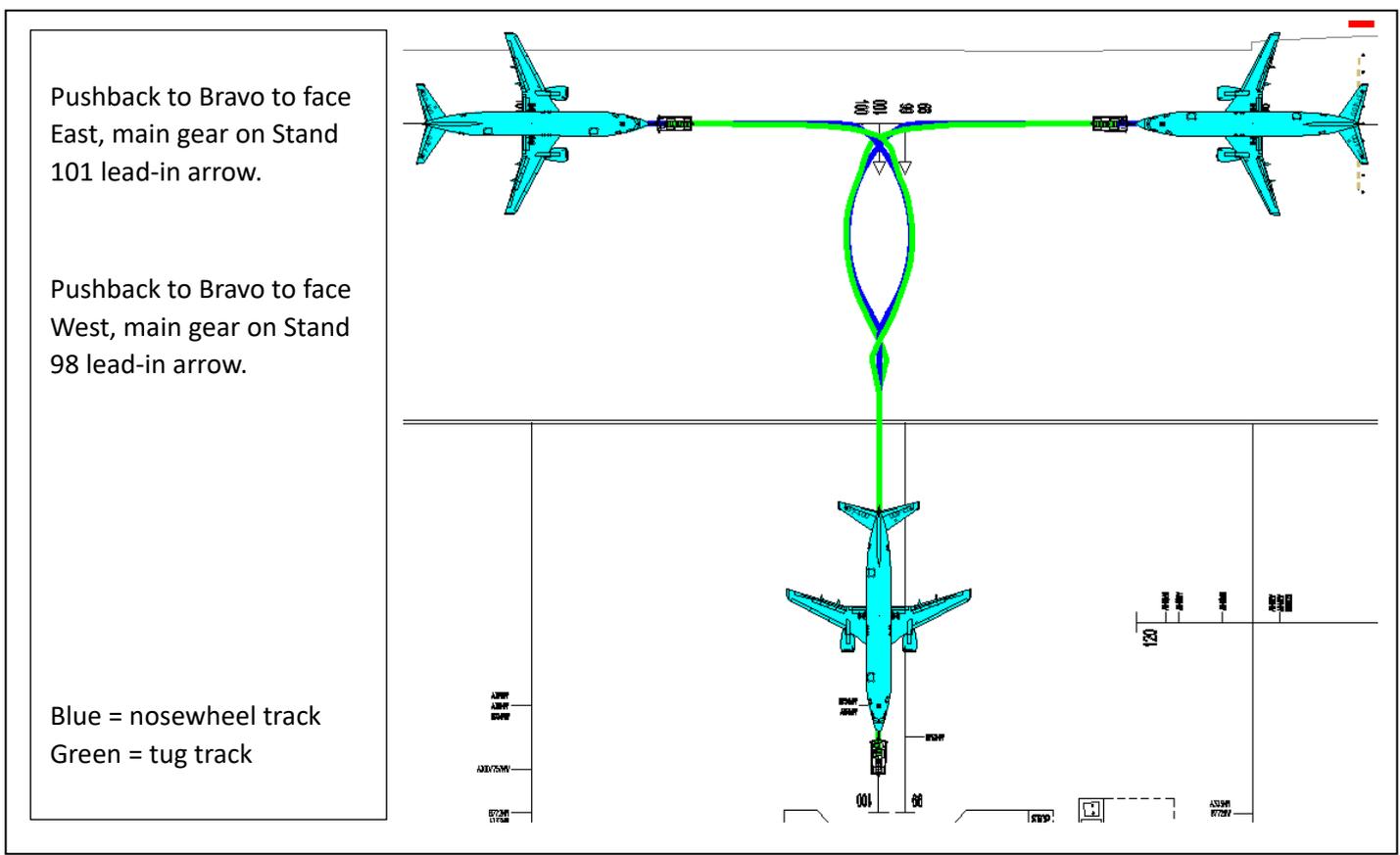
Blue = nosewheel track
Green = tug track



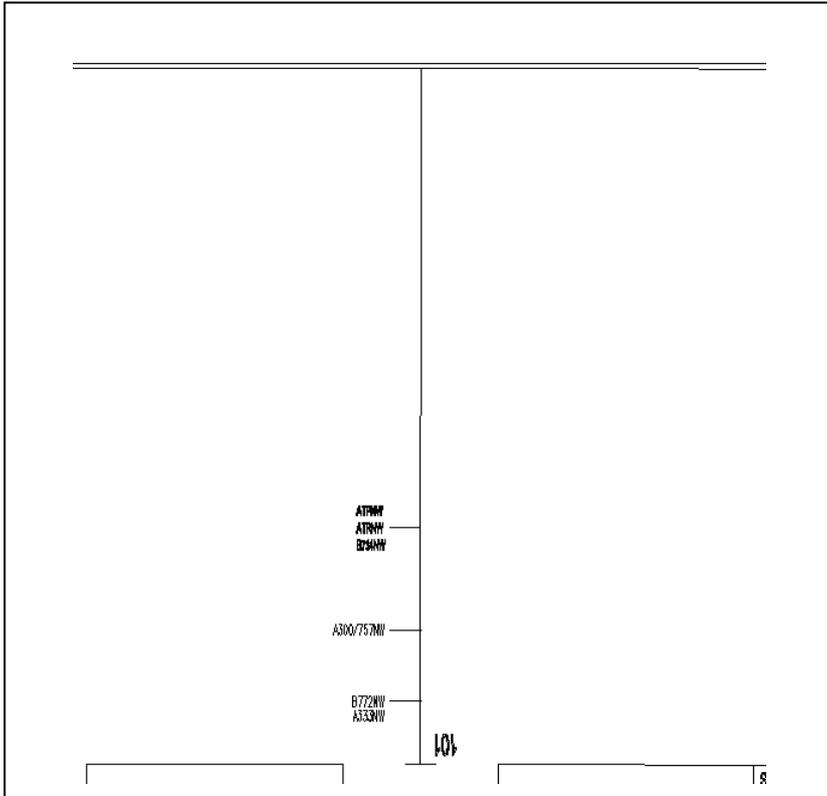
Stand 100



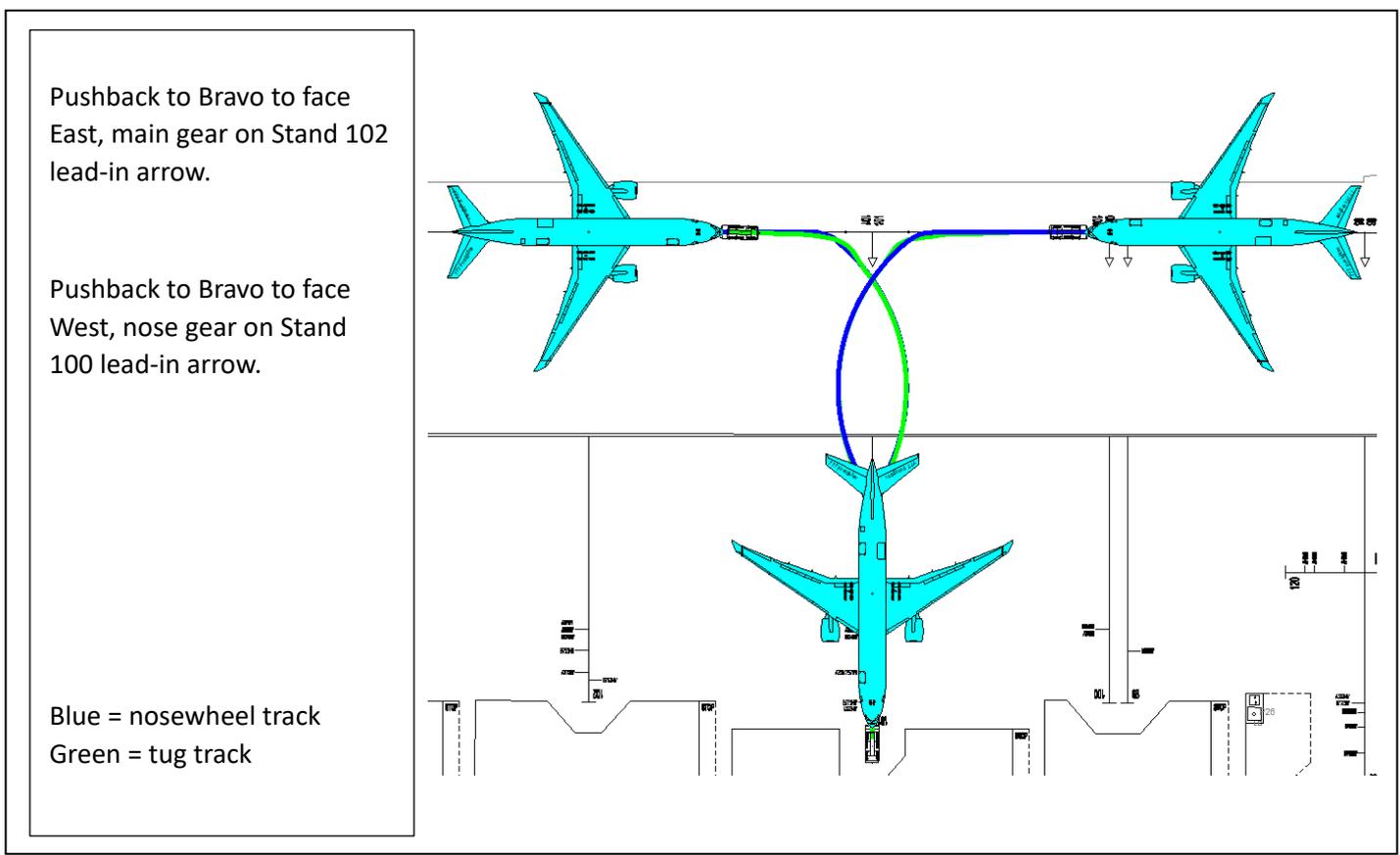
MAX SPAN	29.00 metres
MAX LENGTH	57.40 metres
B734NW ATR72/42	B737-400 ATR72/42
Nose-Tip	All other a/c types that fit this stand



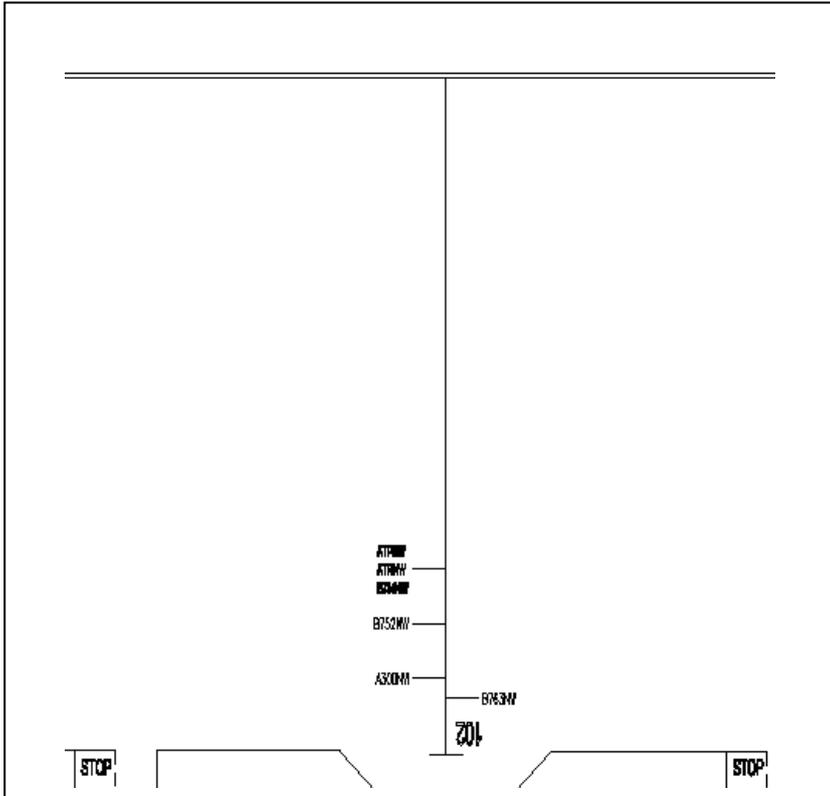
Stand 101



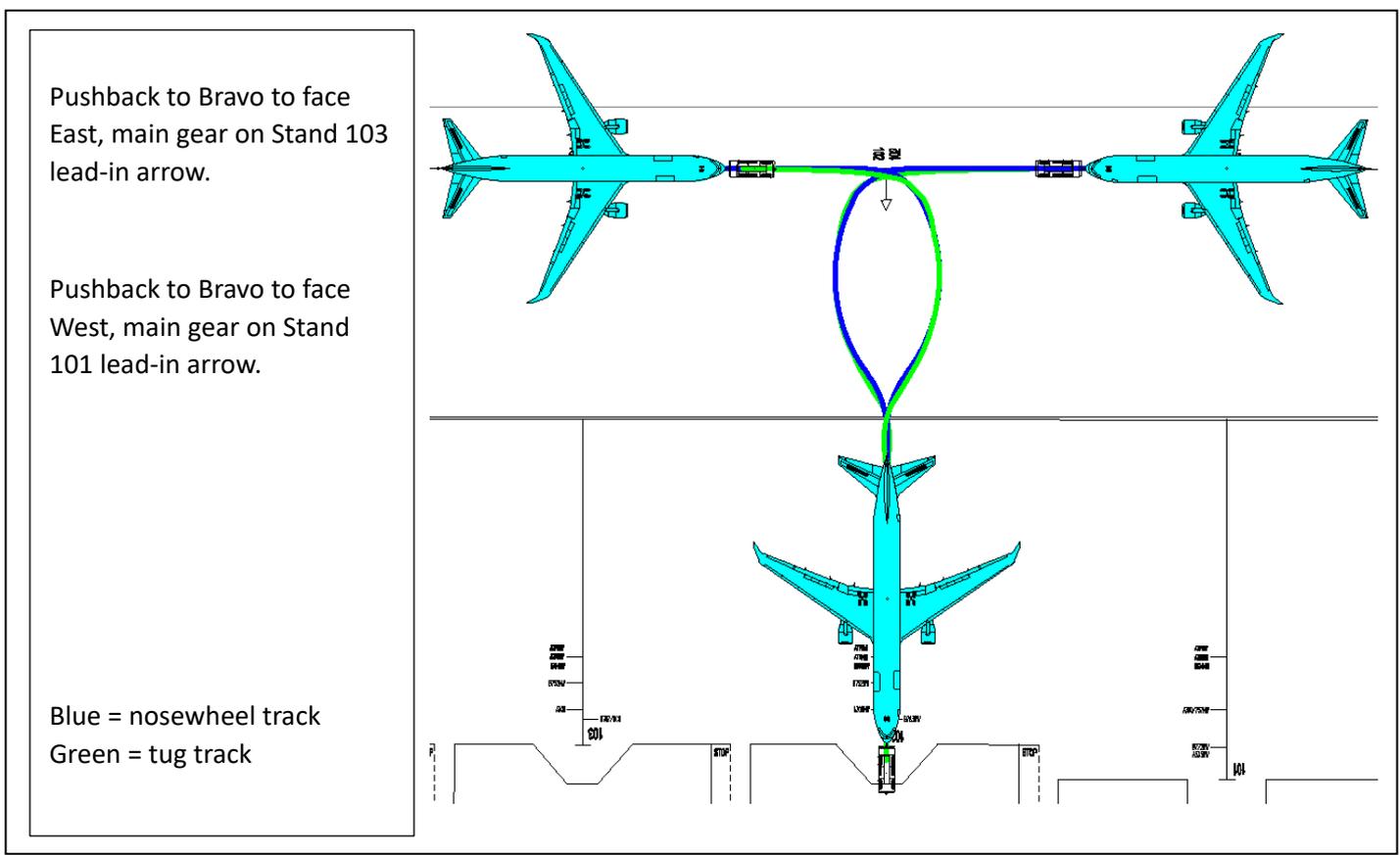
MAX SPAN	64.80 metres
MAX LENGTH	63.73 metres
A333NW B772NW	A330-300F B777-200F
A300 757NW	A300F B757-200W
ATPNW ATRNW B734NW	BAe ATP ATR72/42 B737-400
Nose-Tip	All other a/c types that fit this stand



Stand 102

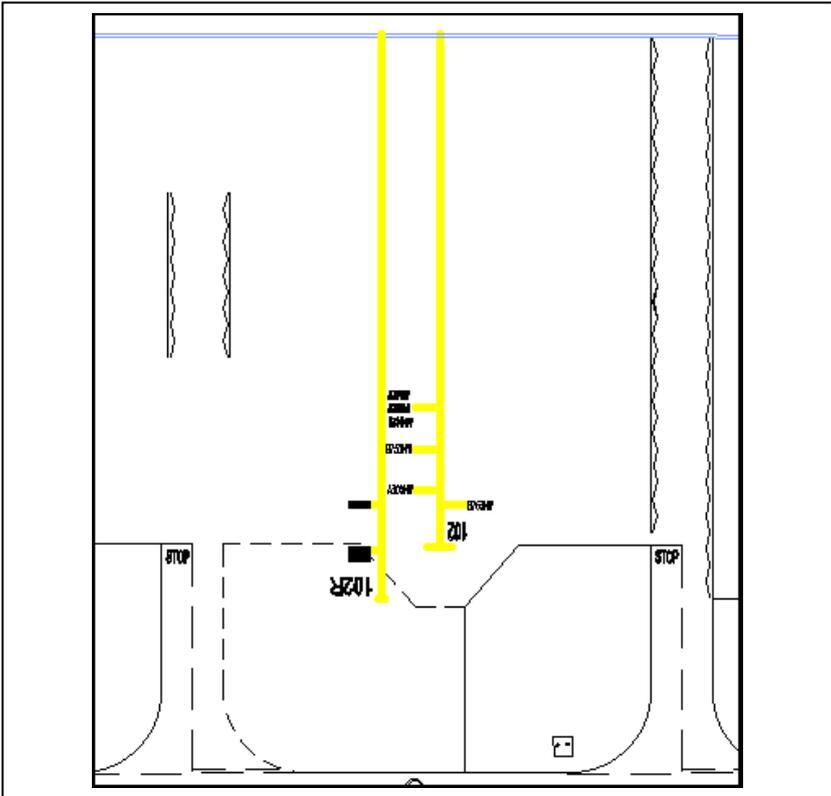


MAX SPAN	50.90 metres
MAX LENGTH	54.94 metres
B763NW	B767-300W
A300NW	A300F
B752NW	B757-200W
ATPNW ATRNW B734NW	BAe ATP ATR72/42 B737-400
Nose-Tip	All other a/c types that fit this stand

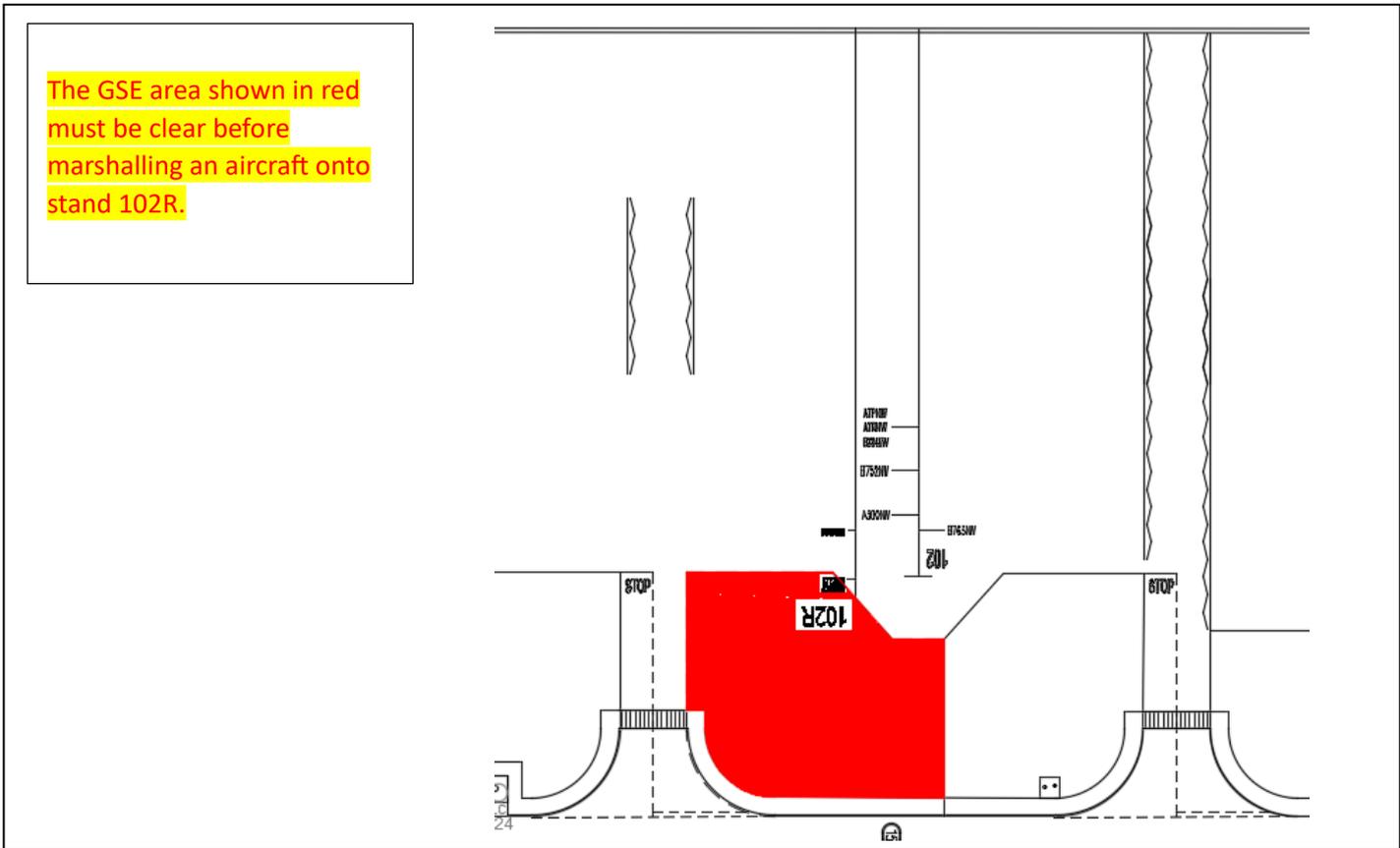


102R

Stand 102R



MAX SPAN	64.80 metres
MAX LENGTH	63.73 metres
B772NW	B777-200F
A333NW	A330-300
B763NW	B767-300W
Nose-Tip	All other a/c types that fit this stand



Stand 102R (cont.)

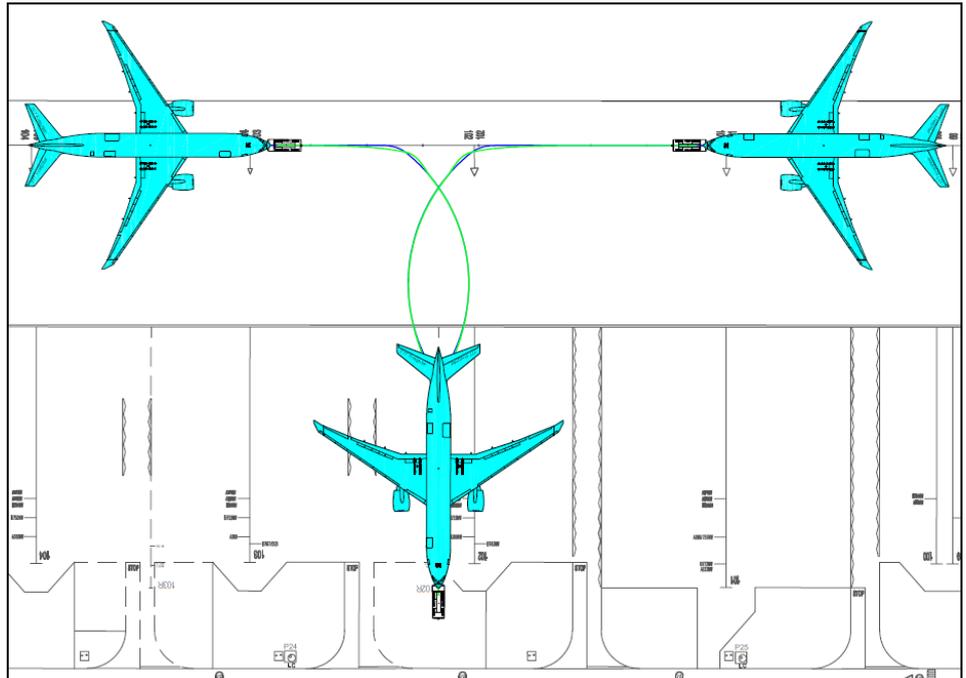


Pushback procedure:

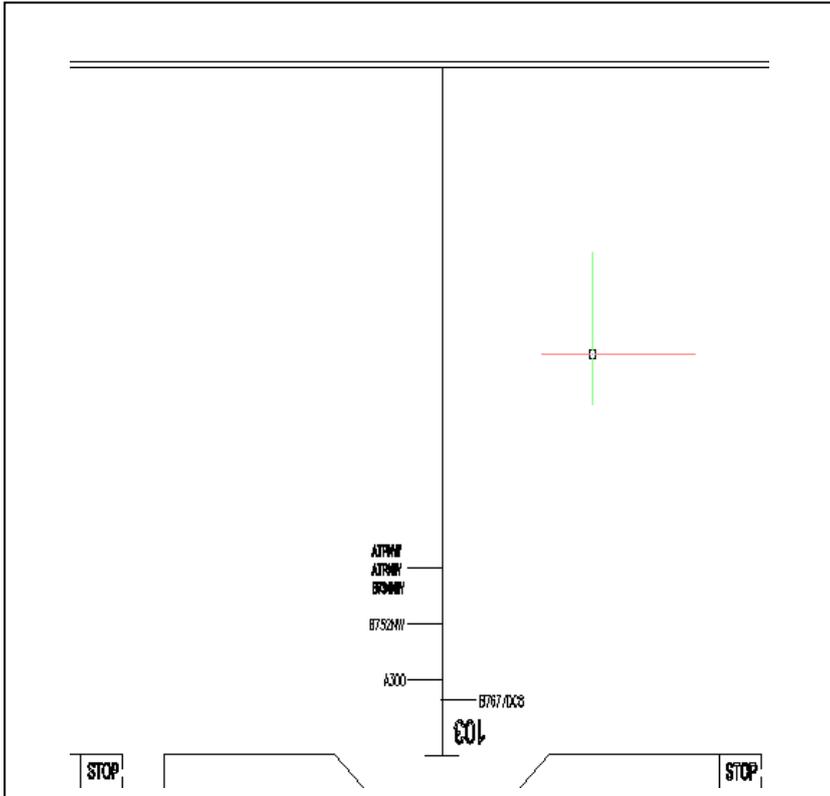
Pushback to Bravo to face East, nose gear on Stand 103 lead-in arrow.

Pushback to Bravo to face West, nose gear on Stand 101 lead-in arrow.

Blue = nosewheel track
Green = tug track



Stand 103

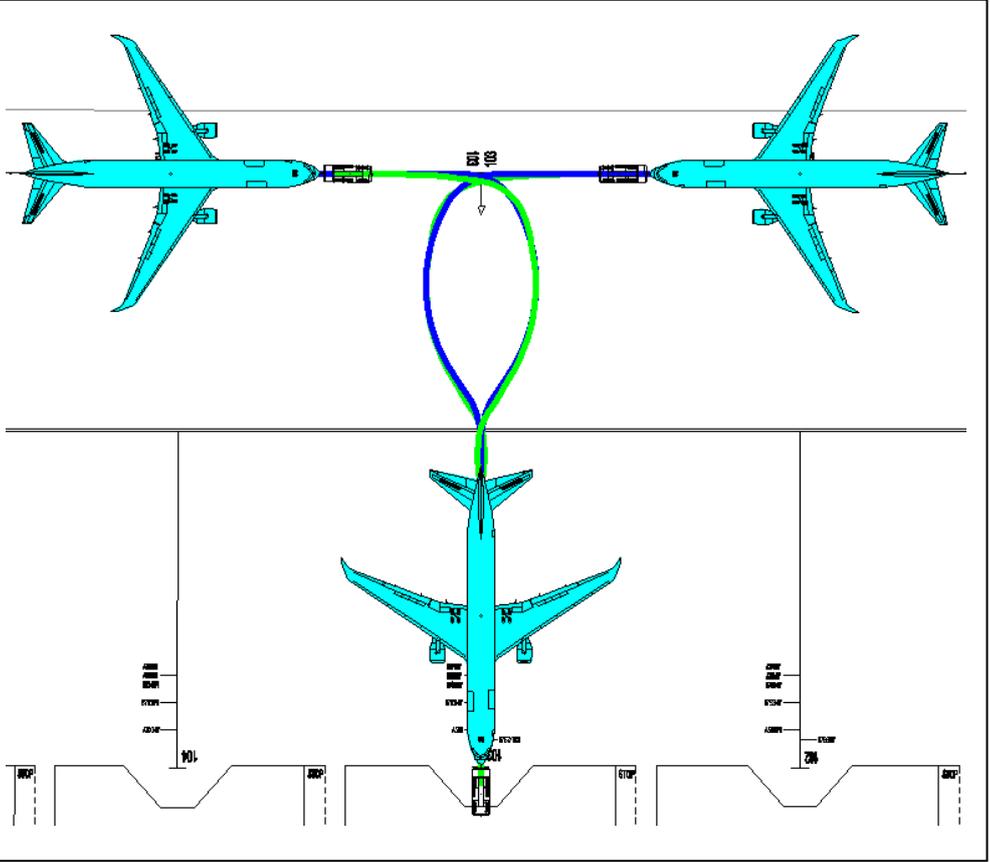


MAX SPAN	50.90 metres
MAX LENGTH	54.94 metres
B767/DC8	B767-300W
A300	A300F
B752NW	B757-200W
ATPNW ATRNW B734NW	BAe ATP ATR72/42 B737-400
Nose-Tip	All other a/c types that fit this stand

Pushback to Bravo to face East, main gear on Stand 104 lead-in arrow.

Pushback to Bravo to face West, main gear on Stand 102 lead-in arrow.

Blue = nosewheel track
Green = tug track



Stand 103R (cont.)

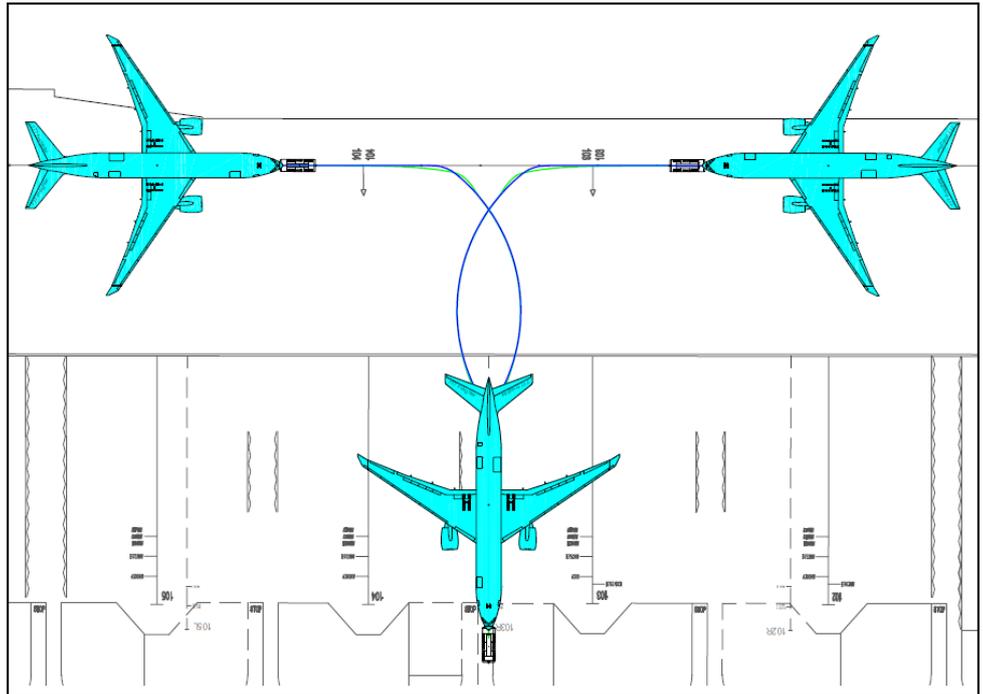


Pushback procedure:

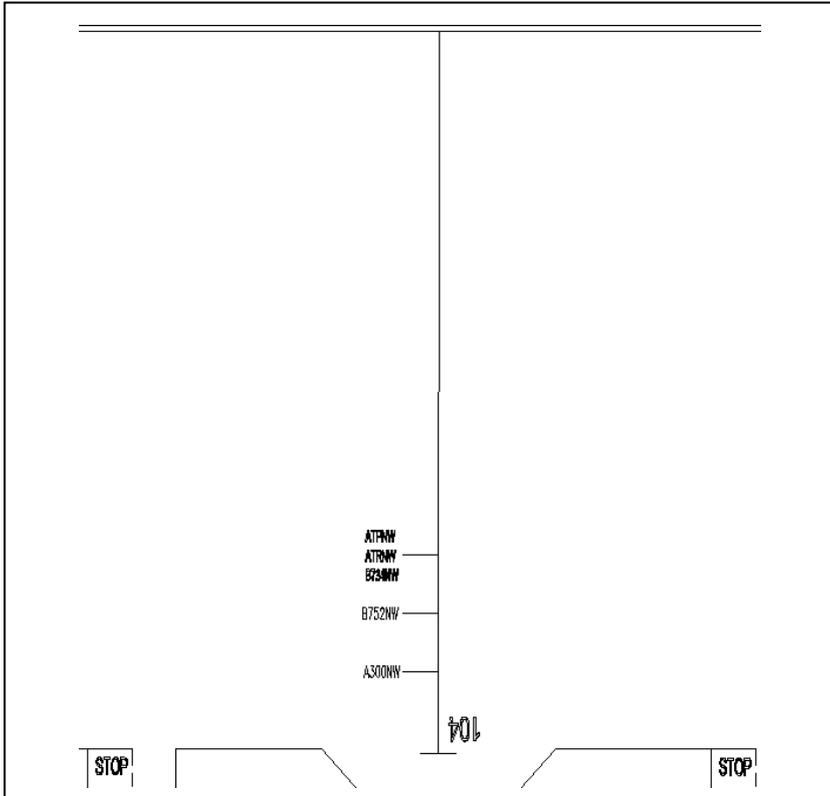
Pushback to Bravo to face East, main gear on Stand 105 lead-in arrow.

Pushback to Bravo to face West, main gear on Stand 102 lead-in arrow.

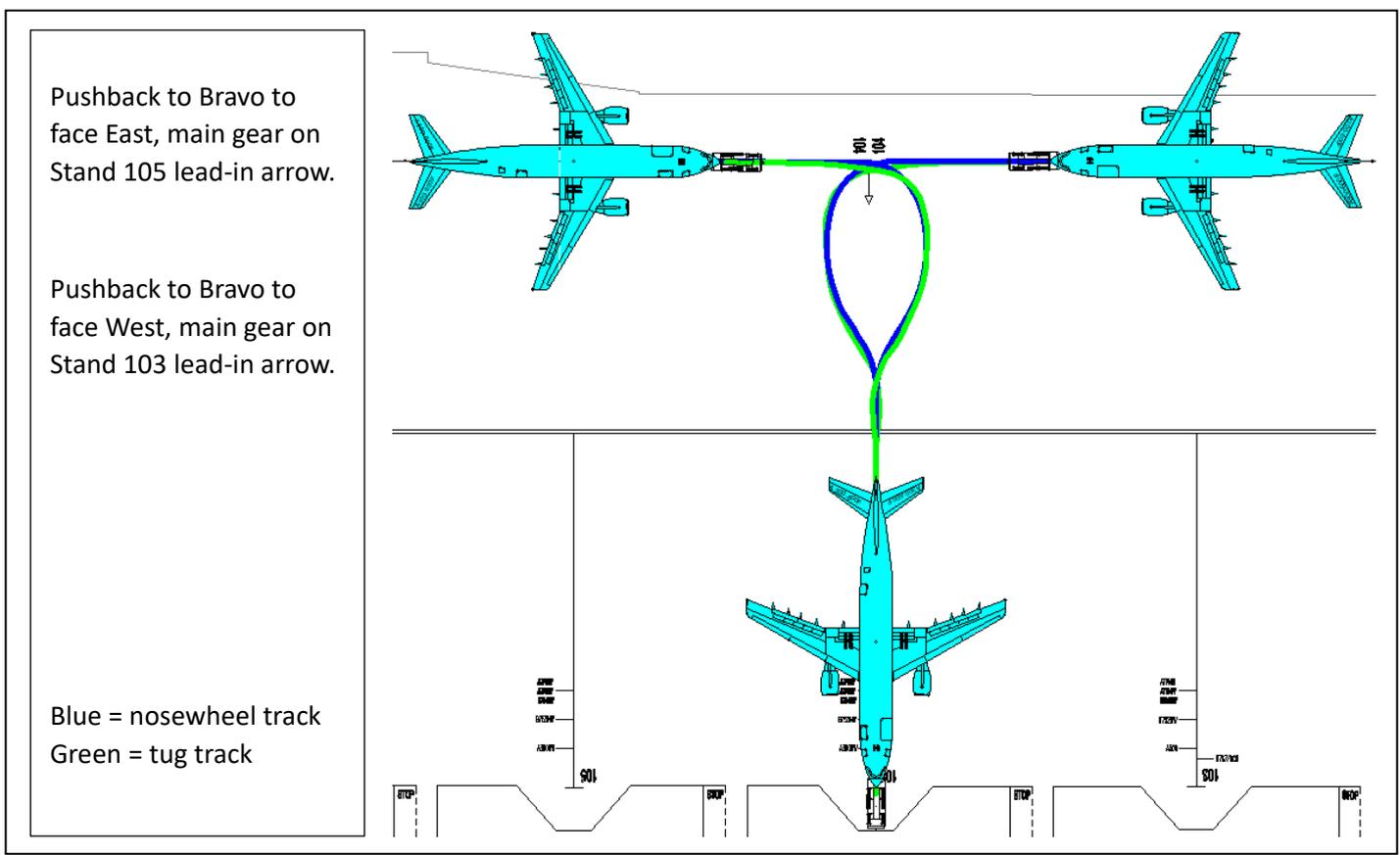
Blue = nosewheel track
Green = tug track



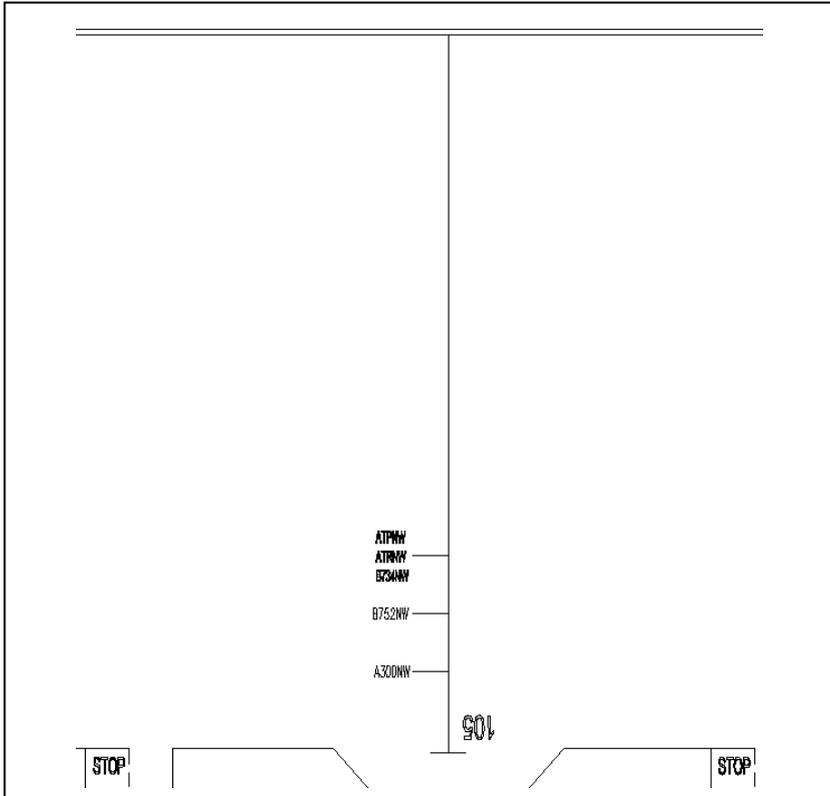
Stand 104



MAX SPAN	44.85 metres
MAX LENGTH	54.94 metres
A300NW	A300F
B752NW	B757-200W
ATPNW ATRNW B734NW	BAe ATP ATR72/42 B737-400
Nose-Tip	All other a/c types that fit this stand



Stand 105



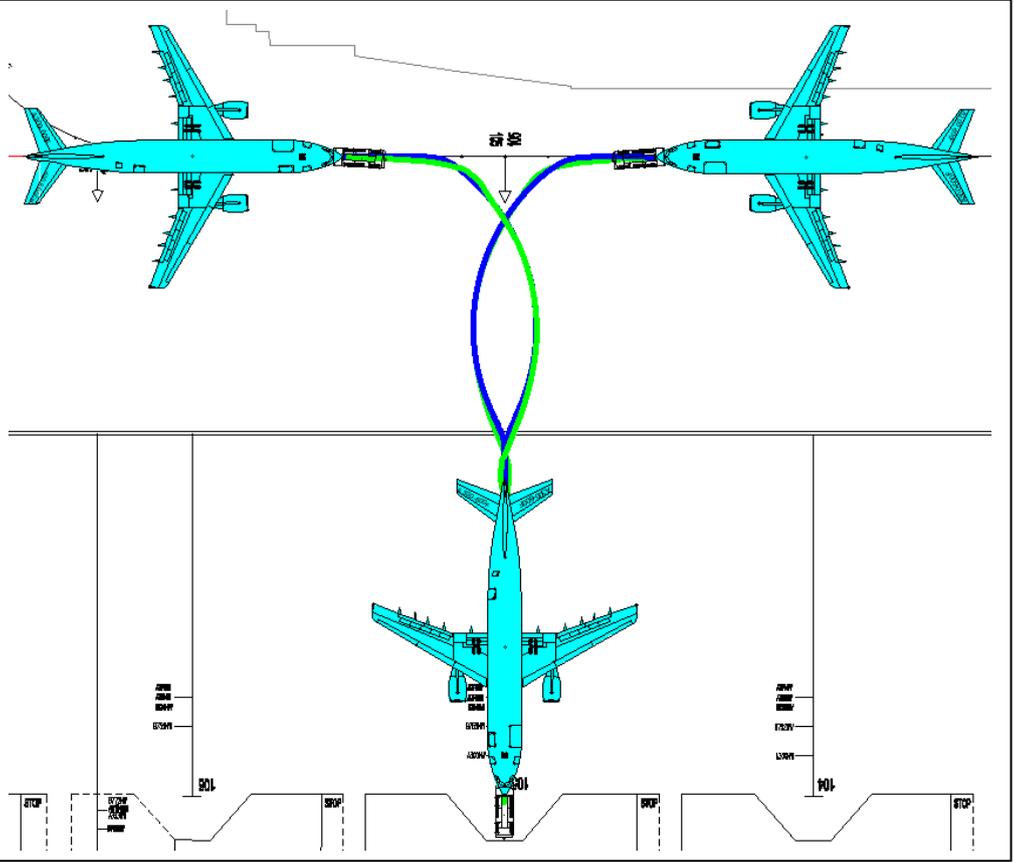
MAX SPAN	44.85 metres
MAX LENGTH	54.94 metres
A300NW	A300F
B752NW	B757-200W
ATPNW ATRNW B734NW	BAe ATP ATR72/42 B737-400
Nose-Tip	All other a/c types that fit this stand

Pushback to Bravo to face East, main gear on Stand 106 lead-in arrow.

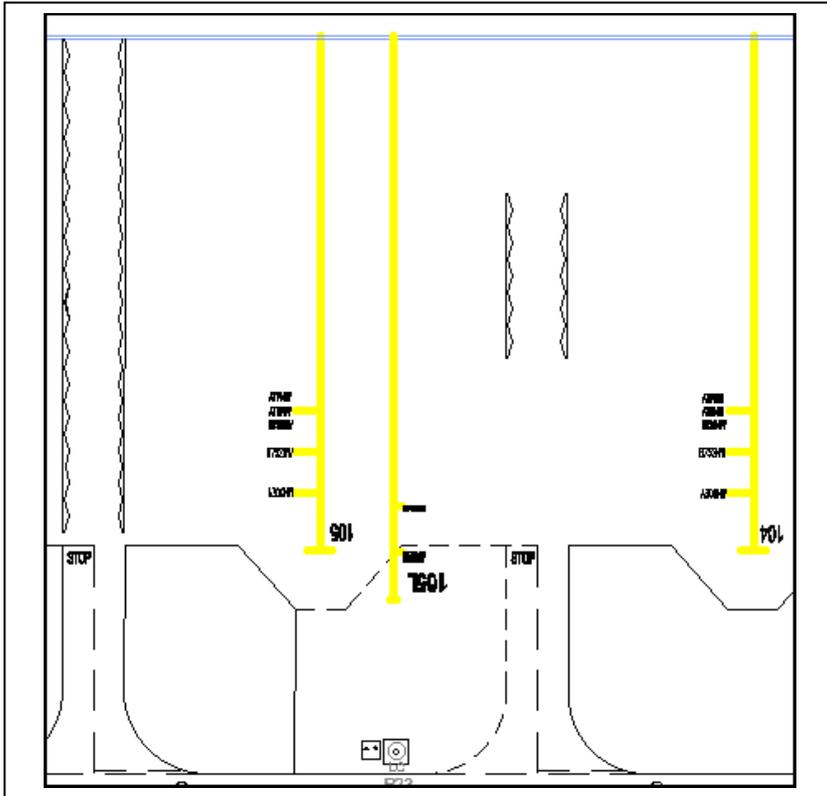
Pushback to Bravo to face West, main gear on Stand 104 lead-in arrow

Do not push to a position west of Foxtrot unless specifically requested to do so by ATC

Blue = nosewheel track
Green = tug track

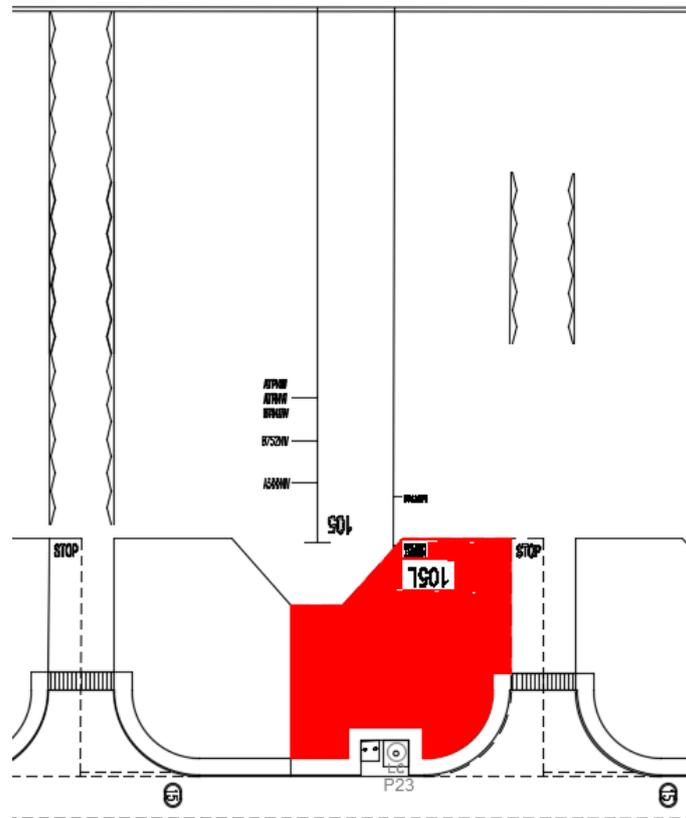


Stand 105L



MAX SPAN	64.80 metres
MAX LENGTH	63.73 metres
B772NW	B777-200F
A333NW	A330-300
B763NW	B767-300W
Nose-Tip	All other a/c types that fit this stand

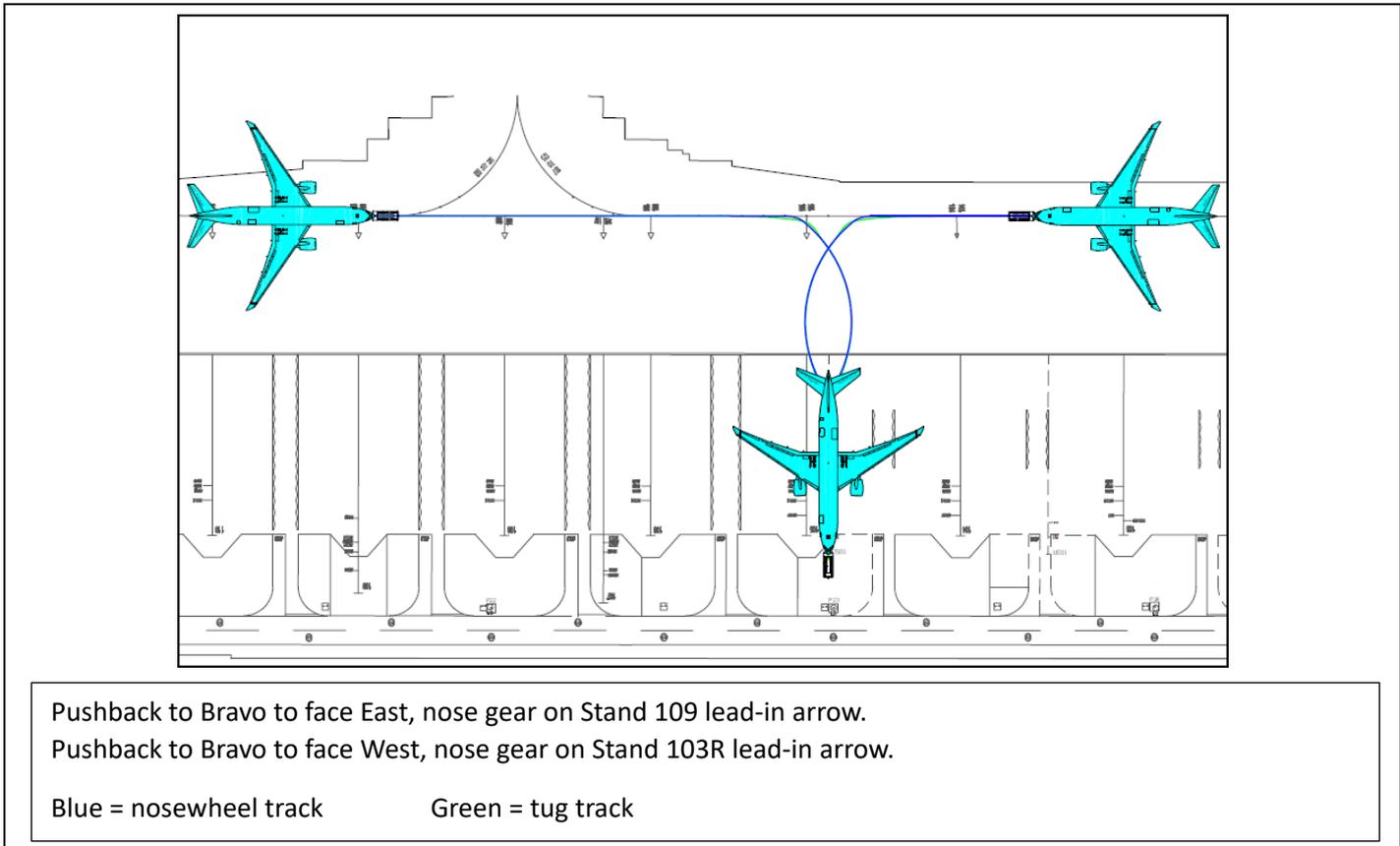
The GSE areas shown in red must be clear before marshalling an aircraft onto stand 105L.



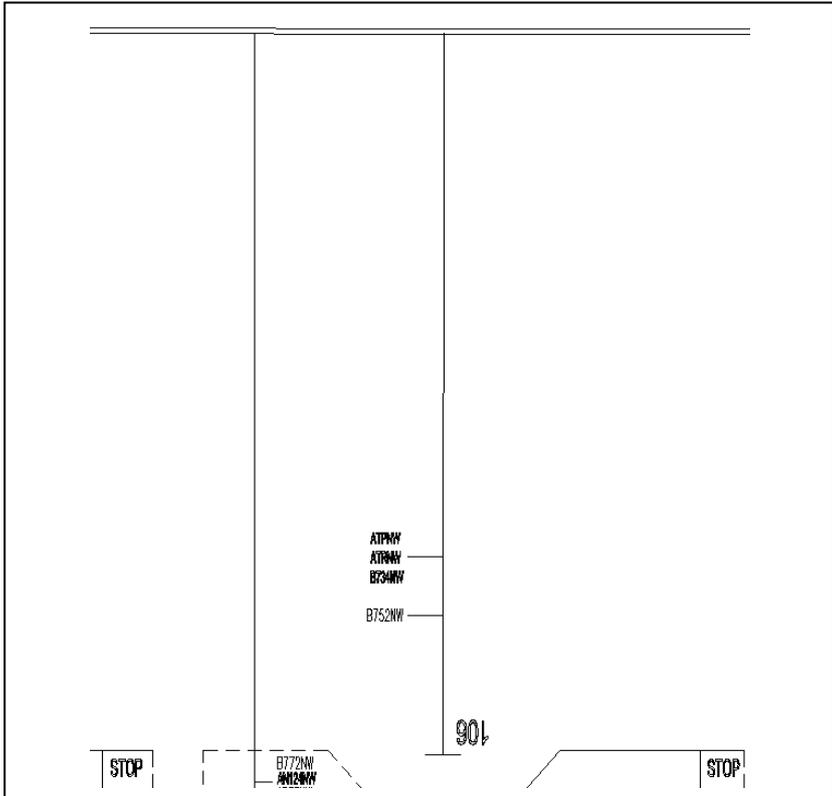
Stand 105L (cont.)



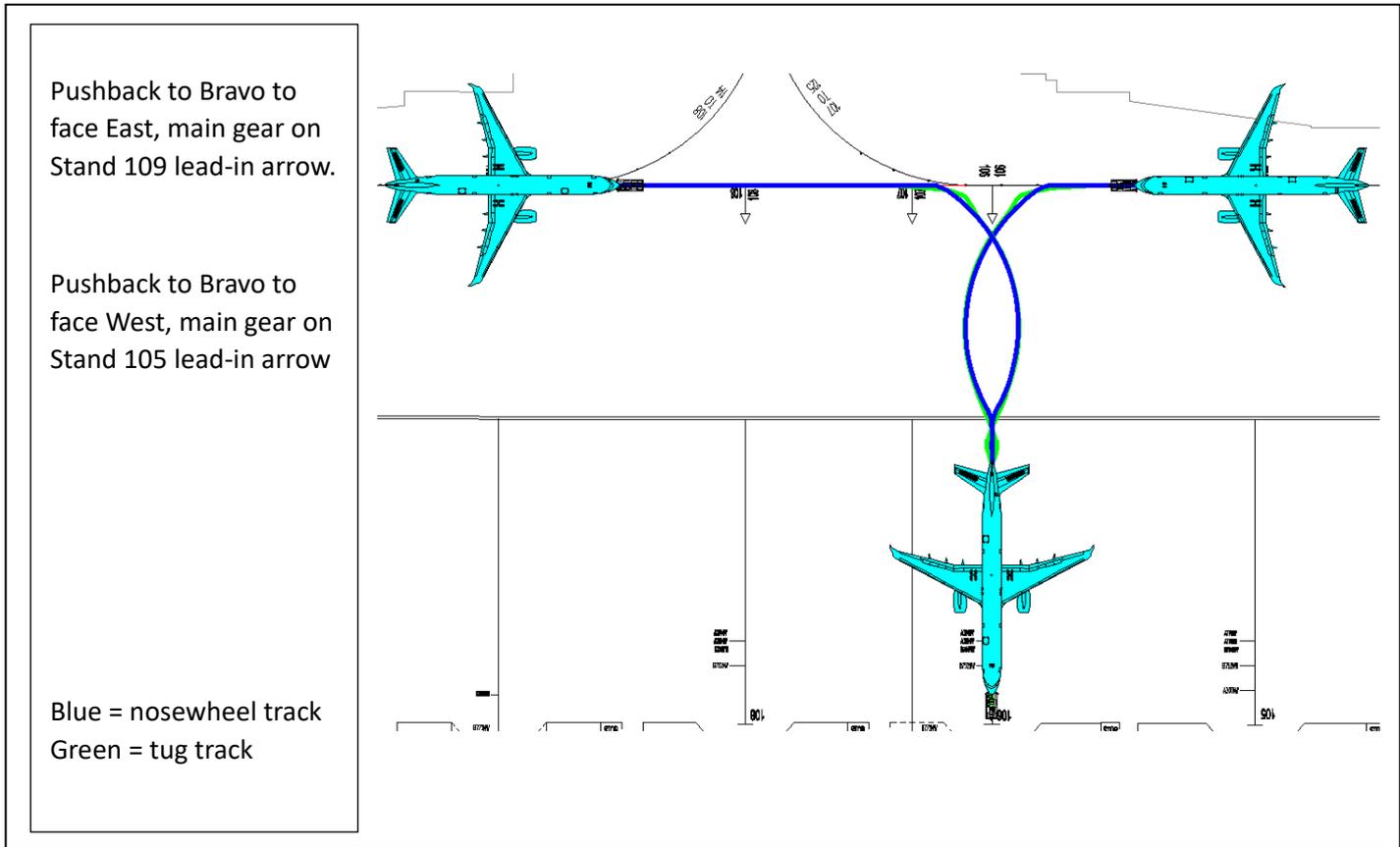
Pushback procedure:



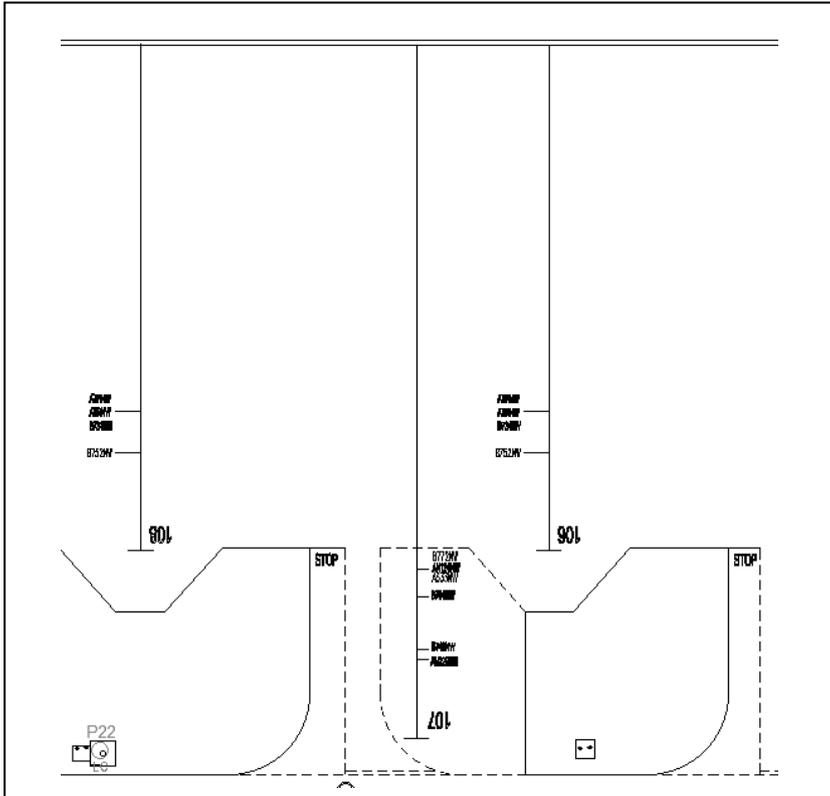
Stand 106



MAX SPAN	41.10 metres
MAX LENGTH	54.94 metres
B752NW	B757-200W
ATPNW ATRNW B734NW	BAe ATP ATR72/42 B737-400
Nose-Tip	All other a/c types that fit this stand

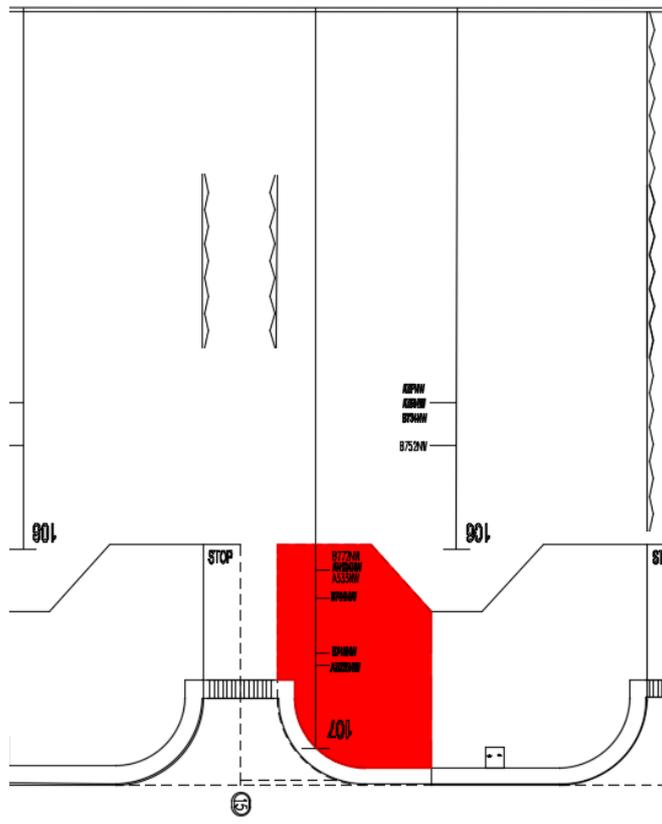


Stand 107



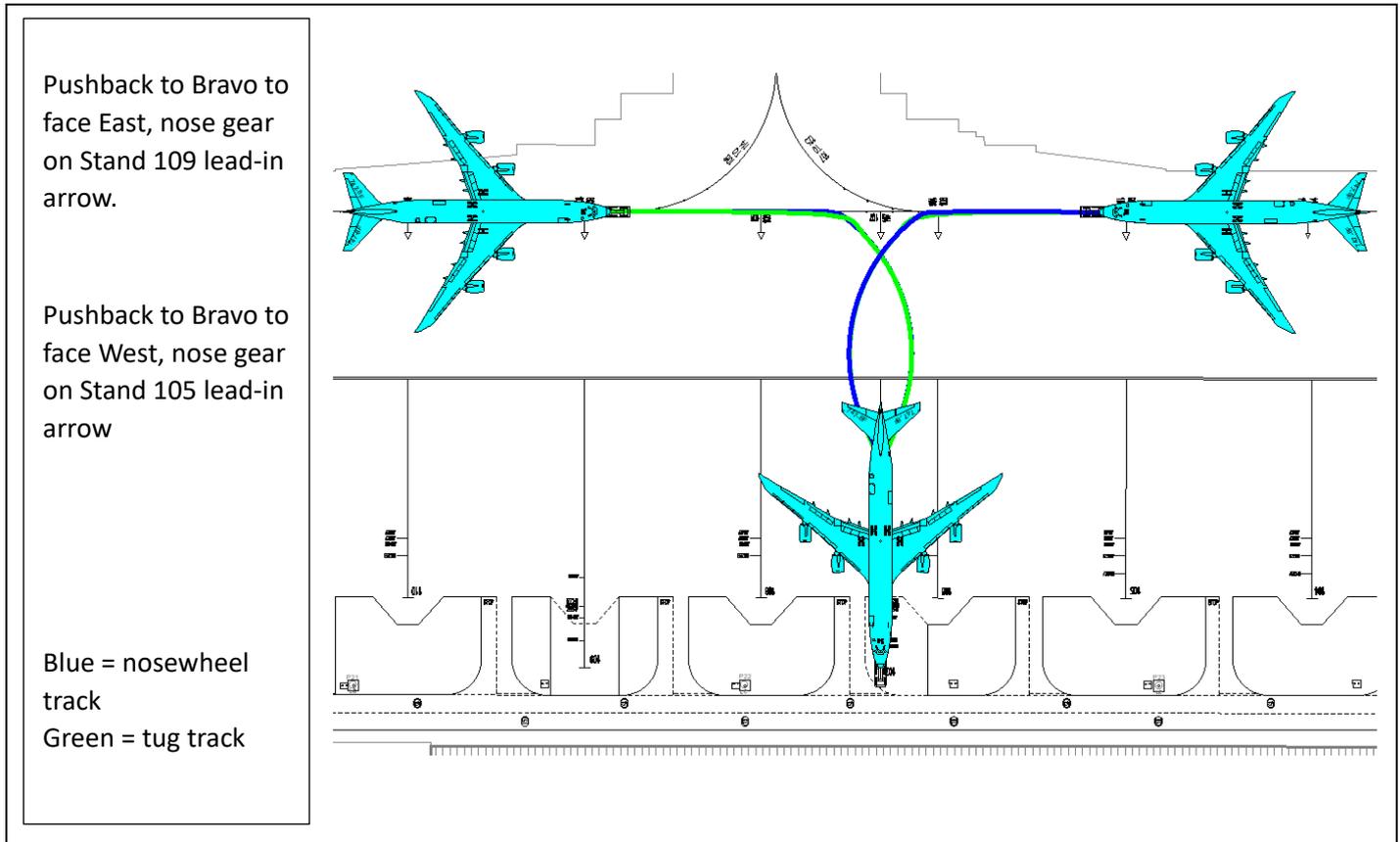
MAX SPAN	88.40 metres
MAX LENGTH	84.00 metres
AN225NW	Antonov AN225 A380
B748NW	B747-8F
B744NW	B747-400F
B772NW AN124NW A333NW	B777-200F Antonov AN124 A330-300F
Nose-Tip	All other a/c types that fit this stand

The GSE areas shown in red must be clear before marshalling an aircraft onto stand 107.

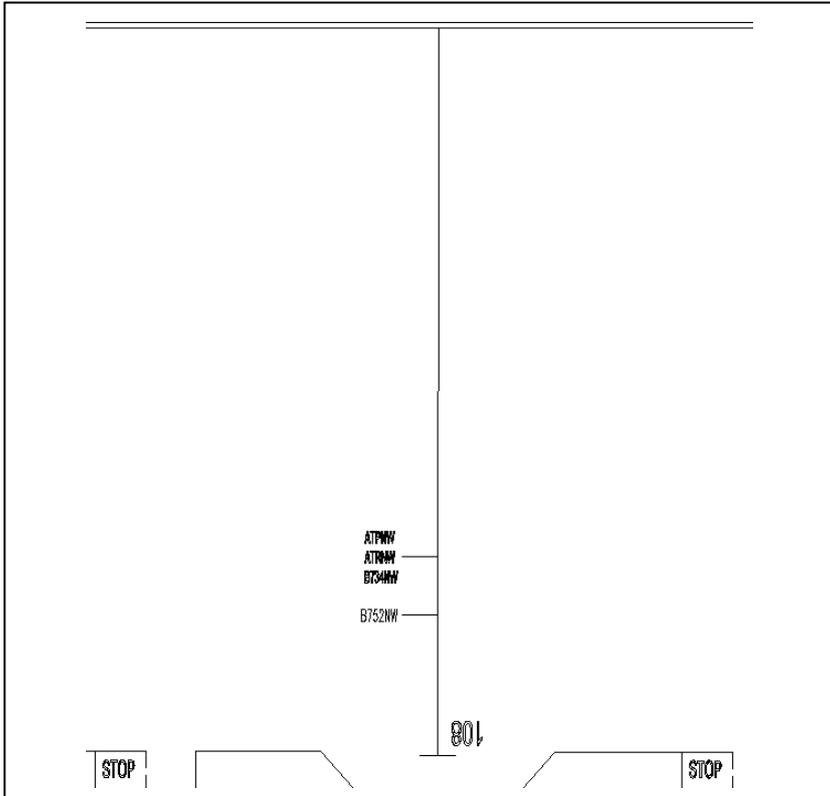


Stand 107 (cont.)

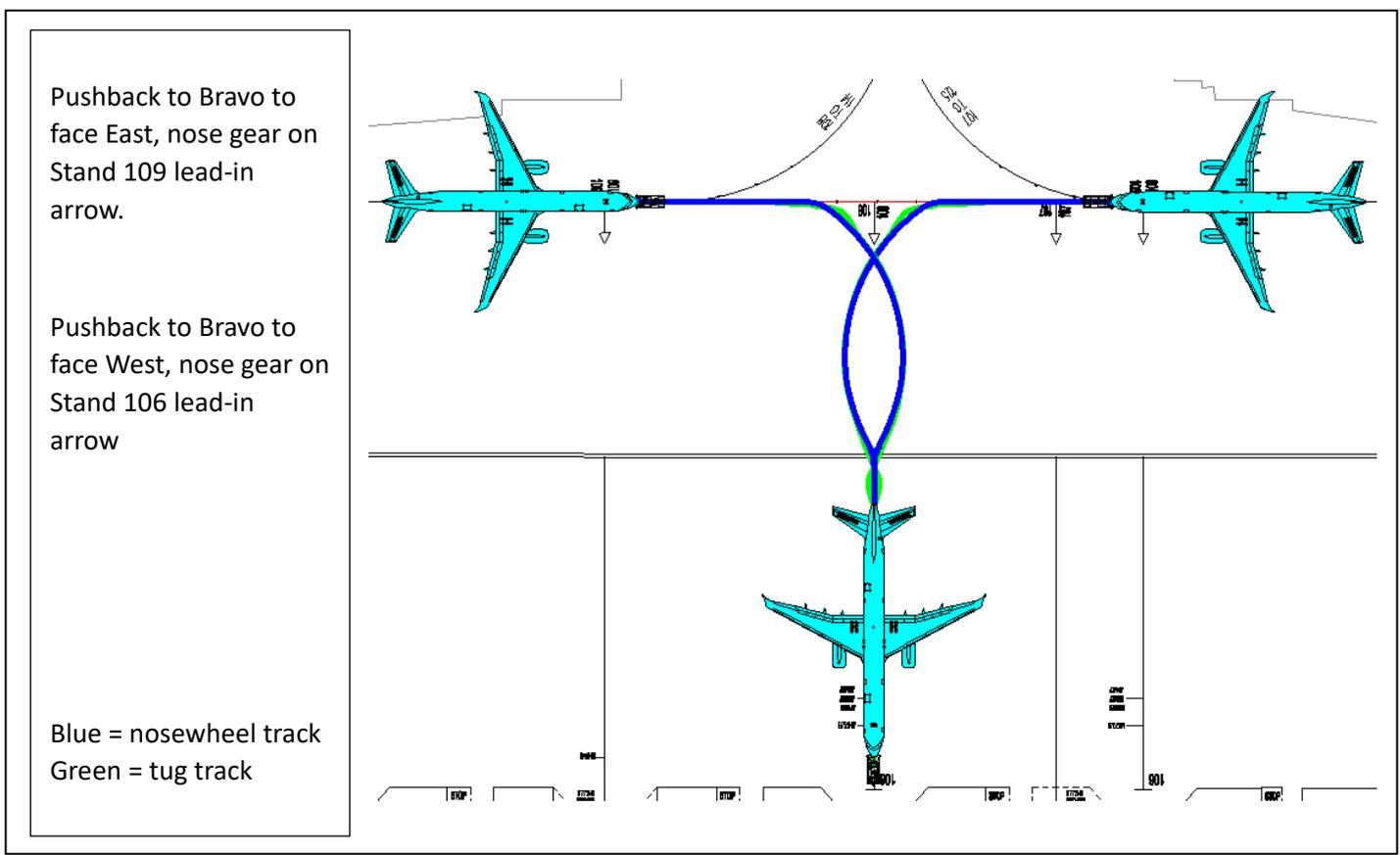
Pushback procedure:



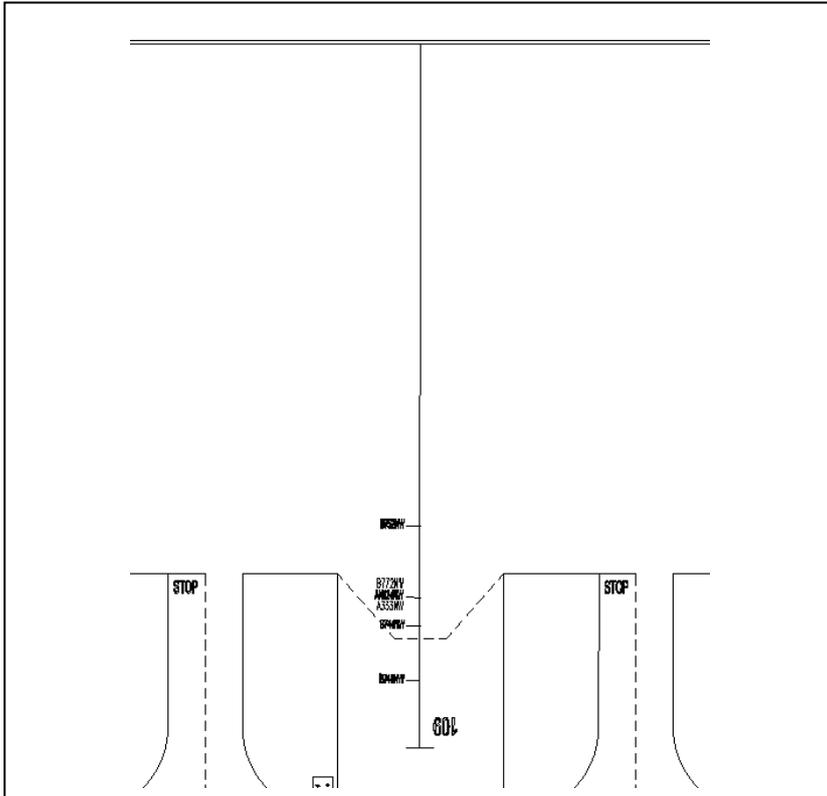
Stand 108



MAX SPAN	41.10 metres
MAX LENGTH	54.94 metres
B752NW	B757-200W
ATPNW ATRNW B734NW	BAe ATP ATR72/42 B737-400
Nose-Tip	All other a/c types that fit this stand

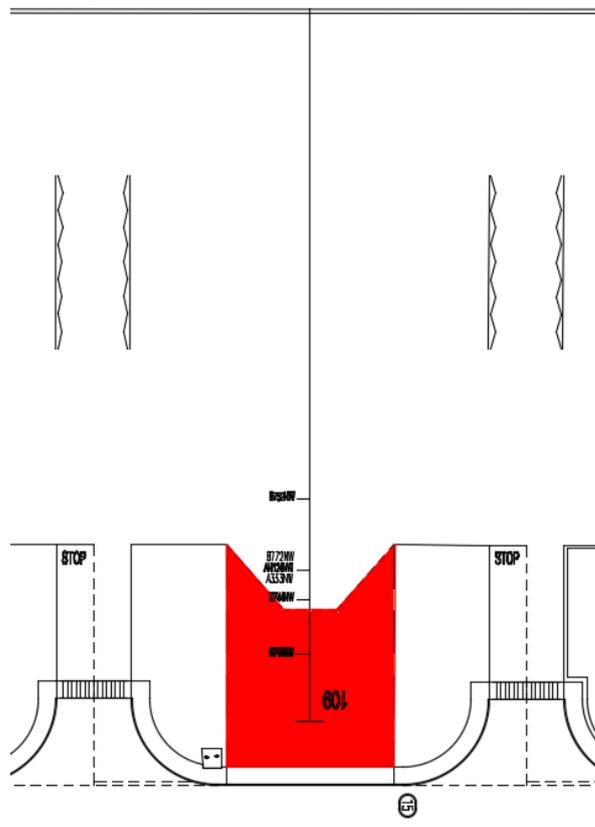


Stand 109 (747&757)



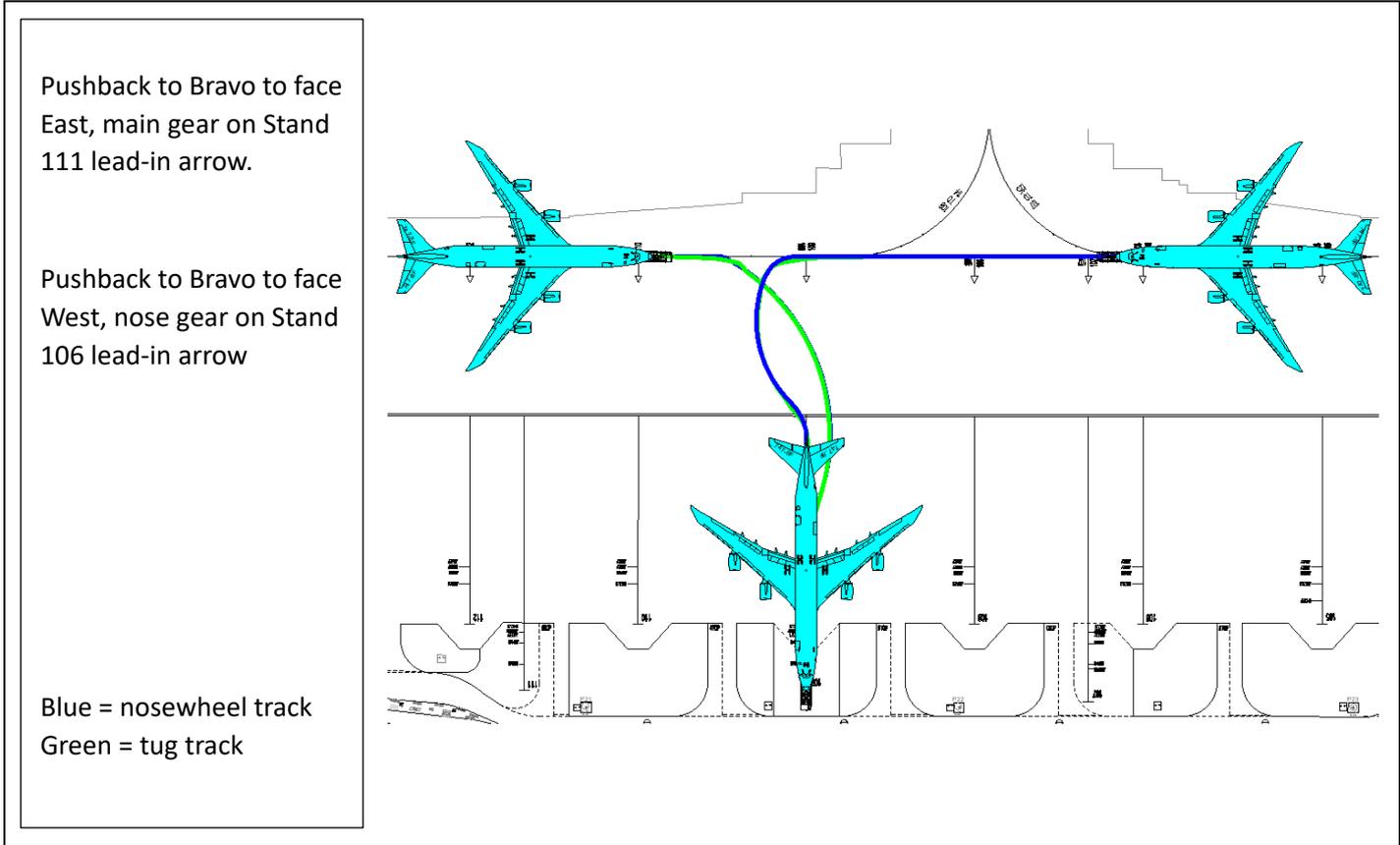
MAX SPAN	73.30 metres
MAX LENGTH	77.00 metres
B748NW	B747-8F
B744NW	B747-400F
B772NW AN124NW A333NW	B777-200F Antonov AN124 A330-300F
B752NW	B757-200W
Nose-Tip	All other a/c types that fit this stand

The GSE areas shown in red must be clear before marshalling an aircraft onto stand 109.

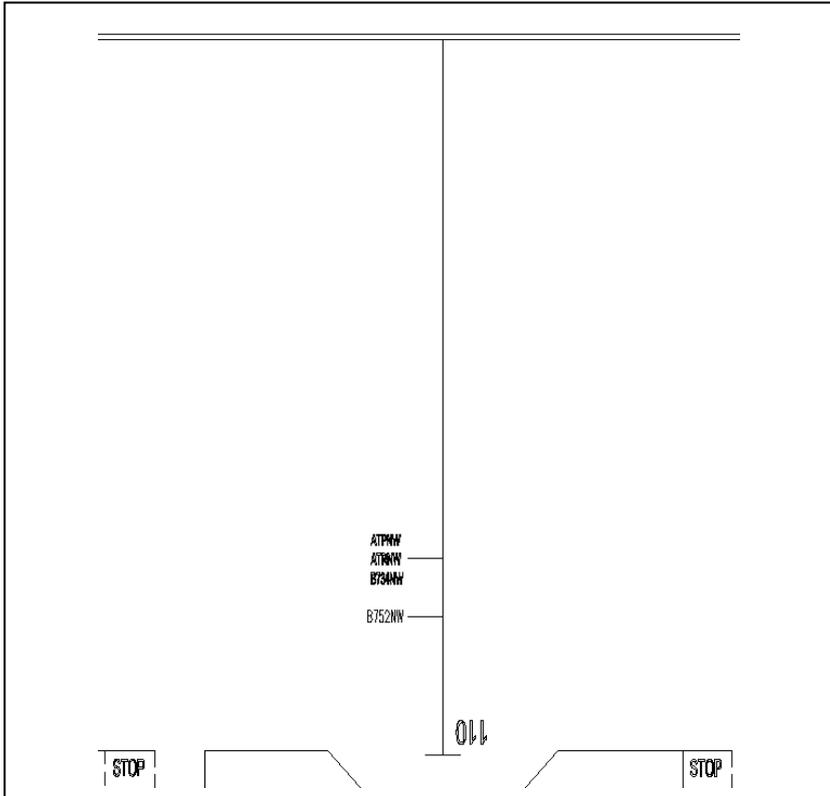


Stand 109 (747&757) cont.

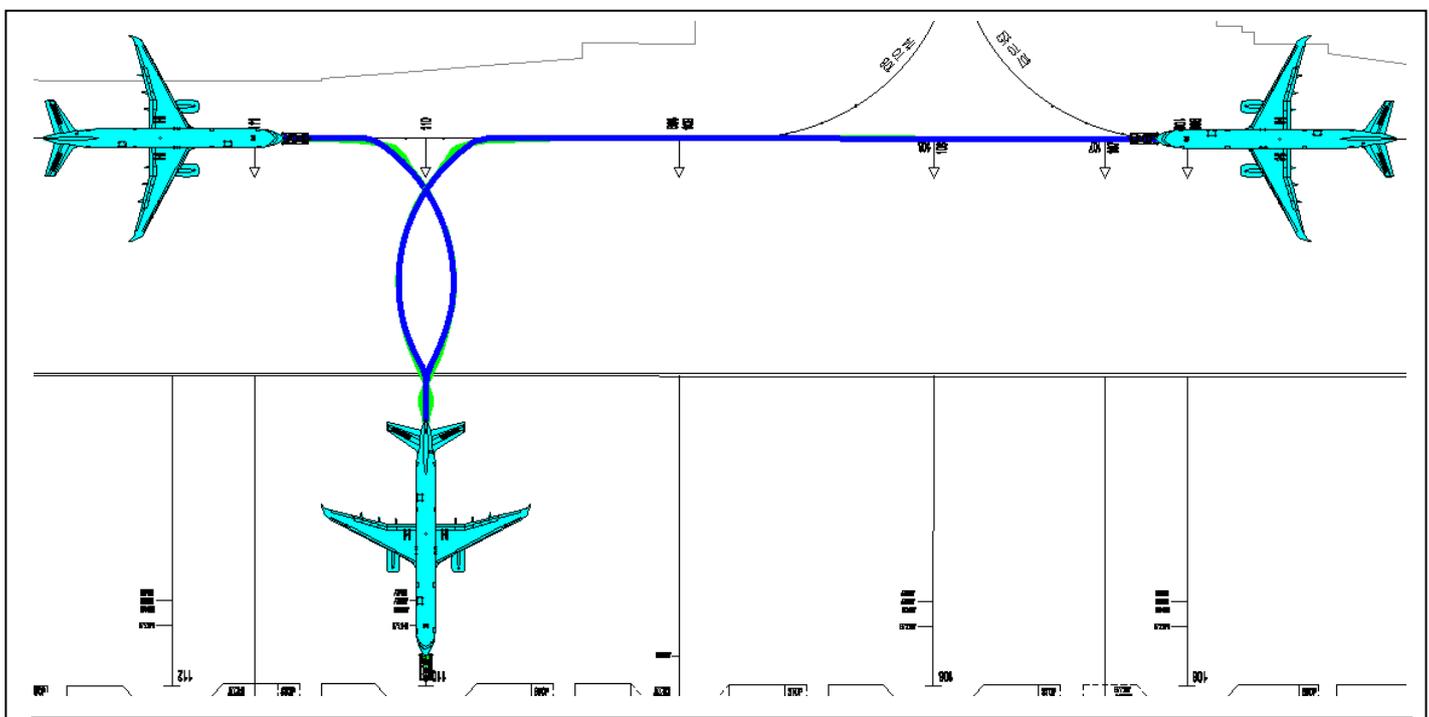
Pushback procedure:



Stand 110



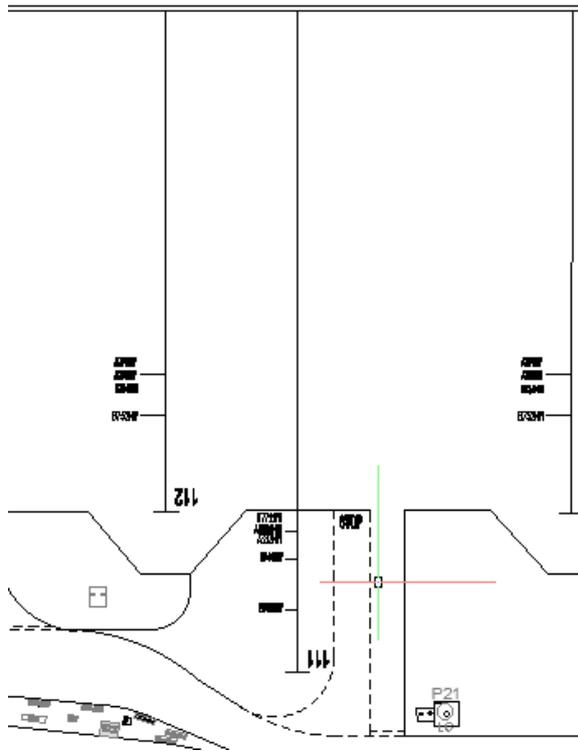
MAX SPAN	41.10 metres
MAX LENGTH	54.94 metres
B752NW	B757-200W
ATPNW ATRNW B734NW	BAe ATP ATR72/42 B737-400
Nose-Tip	All other a/c types that fit this stand



Pushback to Bravo to face East, nose gear on Stand 111 lead-in arrow. Pushback to Bravo to face West, nose gear on Stand 106 lead-in arrow.

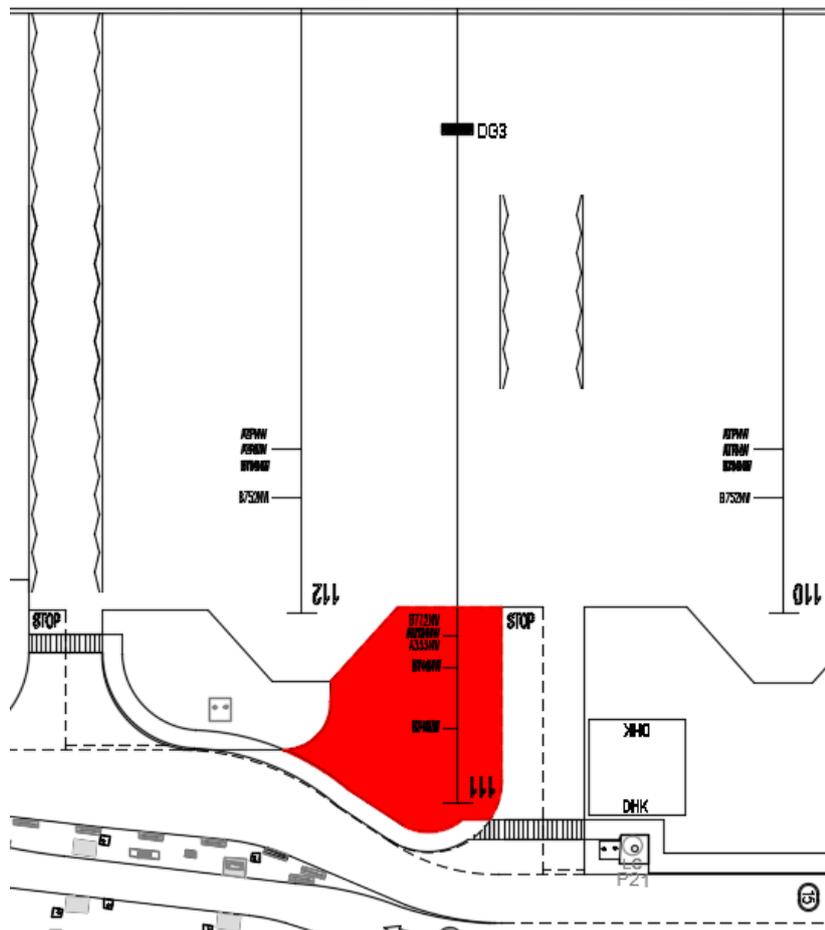
Blue = nosewheel track Green = tug track

Stand 111



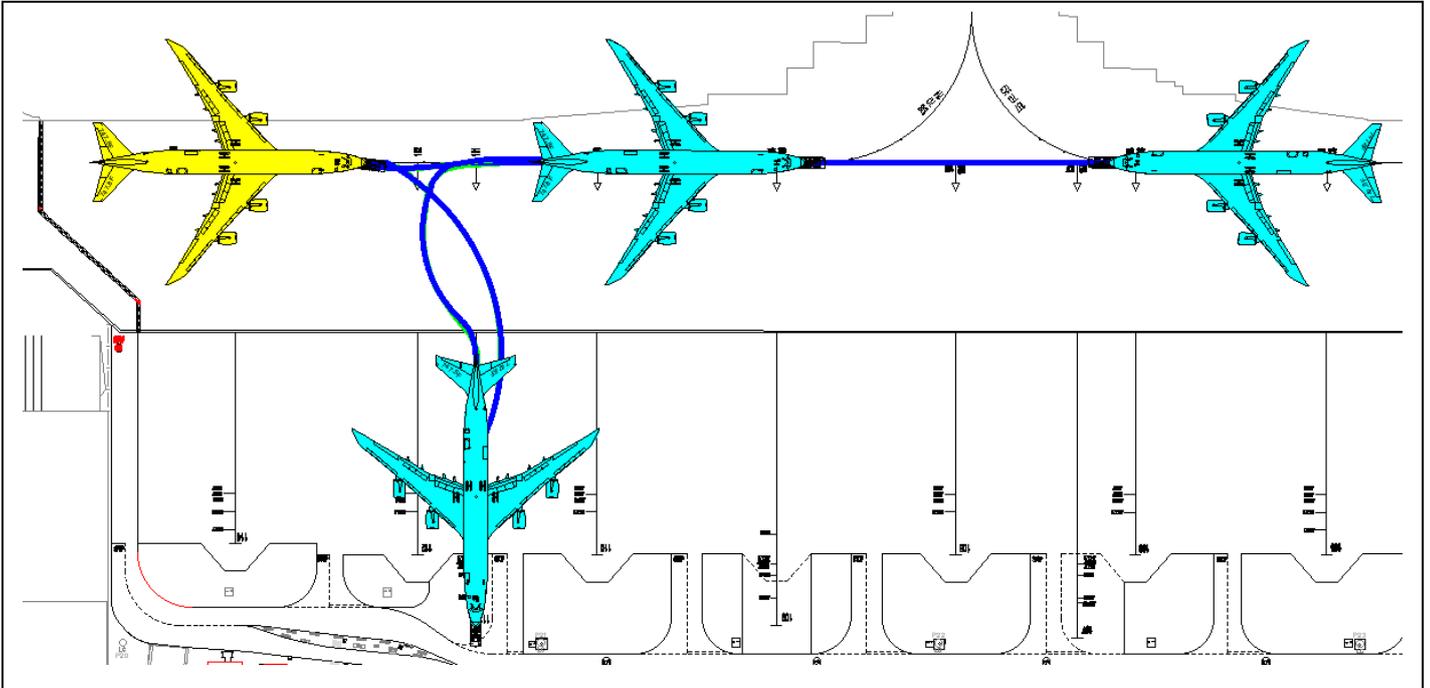
MAX SPAN	73.30 metres
MAX LENGTH	77.00 metres
B748NW	B747-8F
B744NW	B747-400F
B772NW AN124NW A333NW	B777-200F Antonov AN124 A330-300F
Nose-Tip	All other a/c types that fit this stand

The GSE areas shown in red must be clear before marshalling an aircraft onto stand 111.



Stand 111 (cont.)

Pushback procedure:



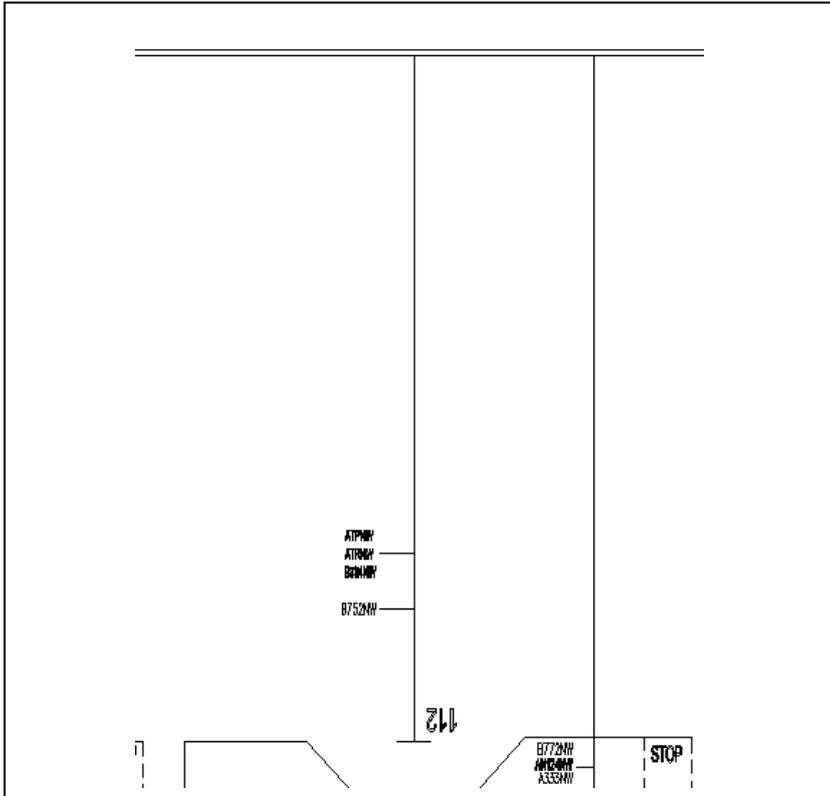
Pushback to Bravo to face East, main gear on Stand 114 lead-in arrow, then pull forward to nose wheel on Stand 109 lead-in arrow.

Pushback to Bravo to face West, nose gear on Stand 106 lead-in arrow.

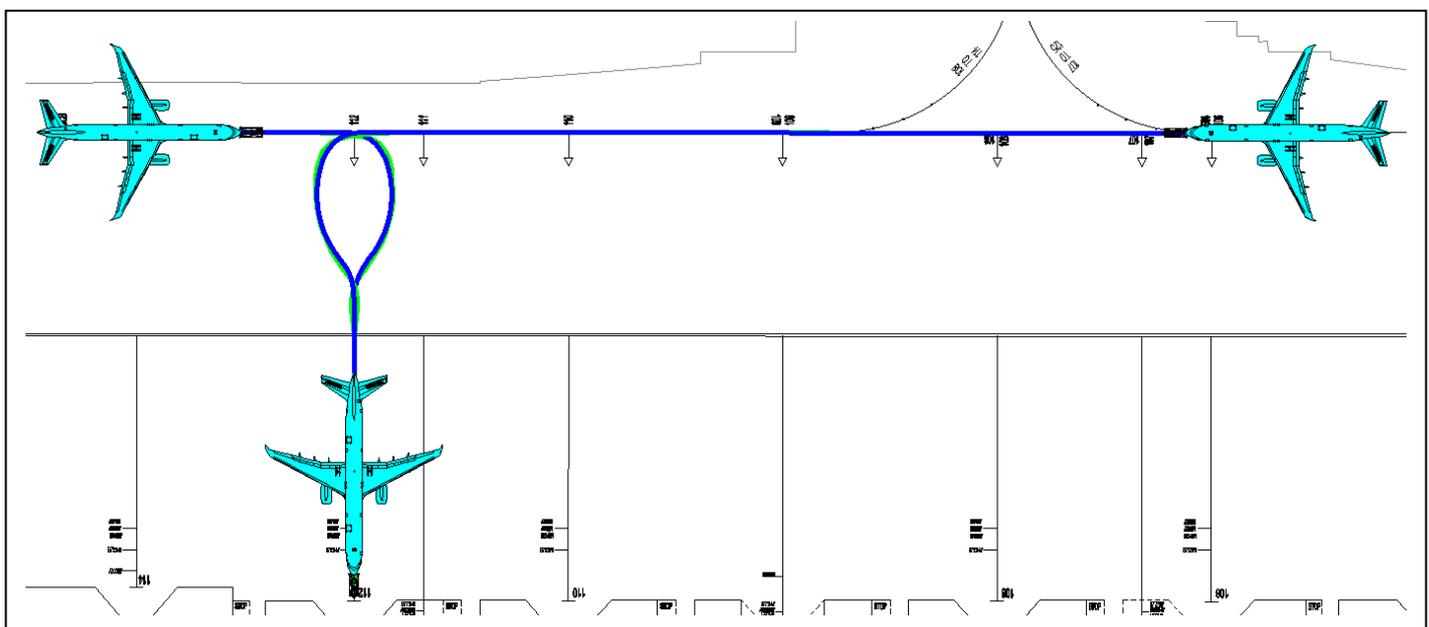
Blue = nosewheel track Green = tug track

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

Stand 112



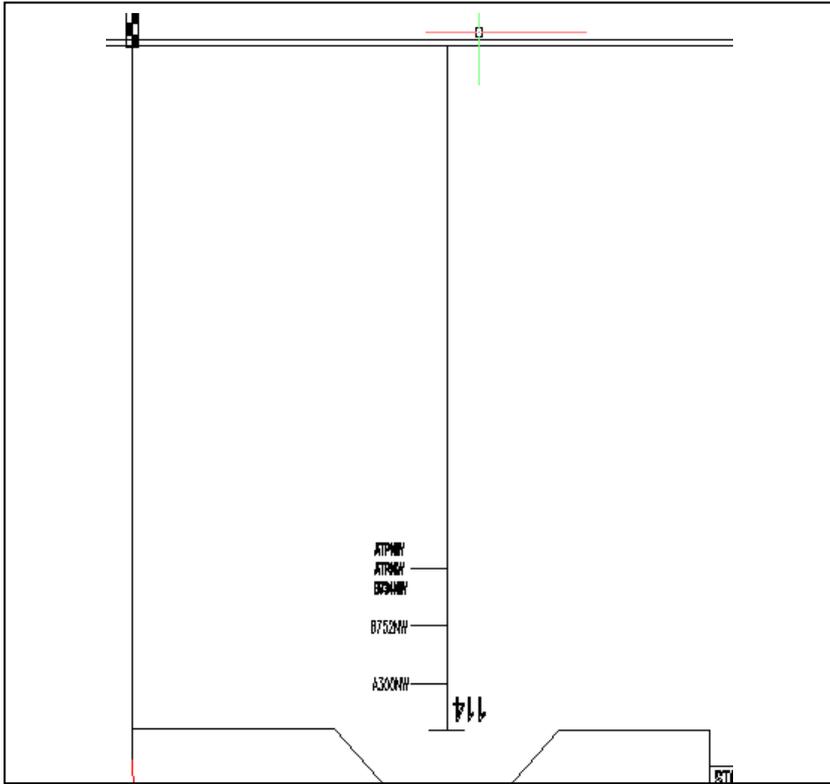
MAX SPAN	41.10 metres
MAX LENGTH	54.94 metres
B752NW	B757-200W
ATPNW ATRNW B734NW	BAe ATP ATR72/42 B737-400
Nose-Tip	All other a/c types that fit this stand



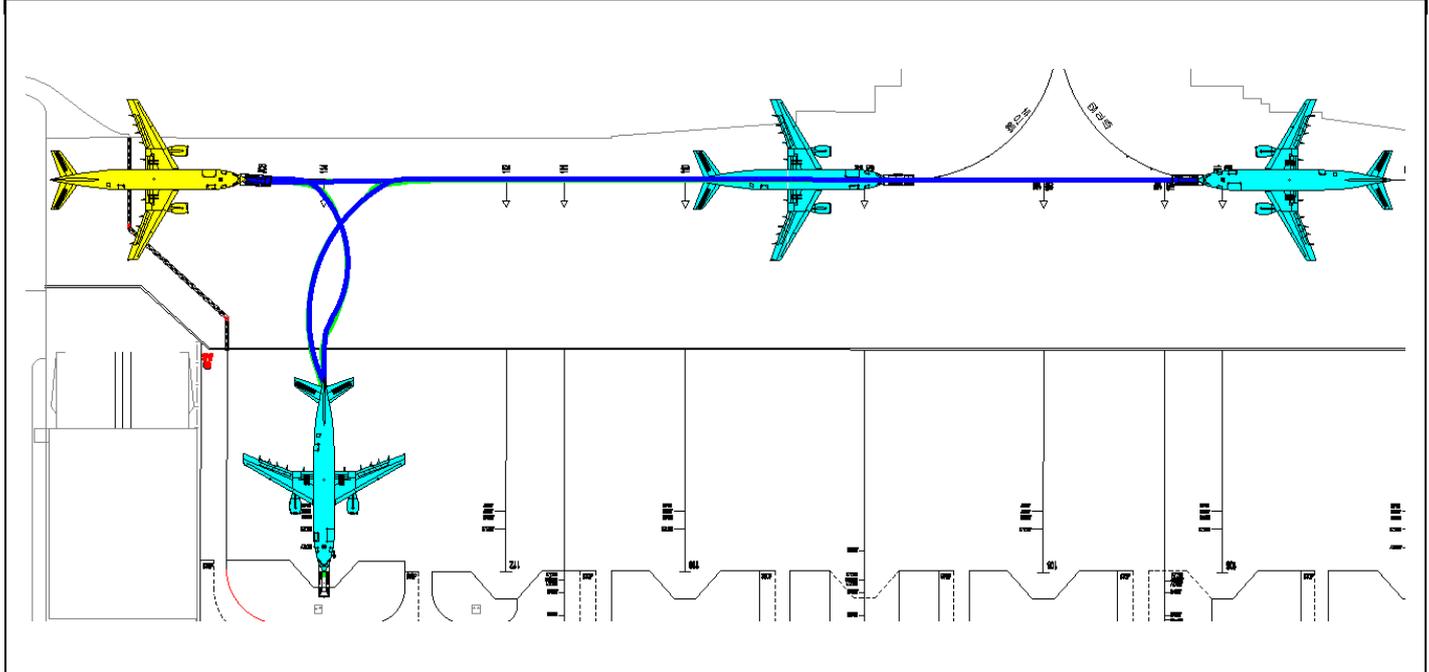
Pushback to Bravo to face East, main gear on Stand 114 lead-in arrow. Pushback to Bravo to face West, nose gear on Stand 106 lead-in arrow.

Blue = nosewheel track
Green = tug track

Stand 114



MAX SPAN	44.85 metres
MAX LENGTH	54.94 metres
A300NW	A300F
B752NW	B757-200W
ATPNW ATRNW B734NW	BAe ATP ATR72/42 B737-400
Nose-Tip	All other a/c types that fit this stand

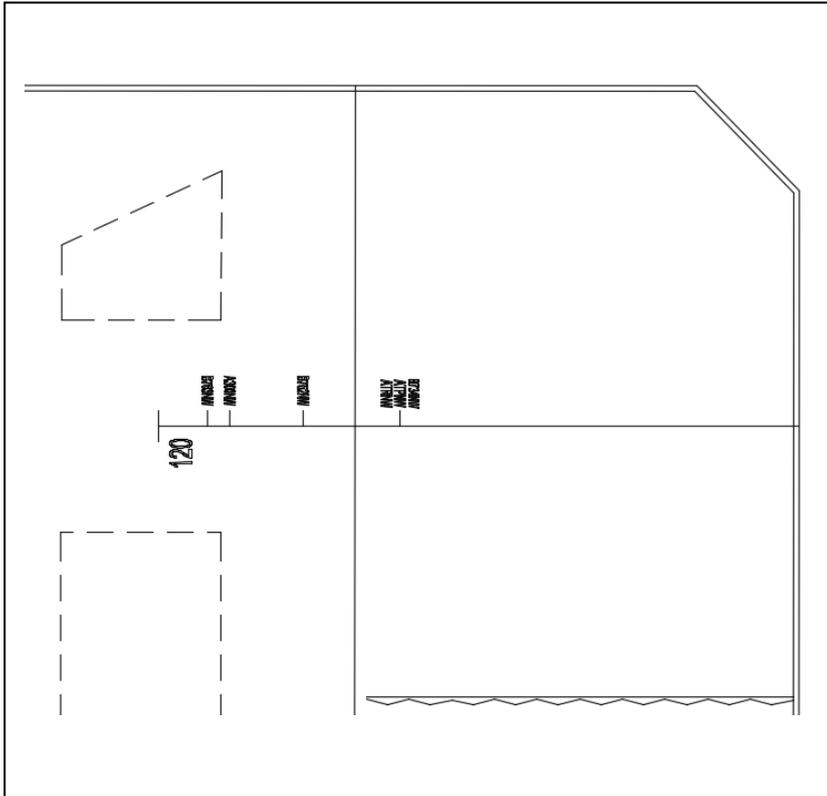


Pushback to Bravo to face East, then pull forward to nose wheel on Stand 109 lead-in arrow.
 Pushback to Bravo to face West, nose gear on Stand 106 lead-in arrow.

Blue = nosewheel track
 Green = tug track

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

Stand 120



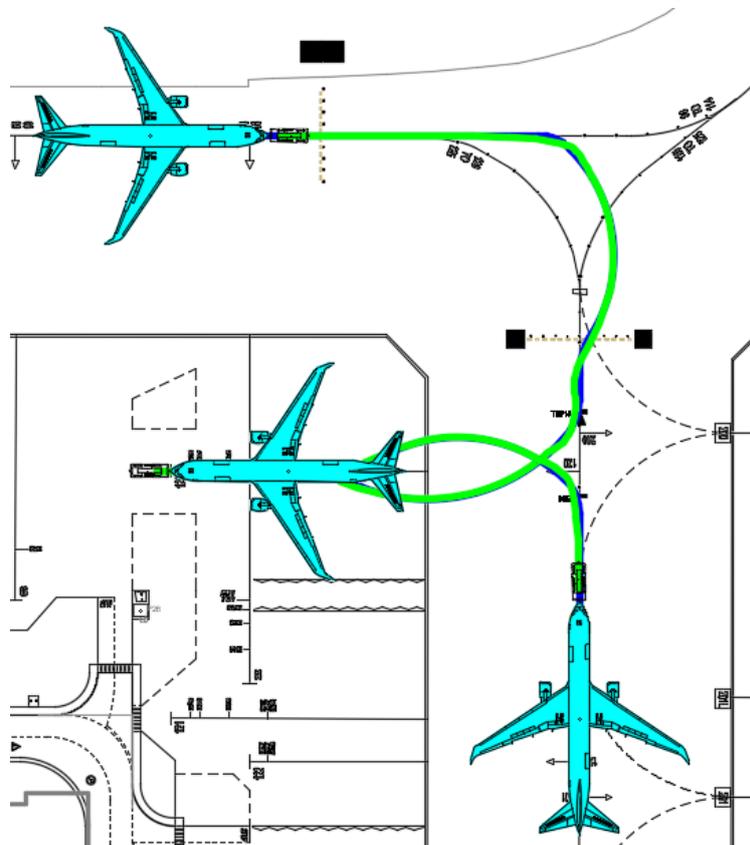
MAX SPAN	50.90 metres
MAX LENGTH	54.94 metres
B763NW	B767-300W
A300NW	A300F
B752NW	B757-200W
ATPNW ATRNW B734NW	BAe ATP ATR72/42 B737-400
Nose-Tip	All other a/c types that fit this stand

Pushback to Juliet to face north, main gear on Stand 121 lead-in arrow.

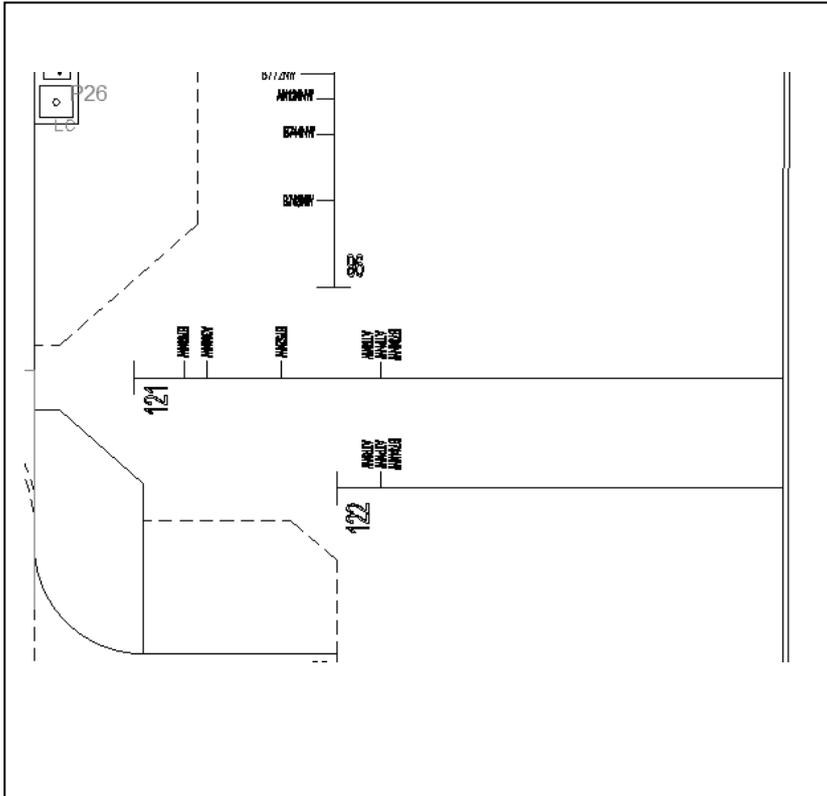
or

Pushback to Bravo to face East, nose gear on Stand 98 lead-in arrow.

Blue = nosewheel track
Green = tug track



Stand 121



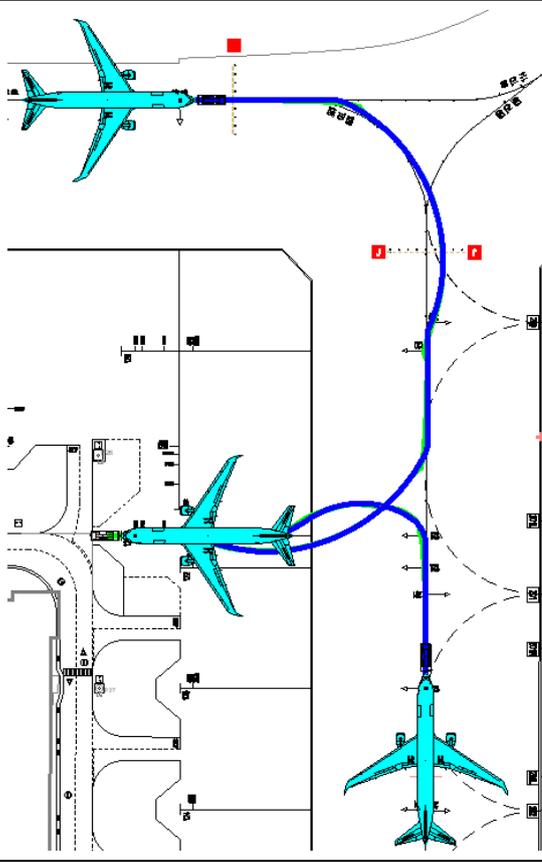
MAX SPAN	50.90 metres
MAX LENGTH	54.94 metres
B763NW	B767-300W
A300NW	A300F
B752NW	B757-200W
ATPNW ATR120NW B734NW	BAe ATP ATR72/42 B737-400
Nose-Tip	All other a/c types that fit this stand

Pushback to Juliet to face north, nose gear on Stand 123 lead-in arrow.

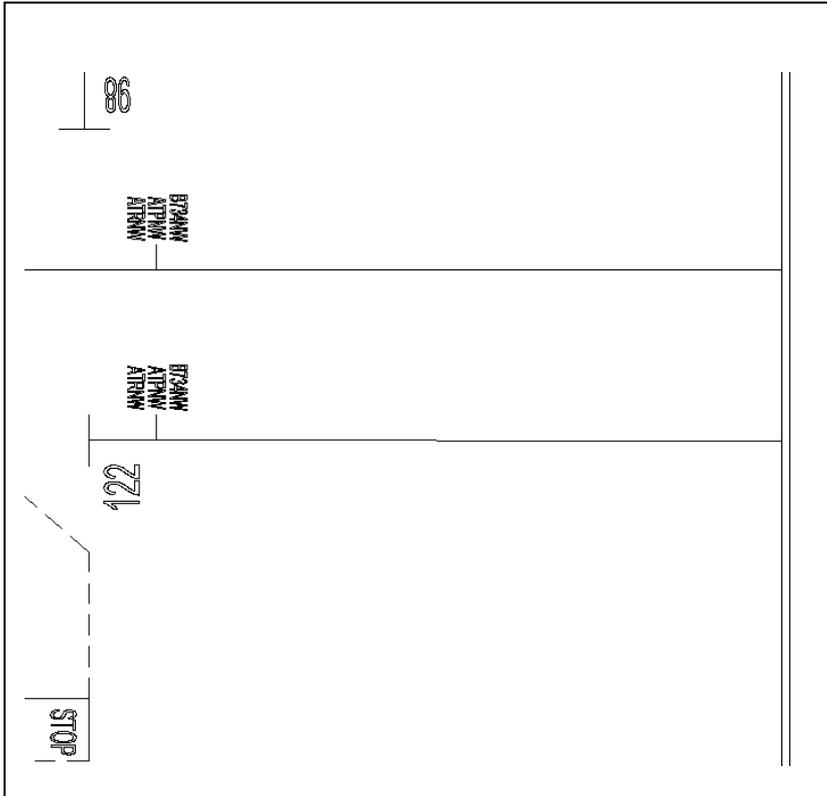
or

Pushback to Bravo to face East, nose gear on Stand 98 lead-in arrow.

Blue = nosewheel track
Green = tug track

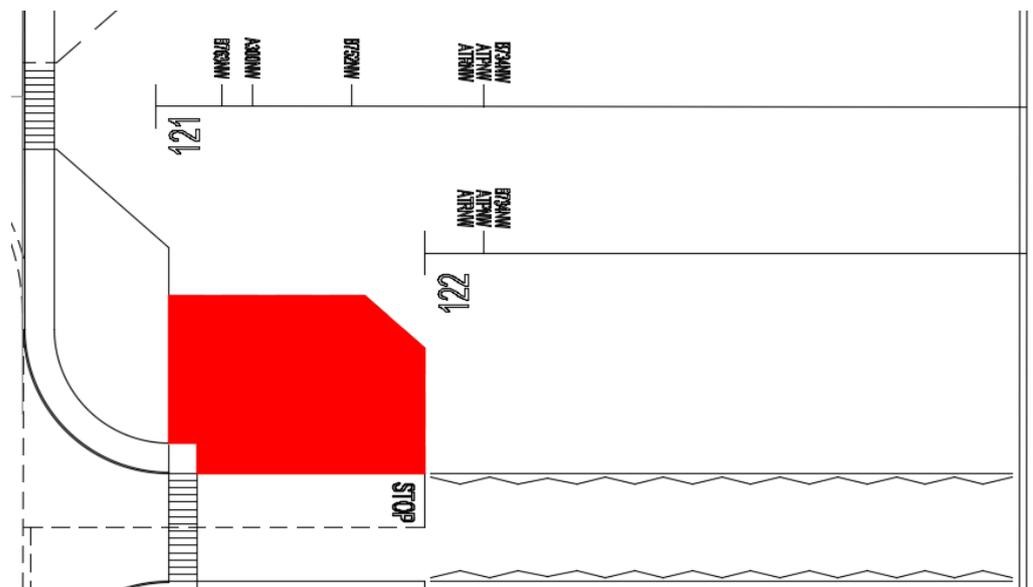


Stand 122



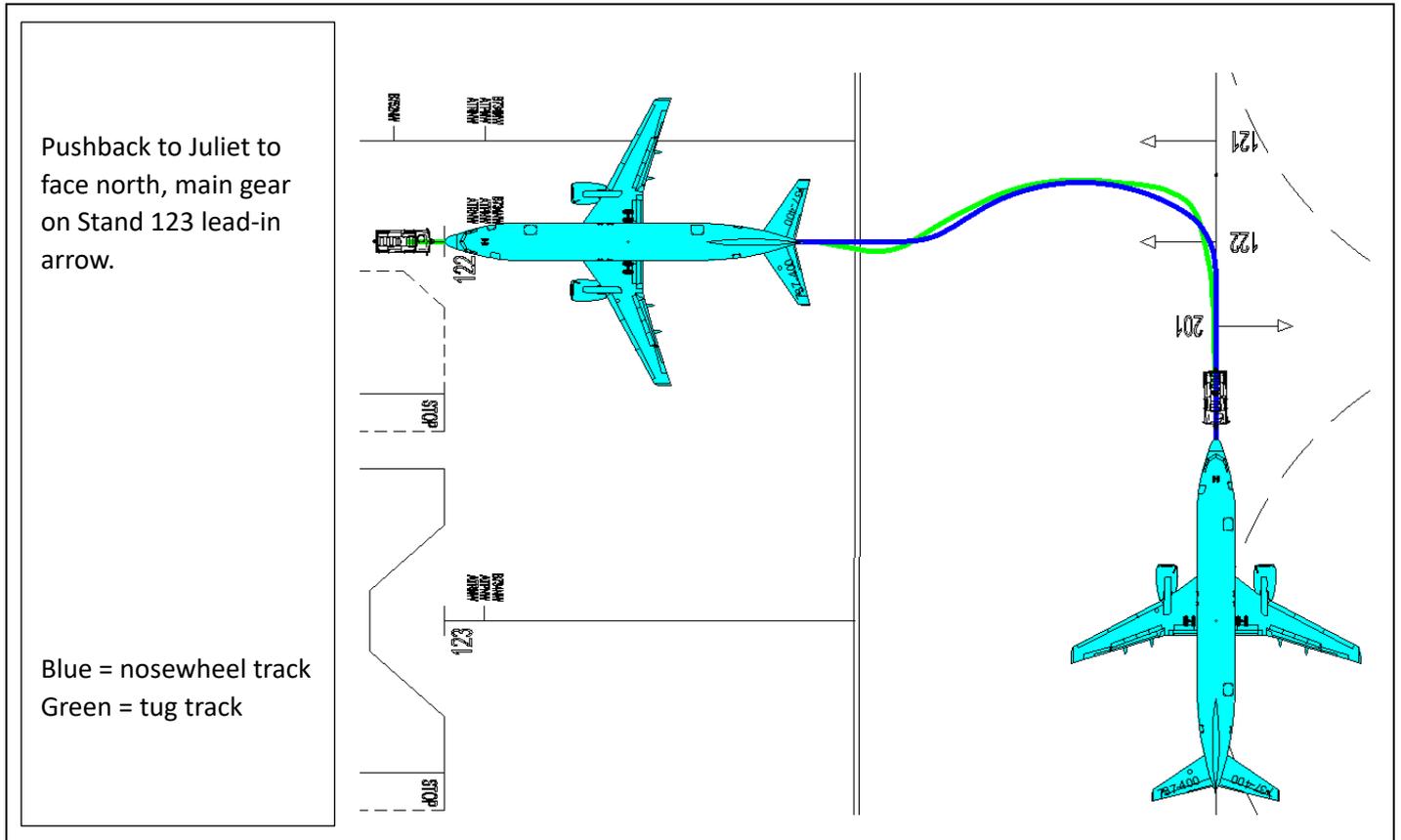
MAX SPAN	30.63 metres
MAX LENGTH	36.40 metres
ATPNW ATR72/42 B734NW	BAe ATP ATR72/42 B737-400
Nose-Tip	All other a/c types that fit this stand

The GSE areas shown in red must be clear before marshalling an aircraft onto stand 122.

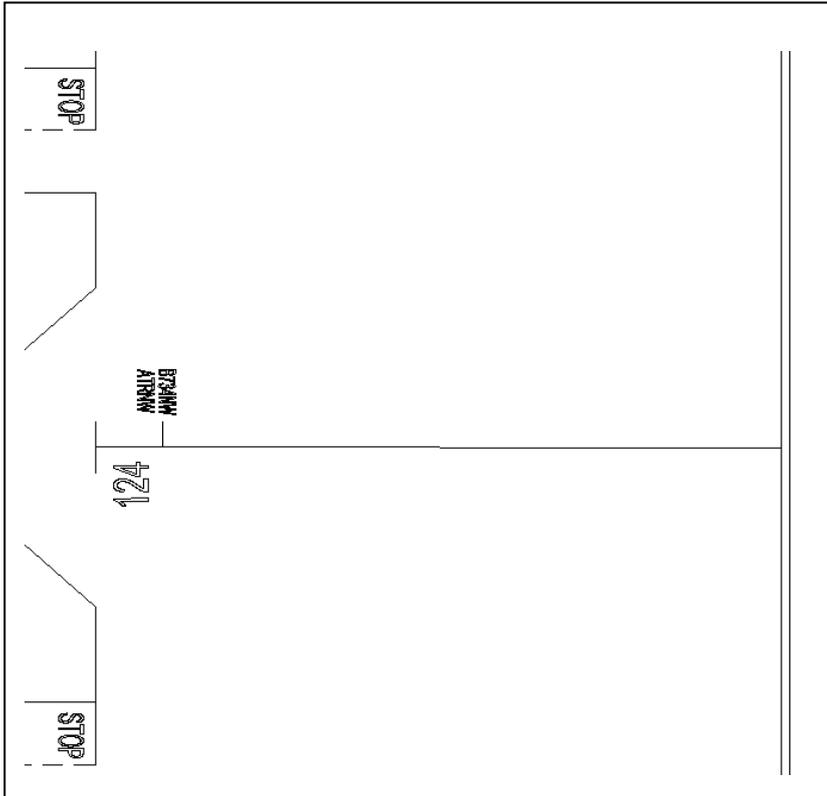


Stand 122 (cont.)

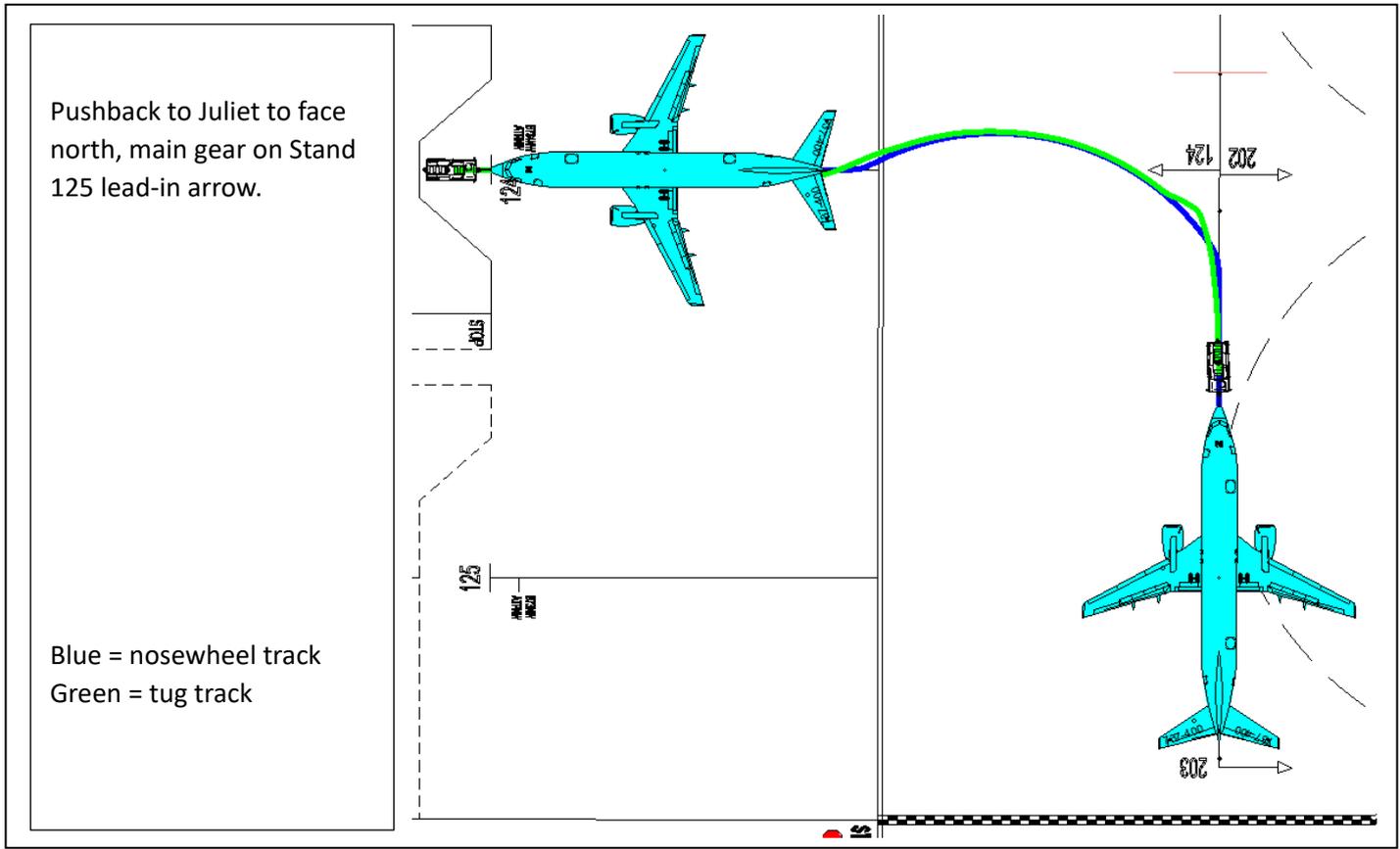
Pushback procedure:



Stand 124

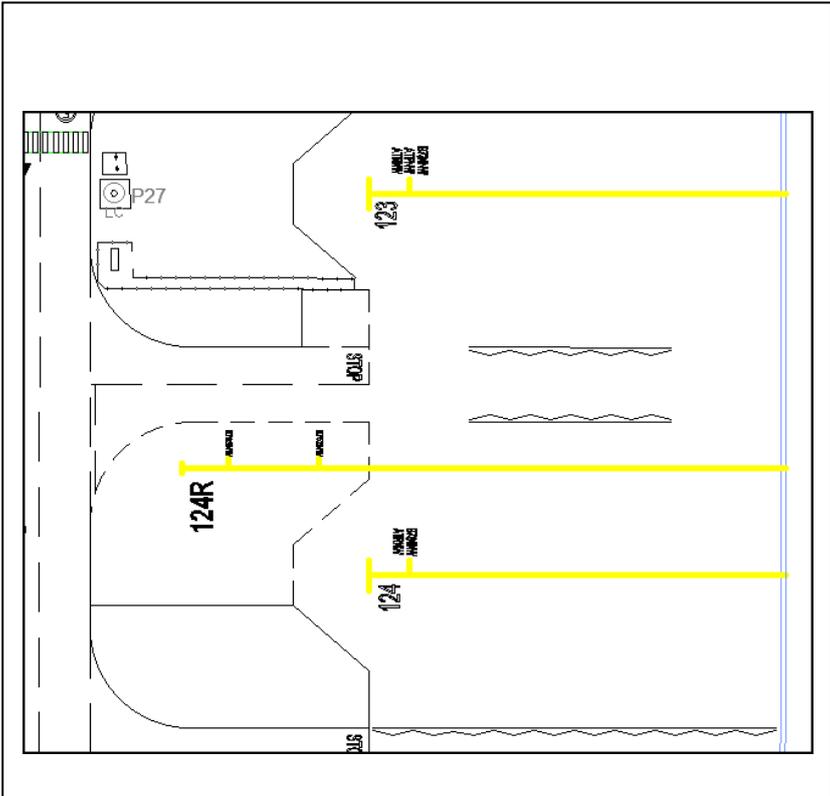


MAX SPAN	35.80 metres
MAX LENGTH	44.51 metres
B734NW ATRNW	B737-400 ATR72/42
Nose-Tip	All other a/c types that fit this stand



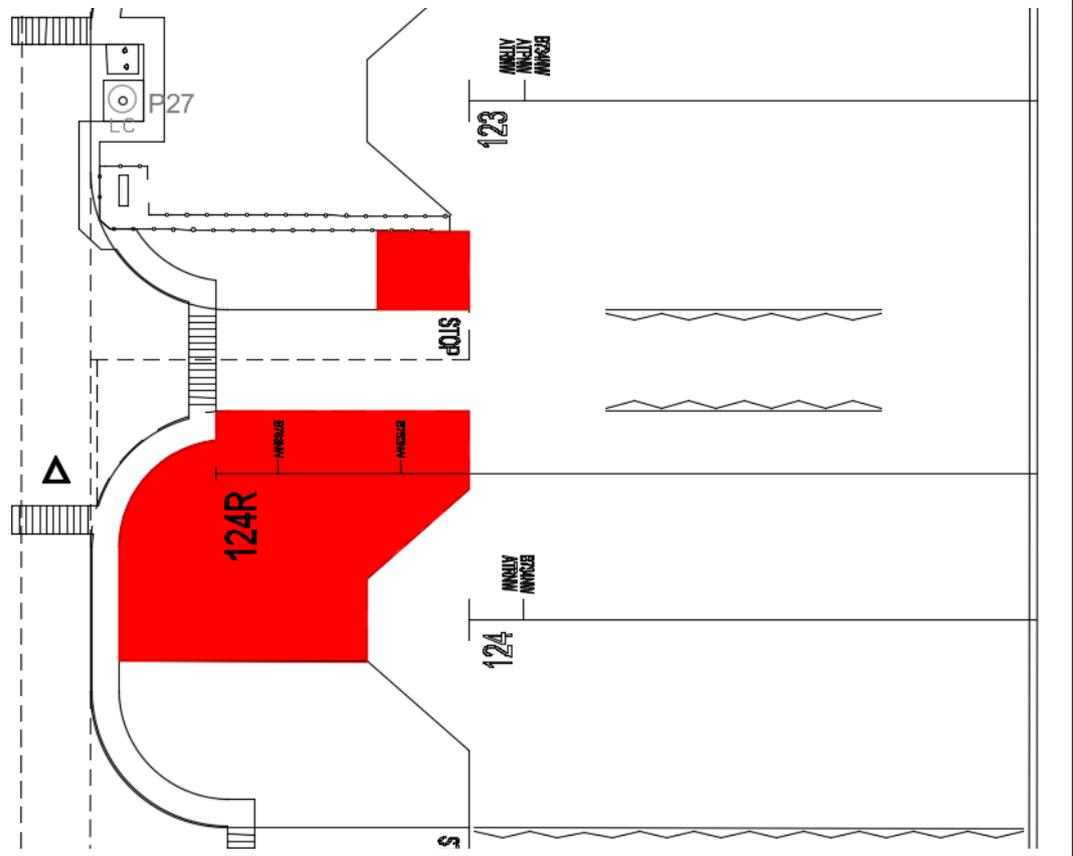
124R

Stand 124R



MAX SPAN	35.80 metres
MAX LENGTH	44.51 metres
B763NW	B767-300W C17 Globemaster
B752NW	B757-200W
Nose-Tip	All other a/c types that fit this stand

The GSE areas shown in red must be clear before marshalling an aircraft onto stand 124R.



Stand 124R (cont.)

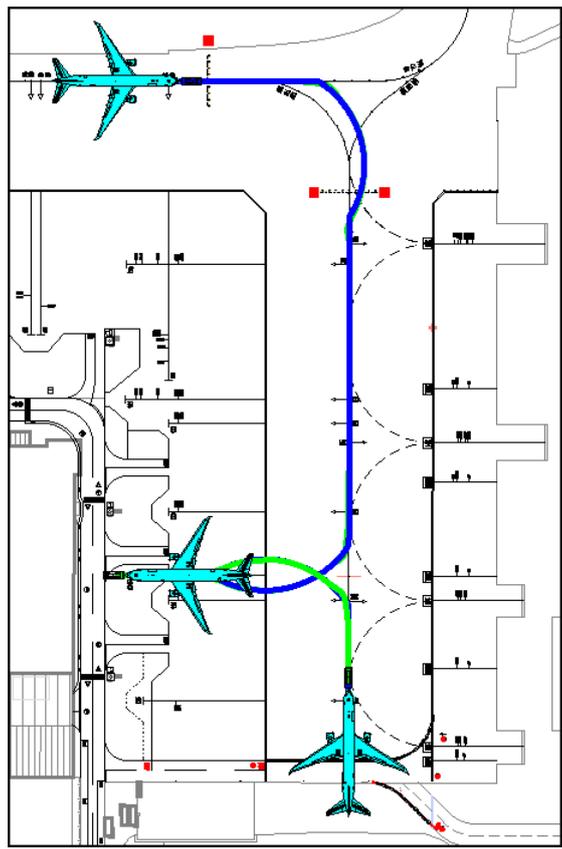


Pushback procedure:

Pushback to Juliet to face north, nosewheel abeam stand 125.

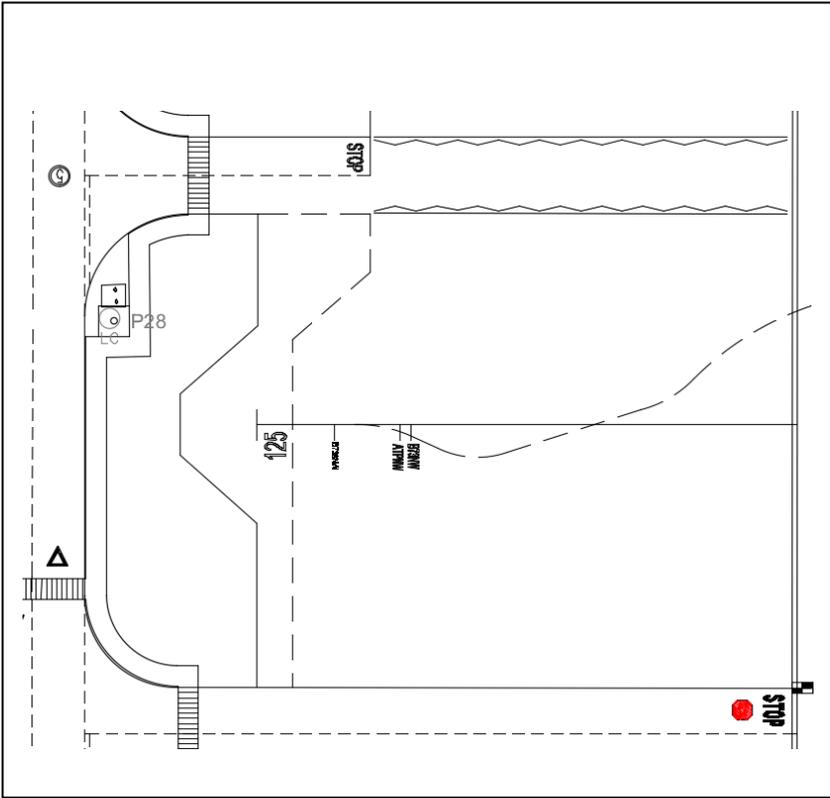
Pushback to Bravo to face East, nosewheel on stand 98 lead-in line.

Blue = nosewheel track
Green = tug track

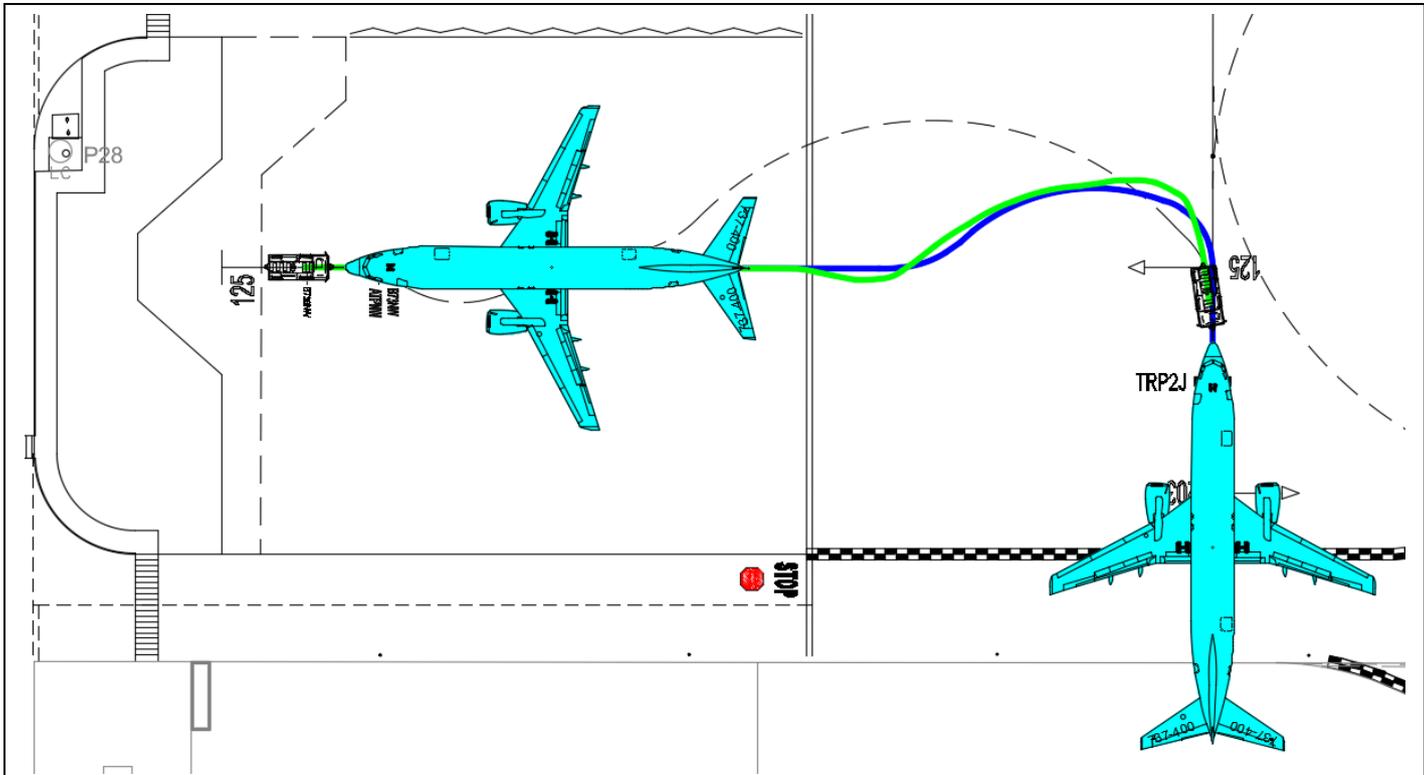


Stand 125 (ATP/ATR/B733/B734)

125



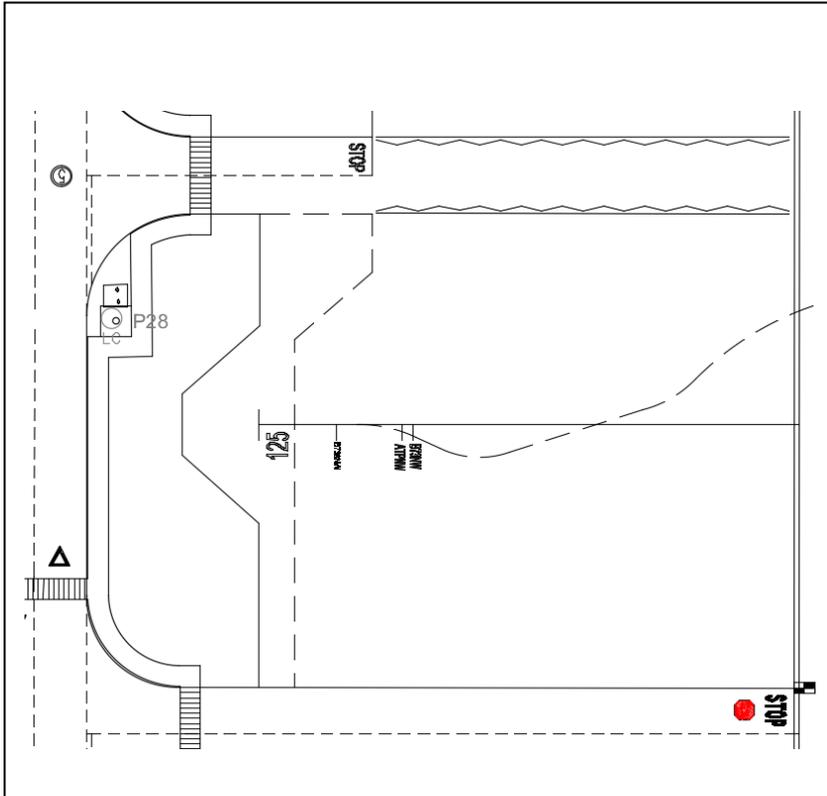
MAX SPAN	36.00 metres
MAX LENGTH	36.40 metres
B73NW ATPNW	B737-300/400 BAe ATP ATR42/72
Nose-Tip	All other a/c types that fit this stand



Pushback to Juliet to face north, nose wheel on TRP2J.

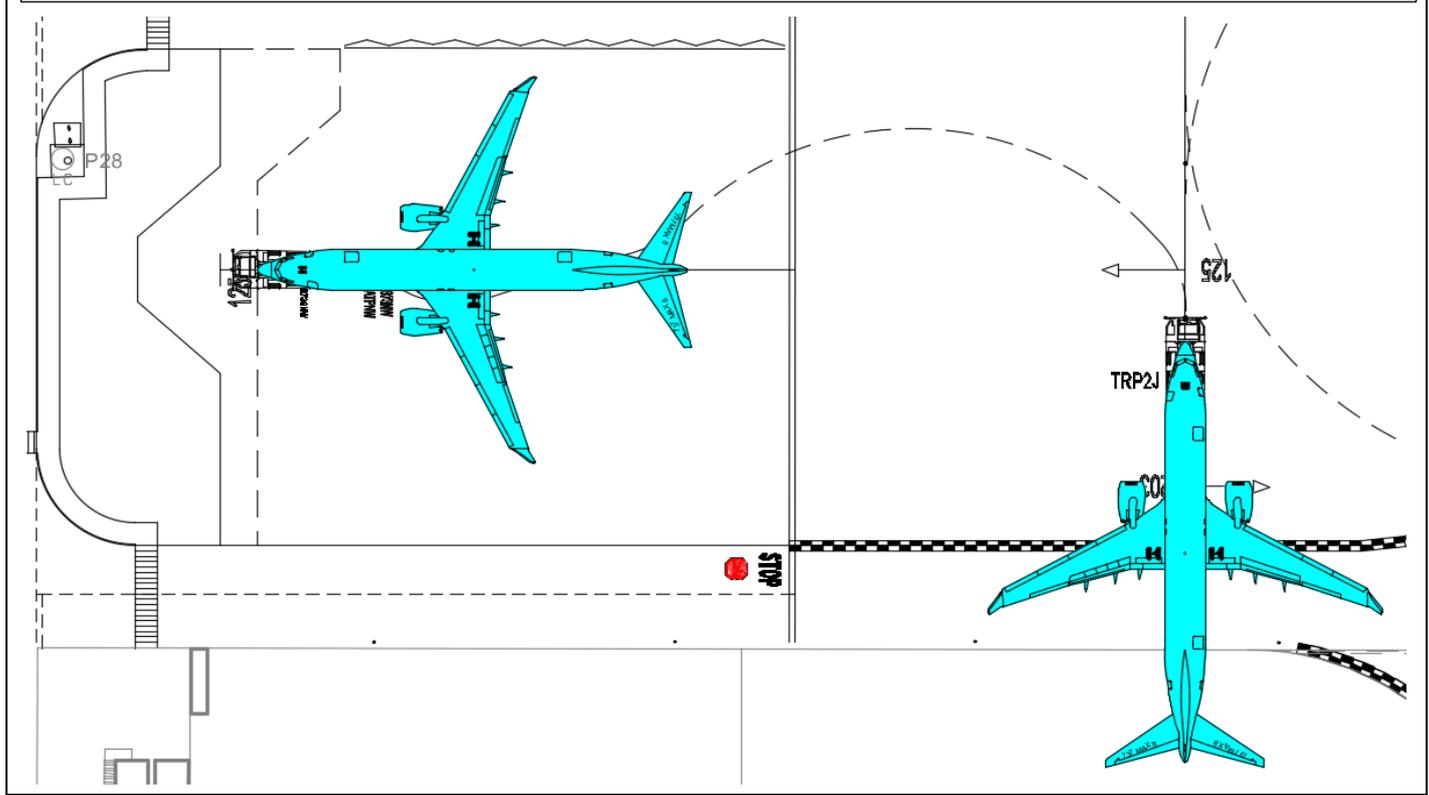
Blue = nosewheel track Green = tug track

Stand 125 cont. (B737-800W)

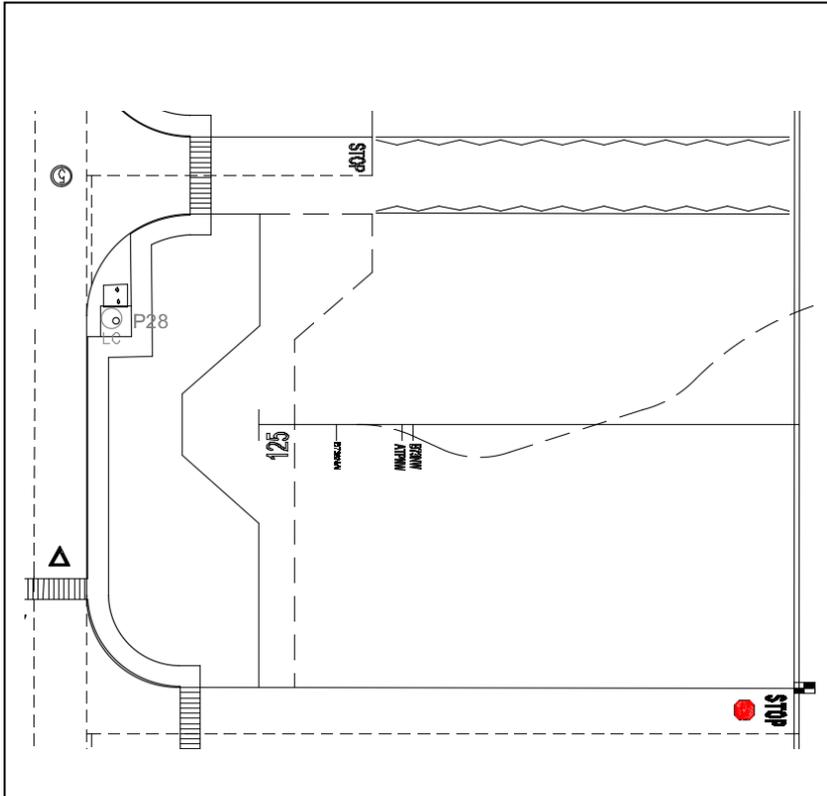


MAX SPAN	36.00 metres
MAX LENGTH	39.52 metres
B738NW	B737-800W

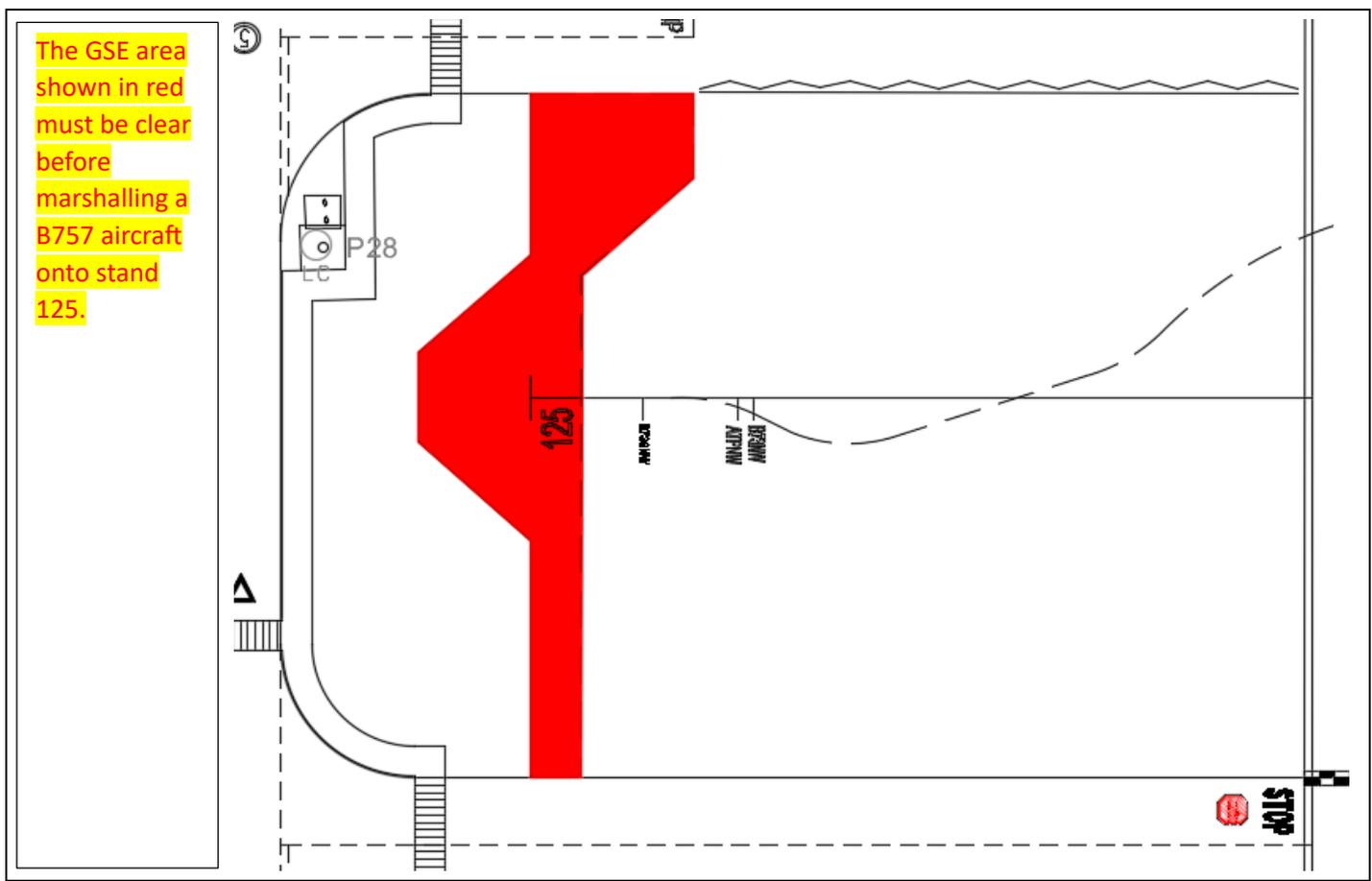
B737-800 Towbarless tug.
 Pushback to Juliet to face north, nose wheel on TRP2J.



Stand 125 cont. (B757)



MAX SPAN	36.00 metres
MAX LENGTH	36.40 metres
Nose-Tip	B757-200W

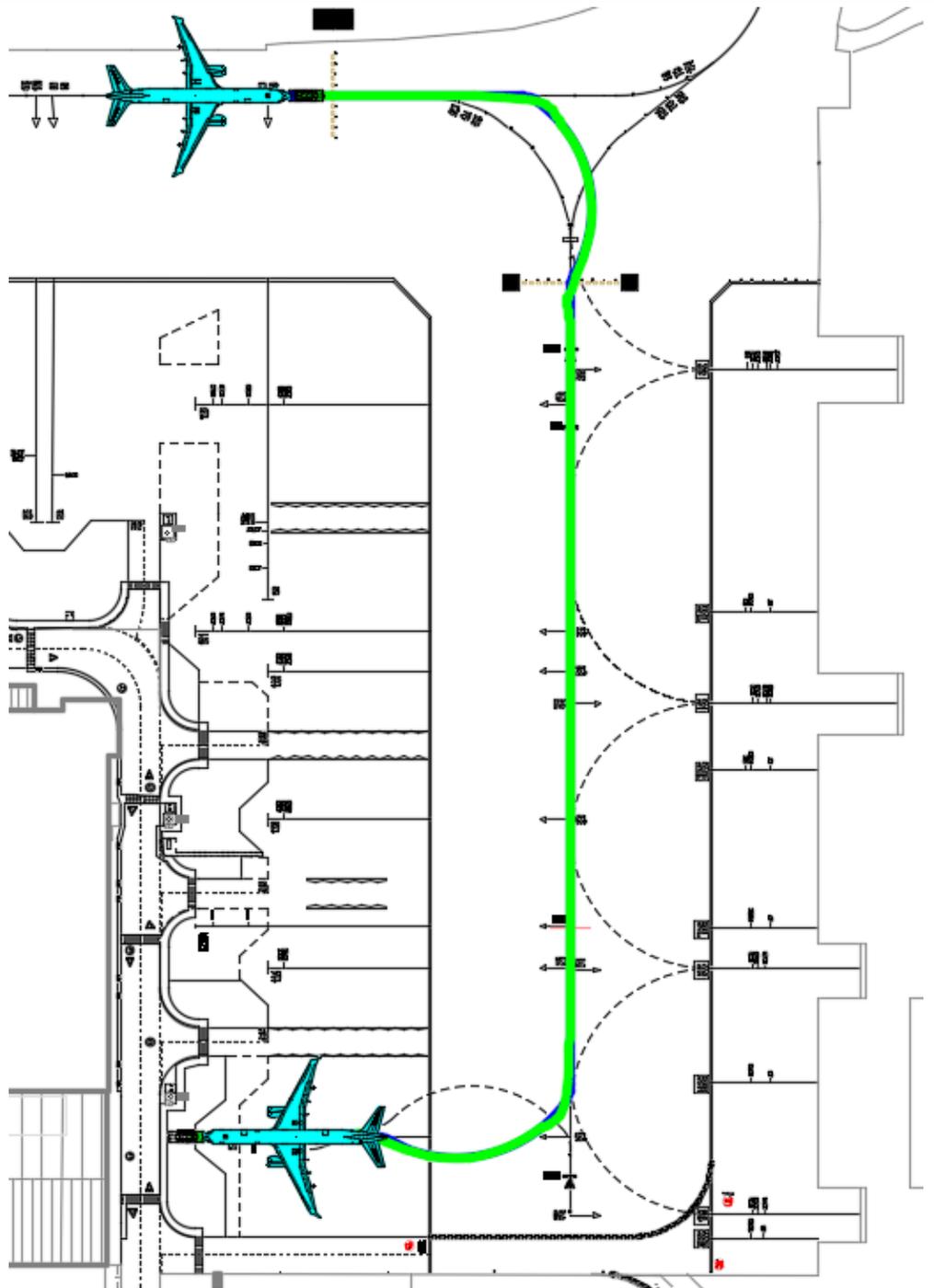


The GSE area shown in red must be clear before marshalling a B757 aircraft onto stand 125.

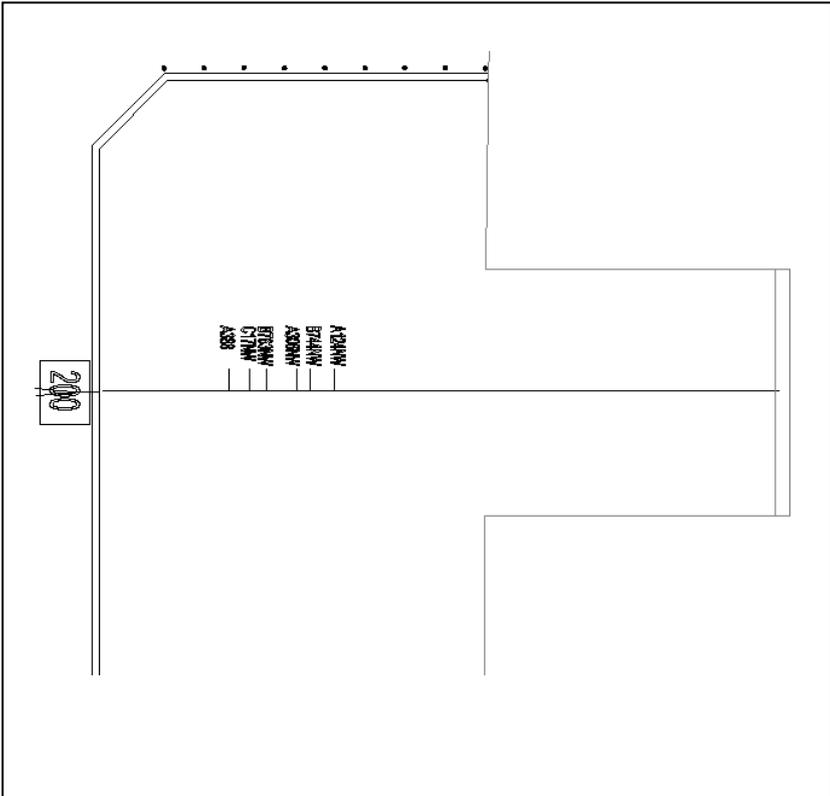
Stand 125 cont. (B757)

Pushback procedure:

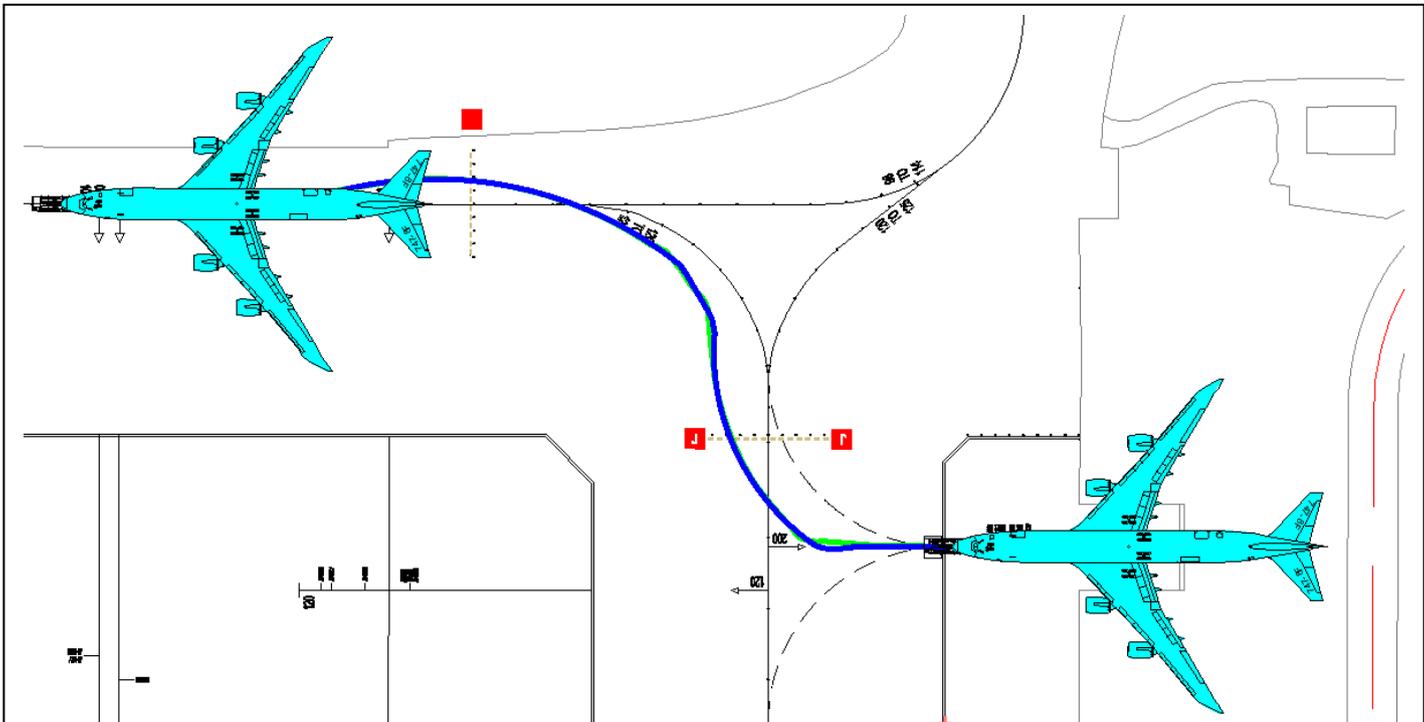
B757 Pushback to Bravo (via Juliet) to face east, nosewheel on stand 98 lead-in line. Depart apron via Juliet.



Stand 200



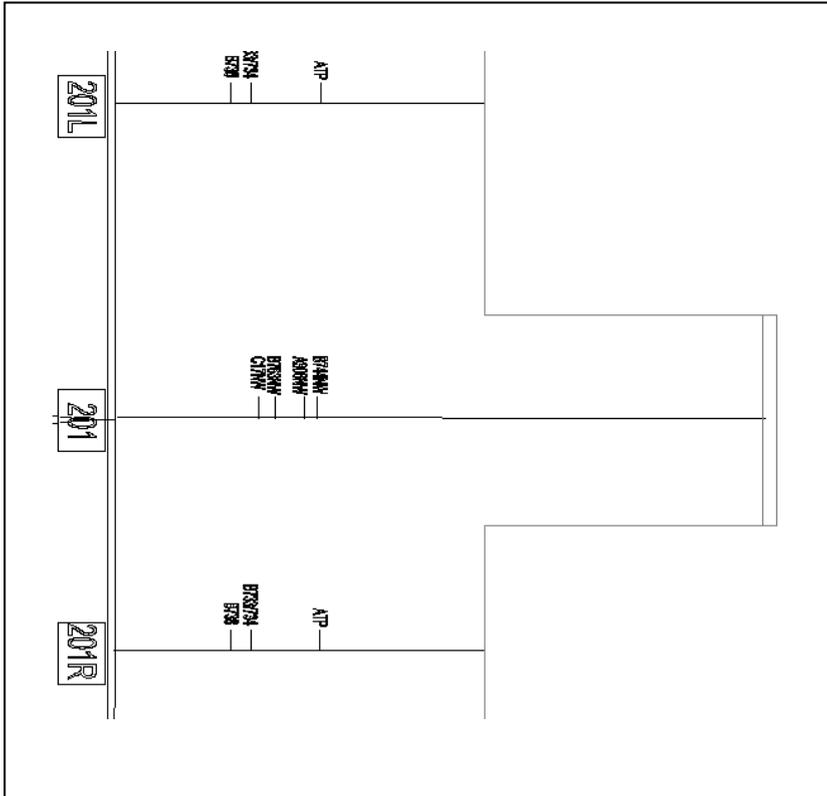
MAX SPAN	79.75 metres
MAX LENGTH	72.72 metres
A388	A380 B747-8F
C17NW	C17 Globemaster B777-300
B763NW	B767-300F
A306NW	A300F
B744NW	B747-400F B777-200F
A124NW	Antonov AN124
Nose-Tip	All other a/c types that fit this stand



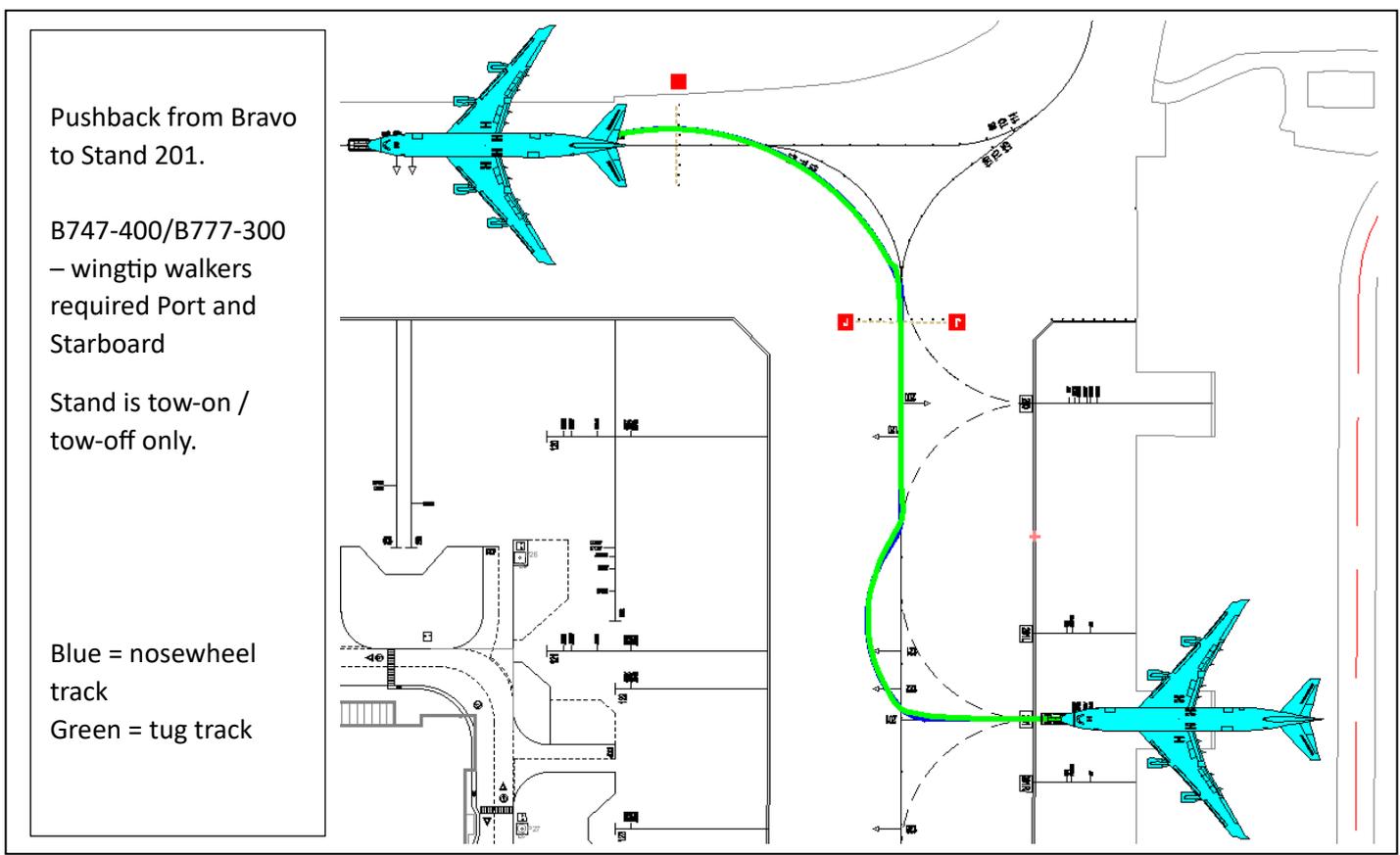
Pushback from Bravo to Stand 200.
 A350-1000/B747-8F – Stands 98,120+121 to be vacant
 A380/AN124/B747-400/B777-300 – Stands 98+120 to be vacant

Stand is tow-on / tow-off only.

Stand 201



MAX SPAN	64.95 metres
MAX LENGTH	70.70 metres
C17NW	C17 Globemaster B777-300
B763NW	B767-300F
A306NW	A300F
B744NW	B747-400F B777-200F
Nose-Tip	All other a/c types that fit this stand



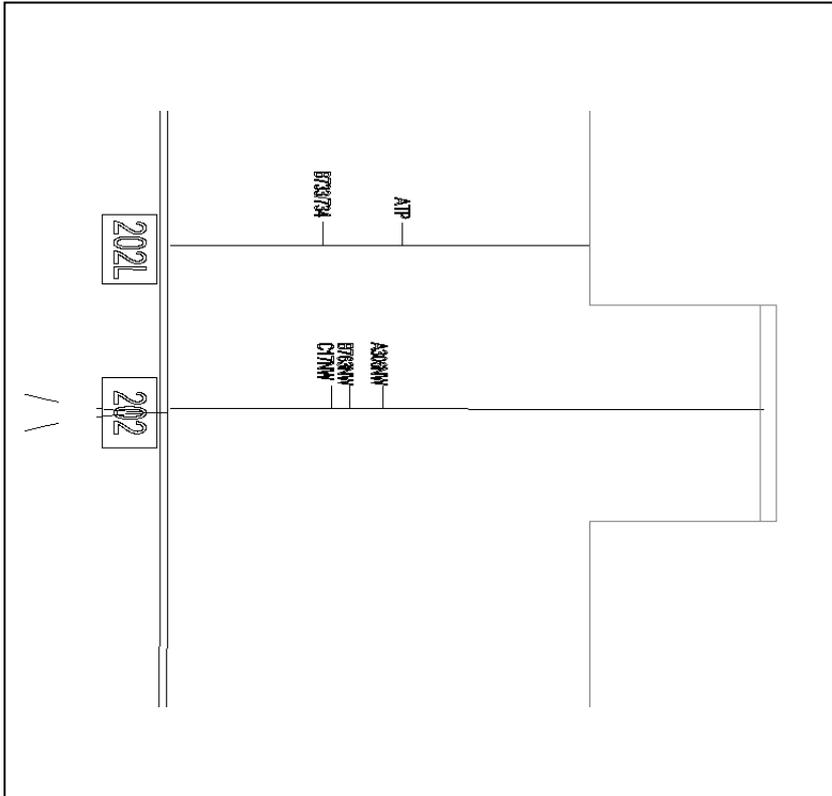
Pushback from Bravo to Stand 201.

B747-400/B777-300
– wingtip walkers required Port and Starboard

Stand is tow-on / tow-off only.

Blue = nosewheel track
Green = tug track

Stand 202

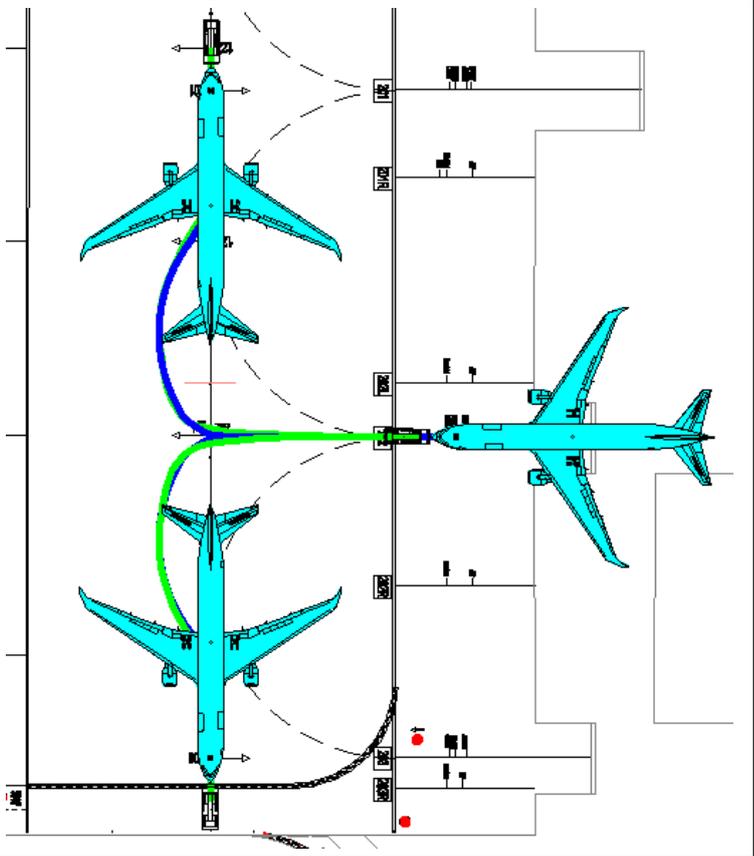


MAX SPAN	51.76 metres
MAX LENGTH	54.94 metres
C17NW	C17 Globemaster
B763NW	B767-300F
A306NW	A300F
Nose-Tip	All other a/c types that fit this stand

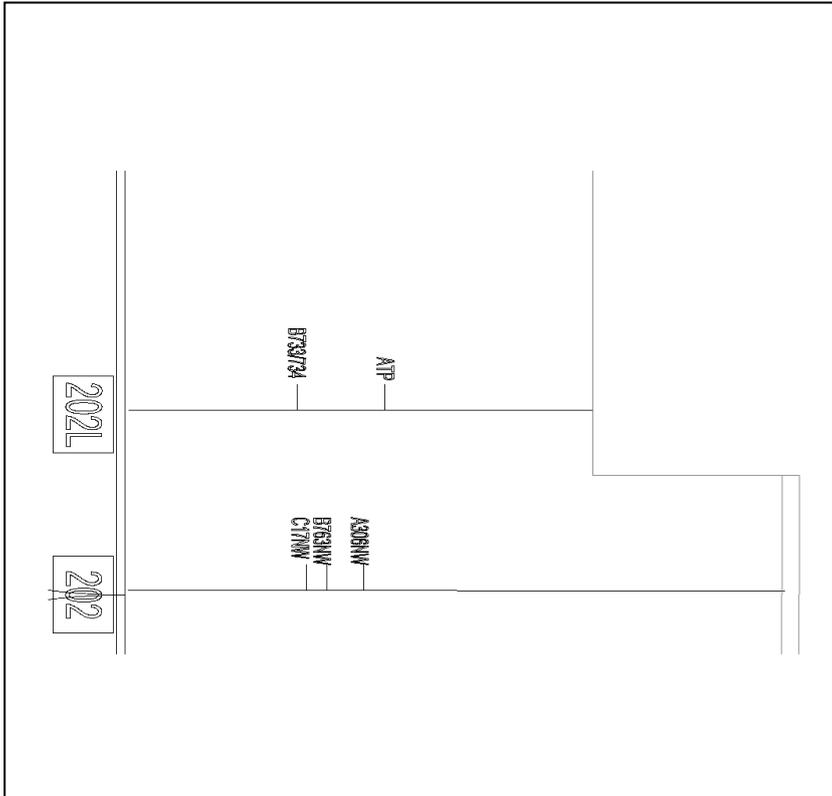
Pushback from Juliet to Stand 202

Stand is tow-on / tow-off only.

Blue = nosewheel track
Green = tug track



Stand 202L

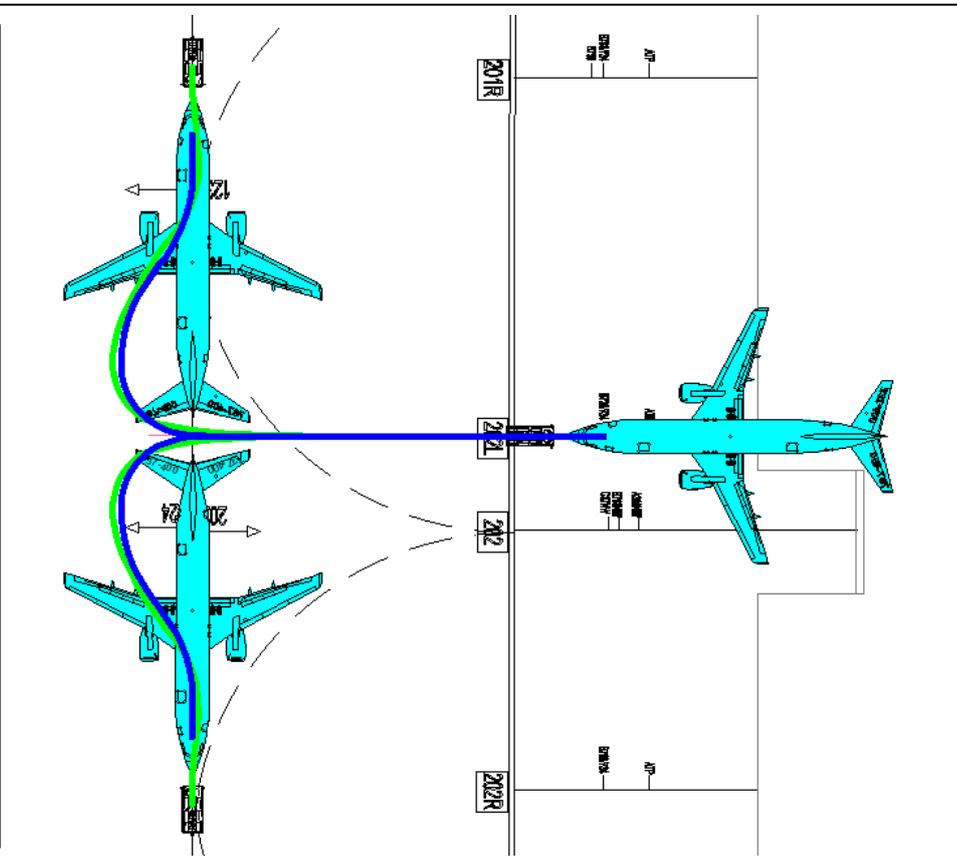


MAX SPAN	36.00 metres
MAX LENGTH	39.47 metres
B733/734	B737-300/400
ATP	BAe ATP
Nose-Tip	All other a/c types that fit this stand

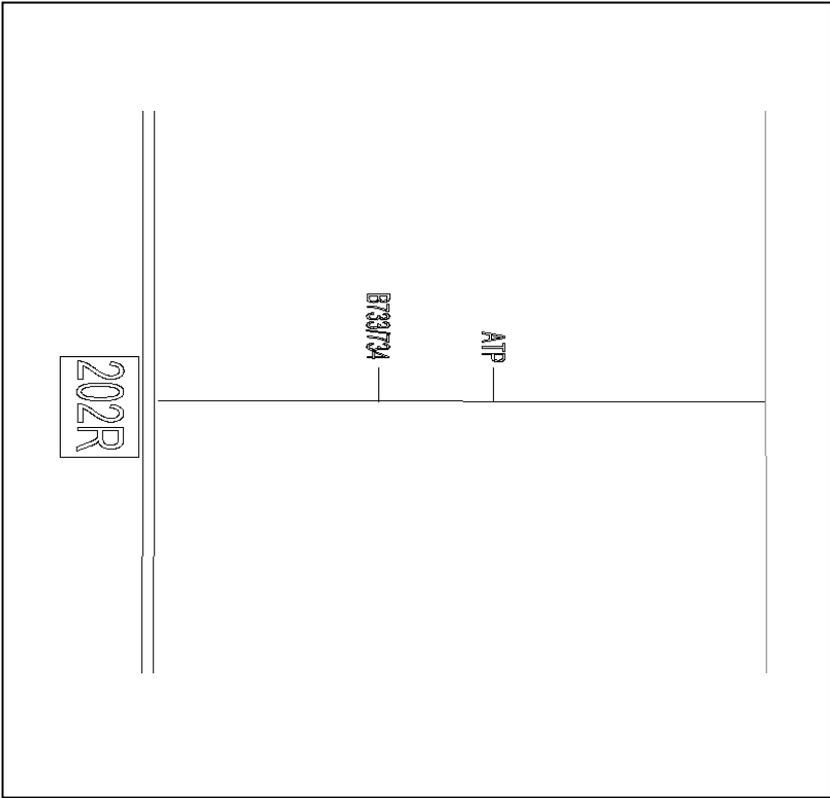
Pushback from Juliet to Stand 202L

Stand is tow-on / tow-off only.

Blue = nosewheel track
Green = tug track



Stand 202R

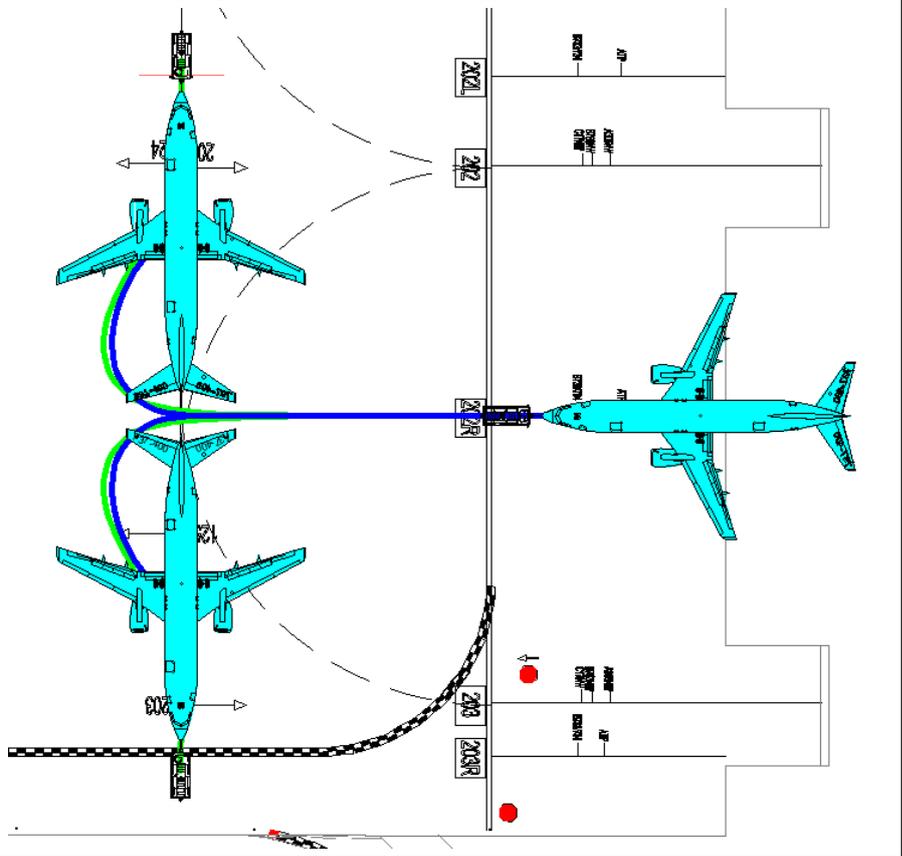


MAX SPAN	31.23 metres
MAX LENGTH	36.40 metres
B733/734	B737-300/400
ATP	BAe ATP
Nose-Tip	All other a/c types that fit this stand

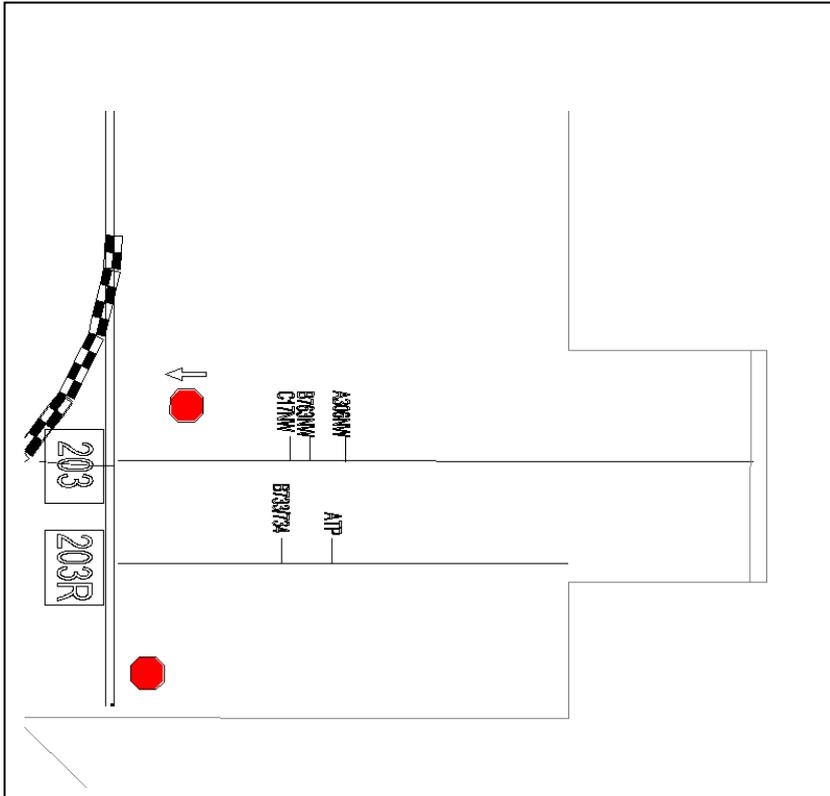
Pushback from Juliet to Stand 202R

Stand is tow-on / tow-off only.

Blue = nosewheel track
Green = tug track



Stand 203

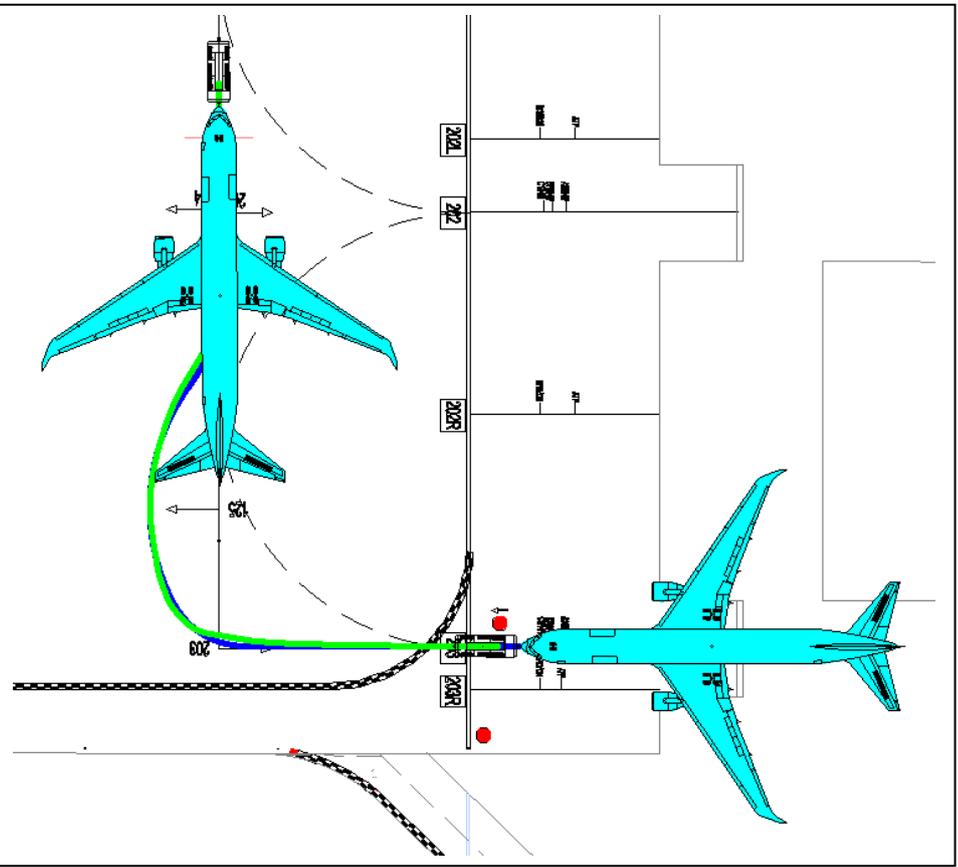


MAX SPAN	51.76 metres
MAX LENGTH	54.94 metres
C17NW	C17 Globemaster
B763NW	B767-300F
A306NW	A300F
Nose-Tip	All other a/c types that fit this stand

Pushback from Juliet to Stand 203

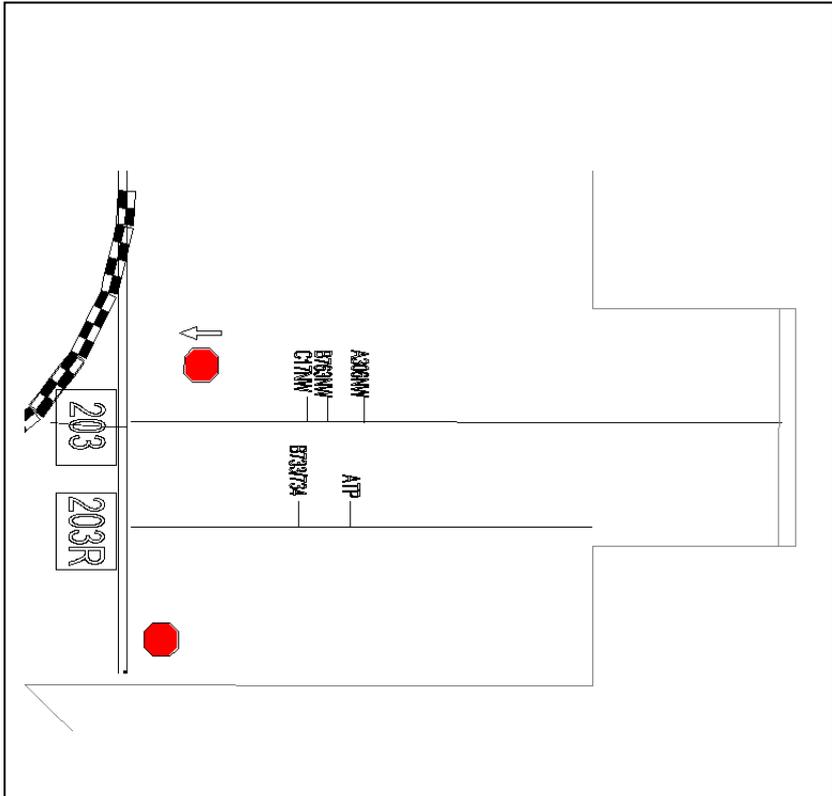
Stand is tow-on / tow-off only.

Blue = nosewheel track
Green = tug track

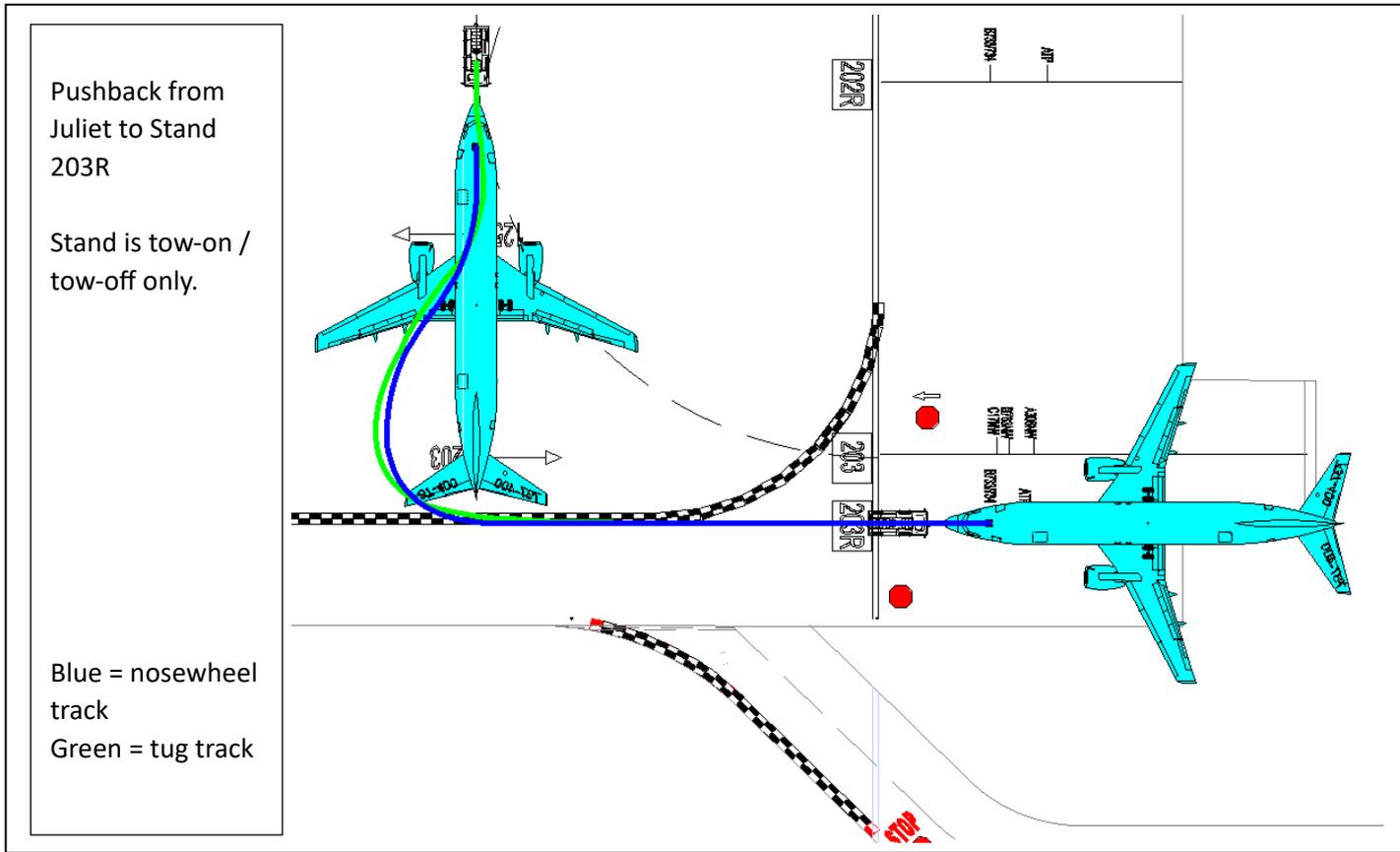


203R

Stand 203R



MAX SPAN	36.00 metres
MAX LENGTH	39.47 metres
B733/734	B737-300/400
ATP	BAe ATP
Nose-Tip	All other a/c types that fit this stand



Pushback from Juliet to Stand 203R

Stand is tow-on / tow-off only.

Blue = nosewheel track
Green = tug track

EAST MIDLANDS AIRPORT

APPENDIX 1 – Stand Capacity Matrix

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

May-25				WEST APRON	Changes in red
Stand No.	MAX. WIDTH (m)	MAX. LENGTH (m)	LARGEST TYPES	Comments/Remarks	Adjacency Rules
98	73.30	70.70	AN124 ; B747-400	Nose-In / Push-Back	Not to be used if 99, 120 or 121 in use
99	38.06	57.40	B757-200 (not B757-200W)	Nose-In / Push-Back	Not to be used if 98 or 100 in use
100	29.00	57.40	B737-400/300 ; ATR72	Nose-In / Push-Back	Not to be used if 99 in use ; use in conjunction w ith 98
101	64.80	63.73	B777-200 ; MD11 ; A330-300	Nose-In / Push-Back	
102	50.90	54.94	B767-300W	Nose-In / Push-Back	Not to be used if 102R in use
102R	64.80	63.73	B777-200 ; MD11 ; A330-300	Nose-In / Push-Back	Not to be used if 102 or 103 in use
103	50.90	54.94	B767-300W	Nose-In / Push-Back	Not to be used if 102R or 103R in use
103R	64.80	63.73	B777-200 ; MD11 ; A330-300	Nose-In / Push-Back	Not to be used if 103 or 104 in use
104	44.85	54.94	A300-600	Nose-In / Push-Back	Not to be used if 103R or 105L in use
105L	64.80	63.73	B777-200 ; MD11 ; A330-300	Nose-In / Push-Back	Not to be used if 104 or 105 in use
105	44.85	54.94	A300-600	Nose-In / Push-Back	Not to be used if 105L in use
106	41.10	54.94	B757-200W ; C130 ; AN12	Nose-In / Push-Back	Not to be used if 107 in use
107	73.30	80.40	AN124 ; B747-8F	Nose-In / Push-Back	Not to be used if 106 or 108 in use
108	41.10	54.94	B757-200W ; C130 ; AN12	Nose-In / Push-Back	Not to be used if 107 or 109(747) in use
109(757)	41.10	54.94	B757-200W ; C130 ; AN12	Nose-In / Push-Back	
109(747)	73.30	77.00	AN124 ; B747-8F	Nose-In / Push-Back	Not to be used if 108 or 110 in use
110	41.10	54.94	B757-200W ; C130 ; AN12	Nose-In / Push-Back	Not to be used if 109(747) or 111 in use
111	73.30	77.00	AN124 ; B747-8F	Nose-In / Push-Back	Not to be used if 110 or 112 in use
112	41.10	54.94	B757-200W ; C130 ; AN12	Nose-In / Push-Back	Not to be used if 111 in use
114	44.85	54.94	A300-600	Nose-In / Push-Back	
120	50.90	54.94	B767-300W	Nose-In / Push-Back	Not to be used if 98 in use
121	50.90	54.94	B767-300W	Nose-In / Push-Back	Not to be used if 98 or 122 in use
122	30.63	36.40	ATP ; B737-400	Nose-In / Push-Back	Not to be used if 121 in use
123	30.63	36.40	ATP ; B737-400	Nose-In / Push-Back	Not to be used if 124R in use
124R	52.00	54.94	C17 Globemaster ; B767-300W	Nose-In / Push-Back	Not to be used if stands 123 or 124 in use
124	28.89	36.40	B737-400	Nose-In / Push-Back	Not to be used if 124R in use
125	36.00	39.47	B737-800W	Nose-In / Push-Back	
200	79.75	72.73	A380;AN124;A350-1000;B777-300;B747-8/-400	Remote parking only	Access for Code F aircraft (A380/AN124/B748F)
201L	36.00	39.47	B737-800SW ; B737-MAX8	Remote parking only	Not to be used if 201 in use
201	64.95	70.70	B747-400 ; A340-300 ; B777-200	Remote parking only	Access for B747/B777/A340 - w ingmen must be used w hen tow ing on/off stand
201R	36.00	39.47	B737-800SW ; B737-MAX8	Remote parking only	Not to be used if 201 in use
202L	36.00	39.47	B737-800SW ; B737-MAX8	Remote parking only	Not to be used if 202 in use
202	51.76	54.94	C17 ; B767-300W ; A300-600	Remote parking only	Not to be used if 202L or 202R in use
202R	31.23	36.40	B737-400 ; ATP	Remote parking only	Not to be used if 202 or 203 in use
203	51.76	54.94	C17 ; B767-300W ; A300-600	Remote parking only	Not to be used if 202R or 203R in use
203R	36.00	39.47	B737-800SW ; B737-MAX8	Remote parking only	Not to be used if 203 in use

EAST MIDLANDS AIRPORT

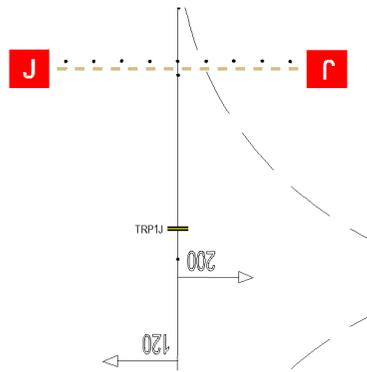
APPENDIX 2 – TUG RELEASE POINTS (TRP's)

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

WEST APRON

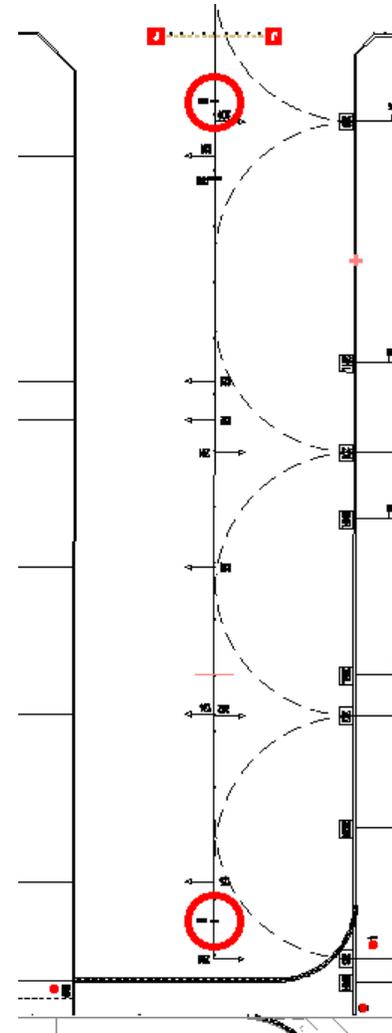
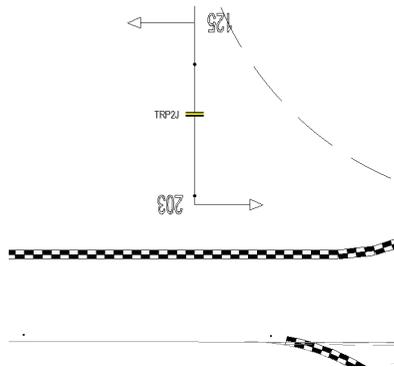
Tug Release Point – TRP1J

Located 17 metres south of the Juliet Hold
B767/C17 and smaller



Tug Release Point – TRP2J

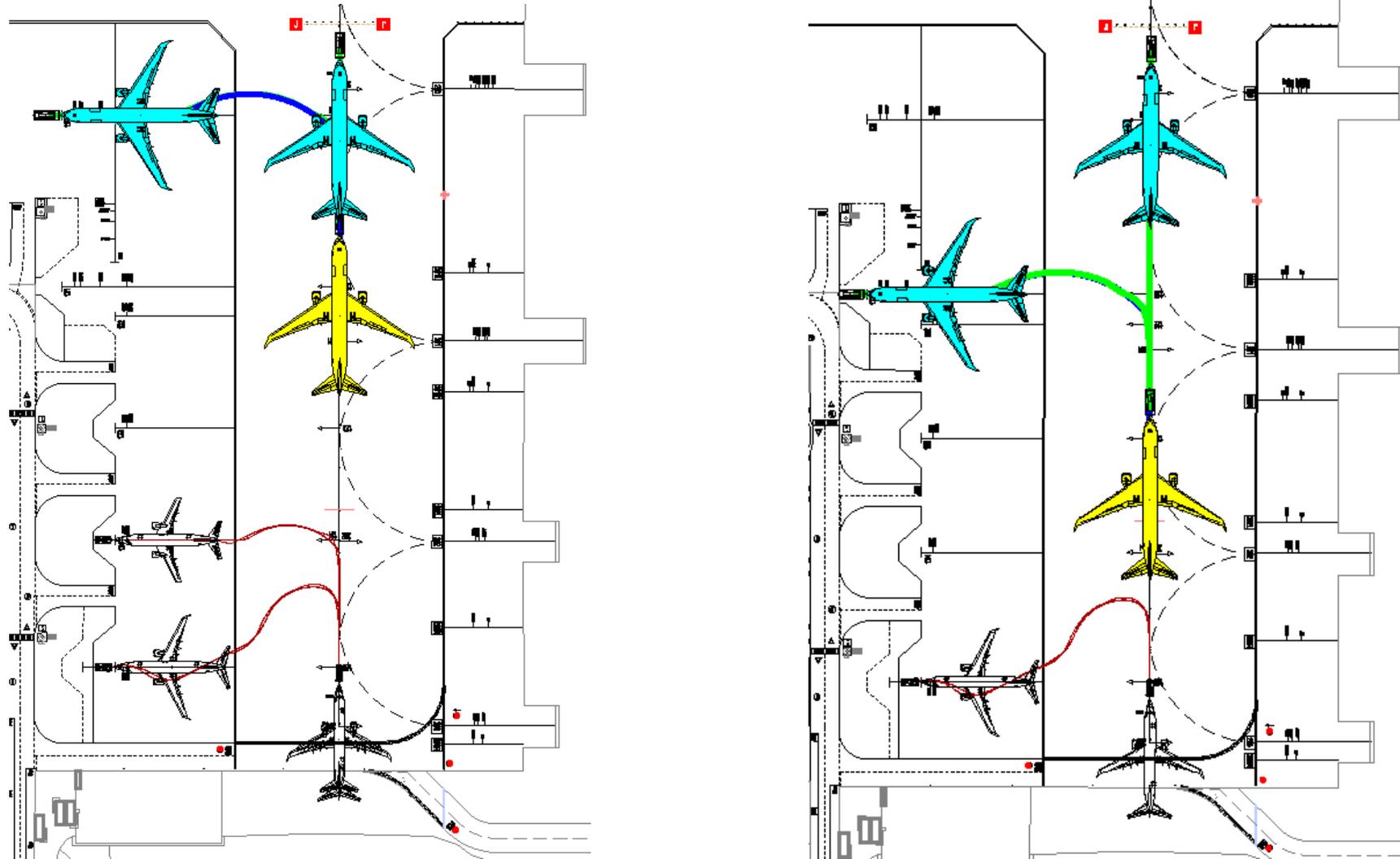
Located 15.5 metres north of the uncontrolled crossing
B737-800 and smaller



EAST MIDLANDS AIRPORT

APPENDIX 3 – JULIET – Simultaneous Pushbacks

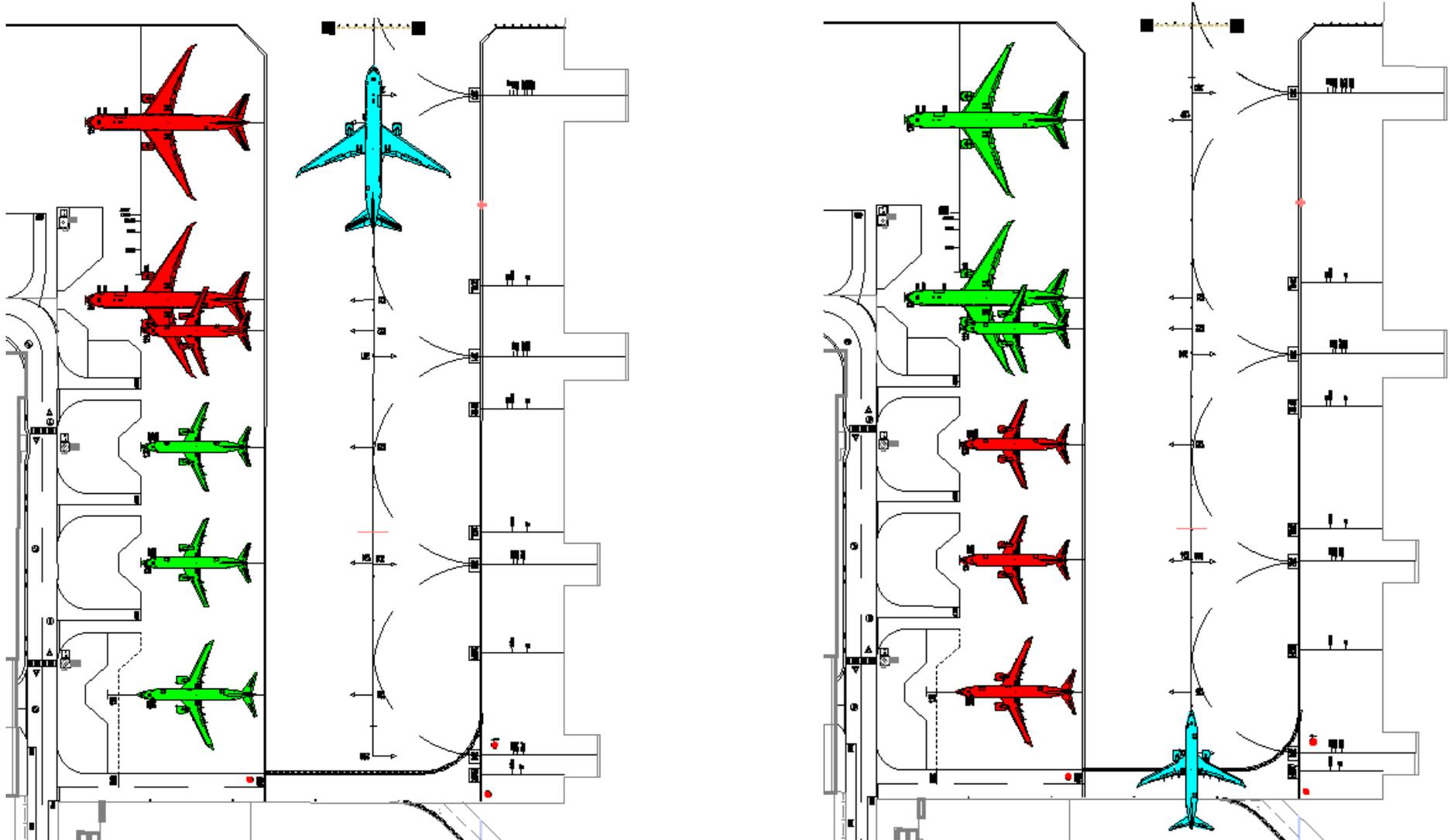
At peak times ATC may instruct aircraft in the JULIET cul-de-sac to undertake simultaneous pushbacks. Various pushback combinations are available to ATC. In all cases the aircraft on TRP1J can start engines during the push (idle thrust only) but must not commence taxi (breakaway thrust) until the 2nd aircraft is fully positioned on TRP2J 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.

EAST MIDLANDS AIRPORT

When an aircraft is instructed to pushback and pull-forward to tug release point TRP1J only aircraft on stands 123, 124 & 125 will be instructed to undertake a simultaneous pushback to TRP2J. Likewise, when an aircraft is instructed to pushback to tug release point TRP2J only aircraft on stands 120, 121 & 122 will be instructed to undertake a simultaneous pushback and pull-forward to TRP1J. 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 TRP1J then apply breakaway thrust to commence its departure.



EAST MIDLANDS AIRPORT

APPENDIX 4 – HIGH POWER ENGINE RUNS (HPER's)

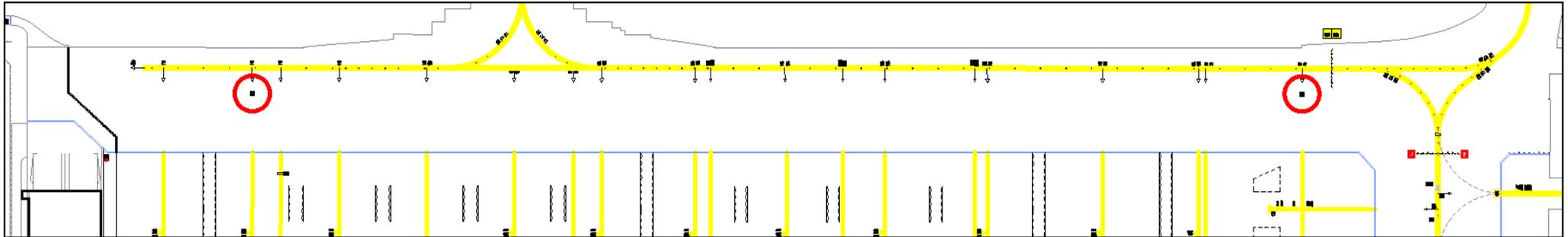
The West apron can be used for high power engine runs by twin-engined, wide bodied aircraft, up to and including the B777/A350/A330. At present it is not possible to accommodate HPER's for triple or four engined Code D/E/F aircraft (DC10/MD11/B747/A340).

Twin engine aircraft can be run up to full take-off power on both engines.

Two nosewheel positions are marked on the west apron as shown below to permit HPER's facing either west or east depending on the wind direction. Aircraft must be towed to/from these positions with wing-walkers monitoring the wingtip at all times when the aircraft is towed.

HPER's must be approved by the Control Room in advance of the required time. An engine run number will be allocated and this must be relayed to ATC when the tow to the HPER location is requested.

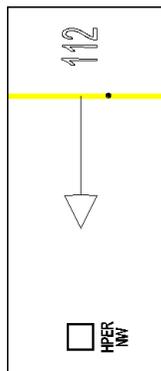
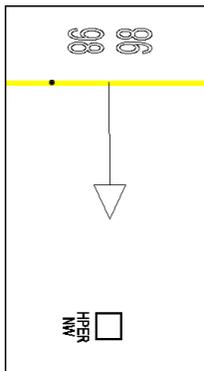
HPER nosewheel positions



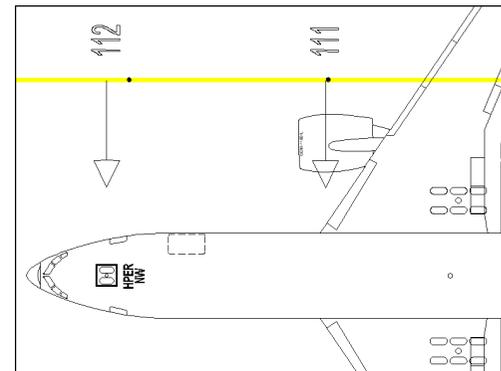
East Facing

West Facing

Nosewheel position on HPER marking



The nosewheel positions are 14.5m south of the Bravo taxiway centreline and adjacent to the stand 98 and 112 lead-in lines.



The nosewheel should be fully in the box with the aircraft fuselage parallel to the Bravo taxiway centreline.