

SI # 319

Title Aircraft returning to stand after pushback

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| OPR # | N/A | Issue Date: | 09/10/25 | Effective Date: | 09/10/25 | Valid Until: | UFN |
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| Written By: | GO Quality and Safety Team | Approved By: | eJ GO Nominated Persons |
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Reason for Issue

To define a process for the event of an aircraft after pushback is needing to return to stand.

GHM Amendments:

| Section | Title | Details |
|----------|--|---|
| 4.6.11.2 | Aircraft Returning to Stand After Pushback | Section added on aircraft returning to stand after pushback |

When an aircraft is required to returned to stand the following precautions shall be applied;

(a) The aircraft engines shall be powered off.

Note: There may be occasions where the aircraft is unable to self-manoeuvre on to stand and/or unable to shut down an engine due to aircraft defects. For example, if the APU is inoperative and the aircraft has lost nose wheel steering, a tow would therefore be required to stand with an engine running. In these circumstances a tow on to stand with an engine running is permitted. The aircraft engines shall be at idle thrust during the manoeuvre.

(b) The manoeuvre shall be performed with the pushback vehicle in the lowest gear available.

(c) Braking shall be performed smoothly and without jerks.

(d) The flight crew shall be alerted via the headset operator immediately to stop the aircraft using gentle braking if aircraft control cannot be ensured/maintained from the pushback vehicle.

Note: There may be occasion where the aircraft can taxi back on to stand under its own power. This should be completed under the standard Pushback Disconnection process in 4.6.9 and Actions During Aircraft Arrival process in 4.1.2.

This SI makes a change to the published Ground Handling Manual (GHM). The SI folder (physical/electronic) must have this instruction placed in it until its effective end date. easyJet manager, GHP & other parties must ensure effective implementation of this SI at a local level. The accountable staff member at each airport must confirm to their easyJet Manager that the SI has been understood and embedded with all applicable Ground Crew. Local cascade may include some or all of the following:

- a signed read and brief, regular team briefing sessions to ensure Ground Crew understand SI content
- specific training and assurance of content comprehension by Ground Crew
- review of local audit checklists & training material to include any changes