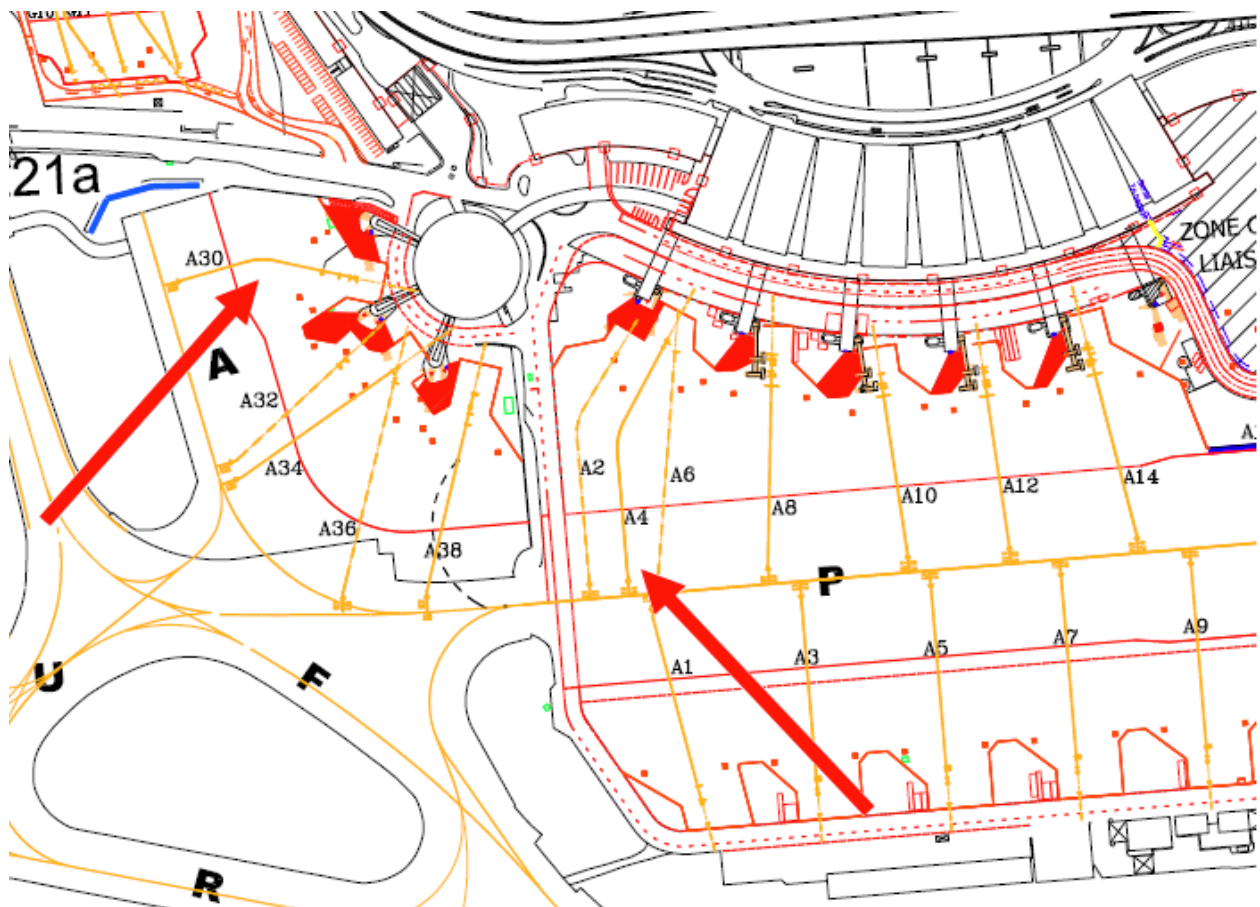


Parking stands A4 and A30 at Paris CDG

Parking stand A4 and A30 have raised some safety concerns among crews over marshaling and parking stand maneuvering.

The main concerns are about being marshaled away from the centerline (left side) and the close proximity of the aircraft to the air bridge and ULD staging area.



- Stand A4 is code E (A330/340) compliant.
- A wing walker is used on the port side of the aircraft to stop service road traffic movement during arrival and departure.
- For A346 operations the aircraft is required to be marshaled off centre line in order for it to line up onto stand correctly to allow the positioning of the L2 air bridge. Should the aircraft not follow these signals then the centre gear would line up off the centre line and only bridge L1 can be connected.
- Air bridge and ULD staging area are staged a significant distance away from the aircraft.

Aircraft positioned correctly on lead-in/centerline



Further view of the ULD staging area and bridge 2 home circle. Both are a significant distance from the aircraft and well outside the aircraft safety envelope.



Starboard side wingtip



clearance

Port side view of the aircraft during push-back, with service road movement halted and a wing walker in place. An identical process is in place during arrival handling.



Stand A30 center-line and general arrangement

