

Engine power back procedure for aircraft stand departure

IFALPA is opposed to the conduct of engine power-back operation as a normal procedure due to the poor quality of guidance, braking, steering, vision, possible contamination of the airfoil and the danger of engine damage, and believes that these operations should not be performed as a regular practice, especially for jet aircraft or at busy airports.

Where these operations are required in special circumstances:

- ▶ The procedure should be specifically approved by the aircraft manufacturer.
- ▶ The operator should establish a detailed procedure for the operation; e.g. proper communication signals between ground personnel and flight crew to ensure adequate surveillance of the power-back area.
- ▶ The operator should specify the personnel to be used and their responsibilities, and the restrictions which will apply at each location to ensure safety.
- ▶ The operator should establish a training programme for the personnel involved.
- ▶ The approval of the airport authority should be obtained.
- ▶ The operator should conduct a demonstration of the safety of the operation at each location and for each type of aircraft.
- ▶ The presence of surface contaminants that could be blown onto the wing surfaces or drawn into the engine inlets by the selection of reverse thrust should be considered.
- ▶ A maximum level of reverse thrust should be established for each aircraft type.
- ▶ Power-back should only be carried out in a straight direction (ie with no turns).