



OSPREY AIRWAYS

OSPREY REGIONAL | OSPREY WORLD CARGO

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britishavgeek

FLEET OPERATIONS

BASE PARKING

AIRCRAFT ALLOCATION & HOME-BASE GUIDE

A practical reference for fleet deployment, hub allocation and aircraft parking.

The purpose of this document is to outline the preferred parking locations of which Osprey Airways would be routinely serviced at. These stands however may not always be available, particularly if flying on online networks such as VATSIM or IVAO but are the primary stands for use at Osprey Airways, including Osprey Airways Holidays subsidiary and Osprey Airways Regional services. Where indicated, preferred parking locations for Osprey World Cargo services will be also included below

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Other airports serviced by Osprey Airways do not have any preferred parking locations and pilots should park in the most suitable location based on aircraft type, and service.

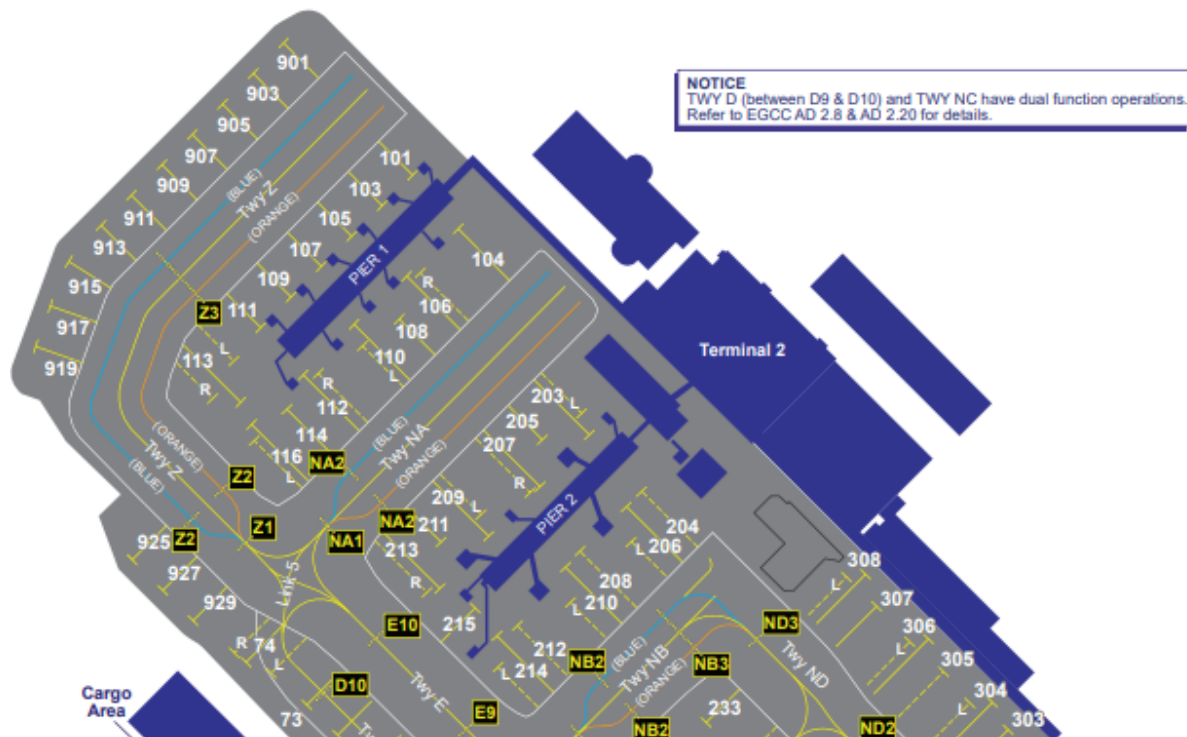
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Where indicated, preferred parking locations for Osprey World Cargo services will be also included below in the relevant section for each airport

EGCC – Manchester Airport, UK

Mainline Hub and Headquarters of Osprey Airways

A variety of operations are undertaken at our HQ Hub in Manchester with a variety of both mainline short haul, regional and leisure focussed long haul routes.



Osprey Airways Mainline operations covering narrow bodied twin-jet aircraft including all Osprey Airways Regional subsidiary movements should use the following stands at Terminal 2, Pier 1:

- Stands 104 through 116 Evens within the NA cul-de-sac
- Stands 101 through 113 Odds within the Z cul-de-sac

Twin-Aisle long haul fleet aircraft operating into and out of Manchester should use Terminal 2, Pier 2 for parking at the relevant heavy stands as follows:

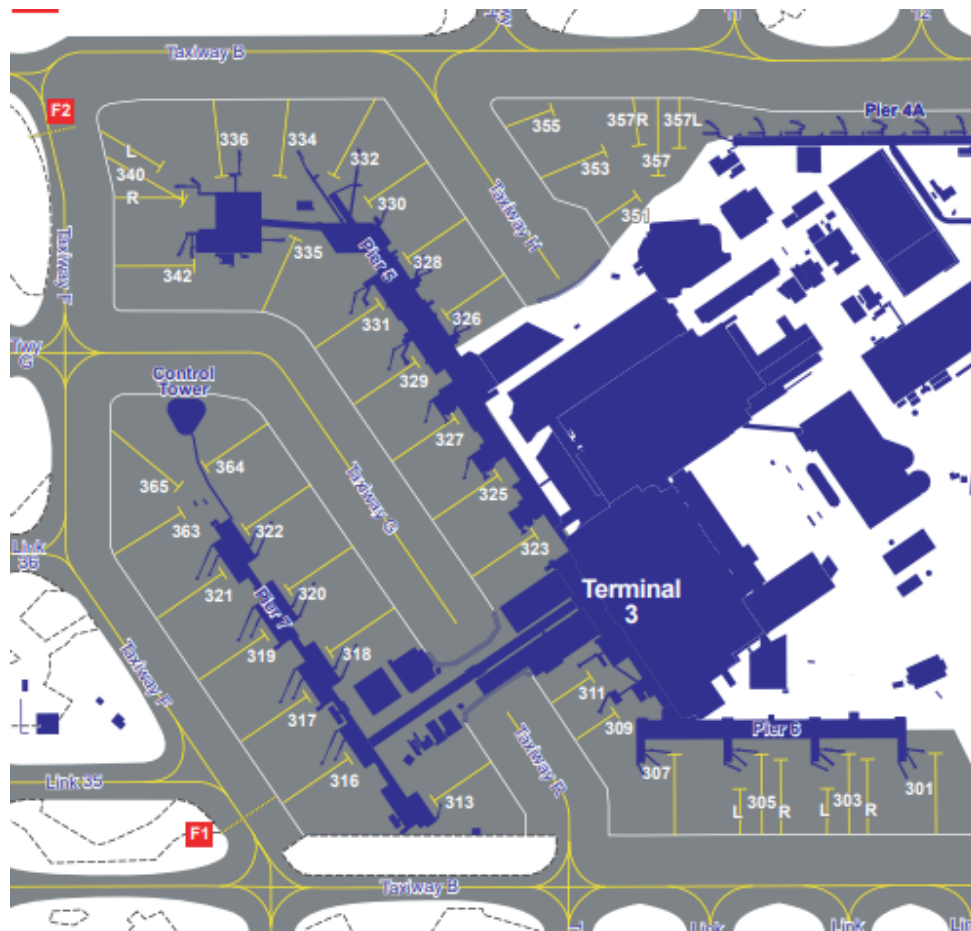
- Stands 204 through 214 Evens via the NB taxiway
- Stands 203 through 213 Odds via the NA cul-de-sac
- A380 Operations should use stand 204 which is built as a Code F capable stand

Any Osprey World Cargo operations utilising Manchester Airport should park at the West Apron on stands 925, 927 or 929

Pilots should expect dual runway operation at Manchester. When winds are favouring westerly operations, pilots should expect runway 23R for arriving traffic and runway 23L for departing traffic. For conditions favouring easterly configuration, arrivals should expect runway 05R and departures should expect runway 05L.

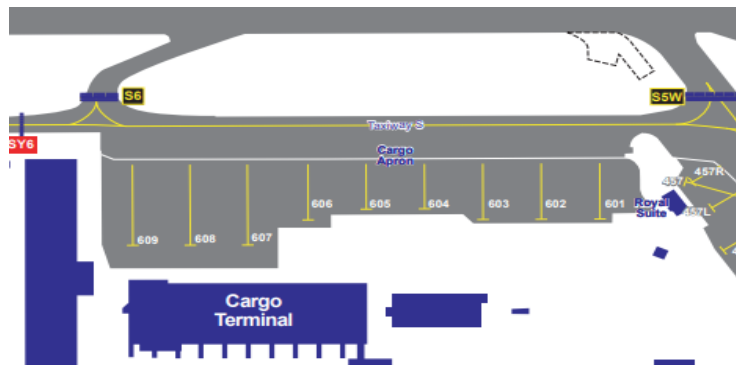
EGLL – London Heathrow, UK

Mainline Hub for long-haul routes and domestic shuttle services across the UK



Osprey Airways operations into and out of the UK busiest airport, London Heathrow are from Terminal 3 which can accommodate all passenger aircraft in the fleet with ease. Primary parking locations for most small, medium and large aircraft in the fleet are as follows:-

- Stands 323 through 335 odds within the Taxiway G cul-de-sac
- Stands 326 through to 342 events on the north side of Terminal 3
- A380 operations should use parking at stand 301, 303, 305 or 307 only



Osprey World Cargo operations should utilise stands 605 through to 609 for parking at London Heathrow, these stands can service all Osprey World Cargo aircraft.

EGKK – London Gatwick, UK

Mainline Hub and primary airport for long haul leisure destinations

London Gatwick is an important hub for leisure travel and whilst predominantly short haul to destinations such as Greece, and the Greek Islands it also offers a significant importance for long haul operations to the Caribbean, and Mauritius.



Osprey Airways Mainline operations covering narrow bodied twin-jet aircraft including all Osprey Airways Regional subsidiary movements should use the following stands at London Gatwick's South Terminal

- Stands 10 through 38 Evens plus Stand 13 for short haul narrow body jets
- Stands 15 through 23 odds for long haul twin-aisle jets
- Any stands on Pier 3

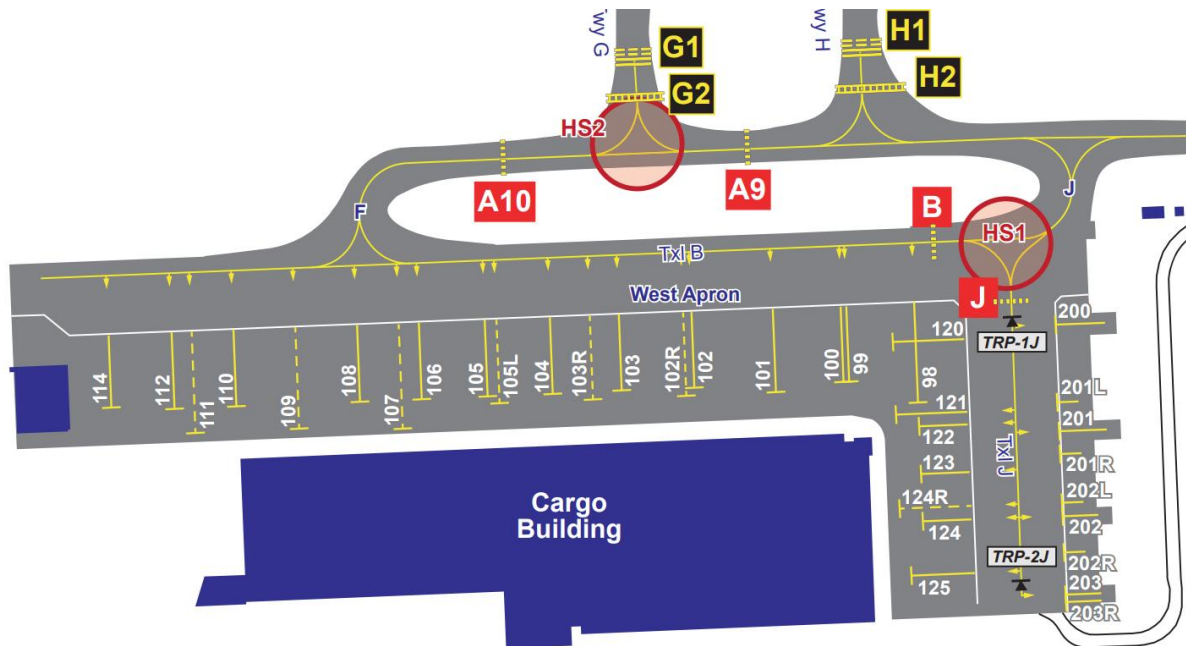
The only exception here is A380 operations for which Gatwick can only service A380 from Stand 558 on the North Terminal. Ground Services will then transfer passengers to the South Terminal for boarding and disembarkation as required

- Any Osprey World Cargo operations utilising London Gatwick Airport should park at the following stands based on aircraft type and size:-
- Stands 153, 154, 158, 159
- Stands 170, 192, 174, 176, 178, 180

EGNX – East Midlands, UK

Osprey World Cargo Hub and Base of Operations.

Connections to the Middle East, Asia, Africa and the Americas connect EGNX to KMEM Hub and the rest of the world with long haul, and some short haul routes

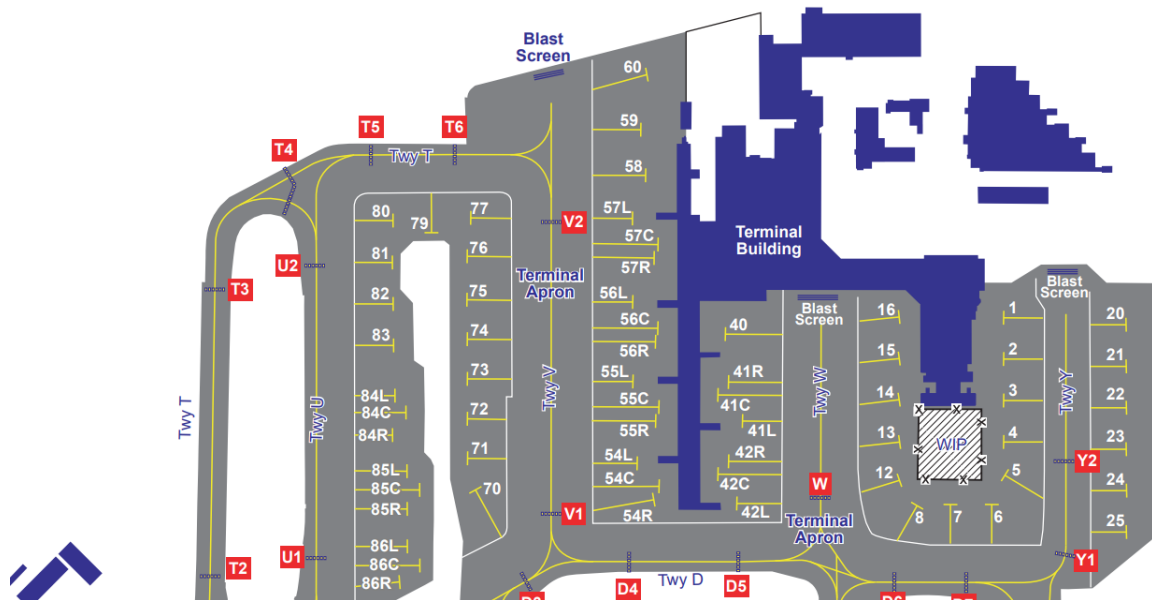


Osprey World Cargo aircraft can park in any location at the East Midlands Airport Cargo facility; pilots should select an appropriate stand for their aircraft type.

EGBB – Birmingham Airport, UK

Osprey Airways Regional and Osprey Airways Holidays Hub

Birmingham Airport is the airport covering the West Midlands and offers a range of short and medium haul routes across Europe and North Africa with the Osprey Airways Regional, and Osprey Airways Holidays subsidiaries.



The fleet permanently based at Birmingham Airport typically comprises of regional aircraft such as the Fokker 100, and narrow bodied medium sized airliners like the Boeing 737-800 and Airbus A321. Occasionally some long haul routes may be active based on the seasons and aircraft availability in the network.

Preferred parking for Osprey Airways at Birmingham is stands 40 through to 59 depending on aircraft type and size.

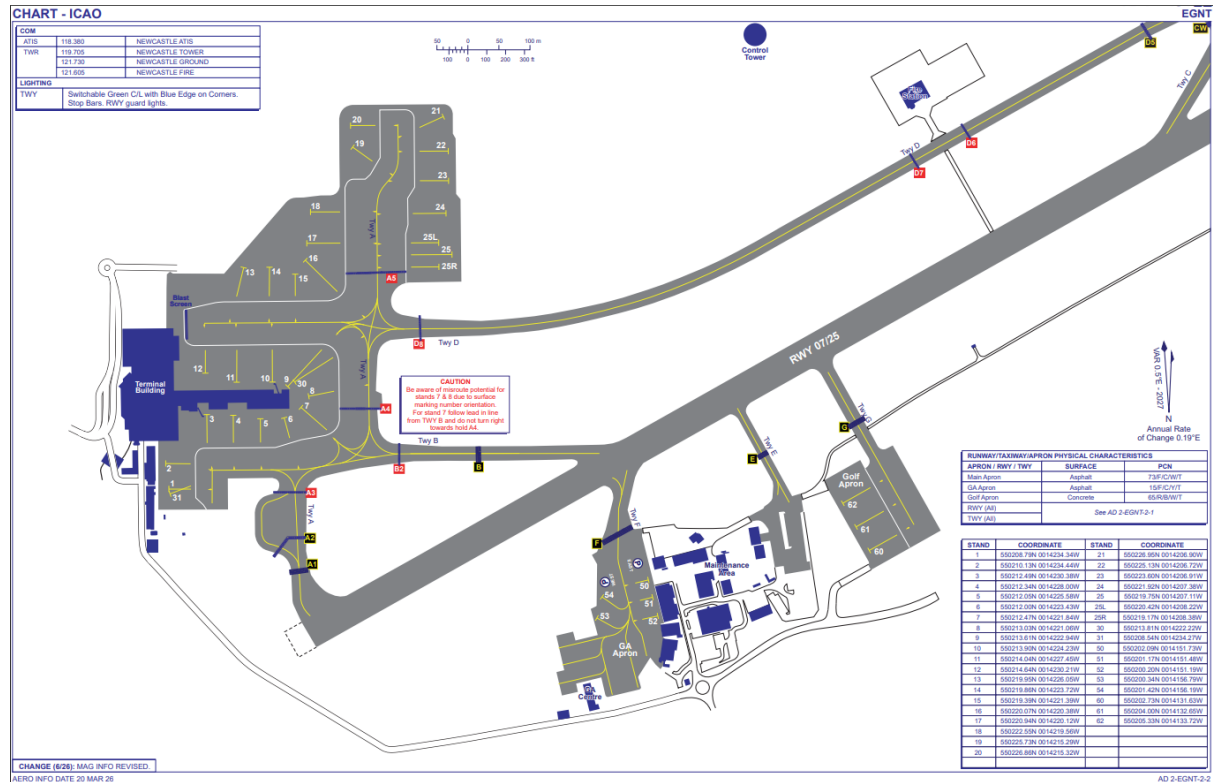
Osprey World Cargo operations should utilise the Elmdon Apron parking at stands 502 or 503. Parking at stand 601 for heavy aircraft is also a possibility but pilots will need to taxi via taxiway L specifically for access to stand 601.

Pilots operating into or out of Birmingham Airport need to factor in frequent crosswind conditions and an undulating runway surface which can distort visual depth perception and distance assessment depending on conditions and visibility.

EGNT – Newcastle, UK

Osprey Airways Regional and Osprey Airways Holidays Hub

Newcastle Airport is a newer hub airport covering the North of the UK and offers a range of short and medium haul routes across Europe and North Africa with the Osprey Airways Regional, and Osprey Airways Holidays subsidiaries.



Newcastle has a wide range of permanently based aircraft covering short and medium haul routes including domestic shuttle services. It also has links to and from London Heathrow for commuter shuttles with the wide variety of aircraft based at Heathrow.

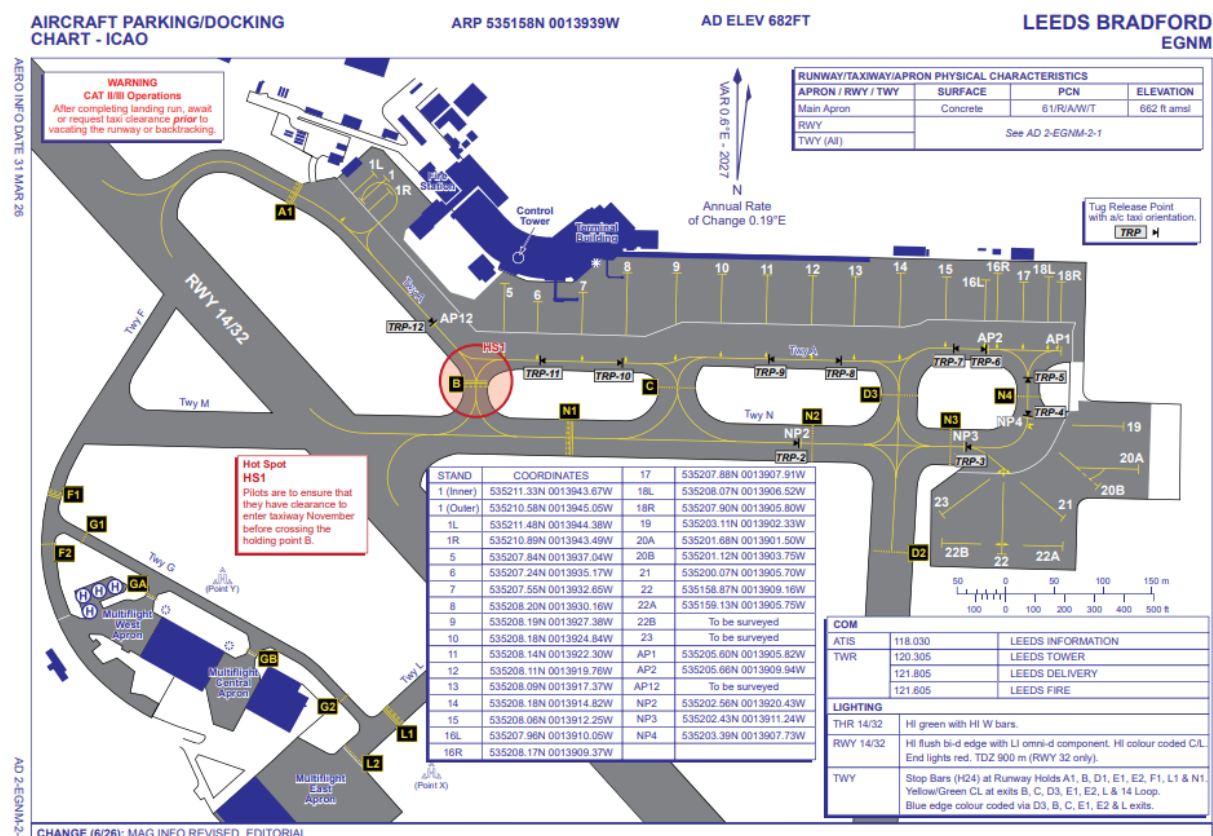
All parking stands around the main terminal building at Newcastle are available to all Osprey Airways pilots. Pilots should choose the correct stand according to the size and type of aircraft they are operating.

Pilots operating A320 must use Autobrake Medium as a minimum autobrake setting when landing at Bristol. It should also be noted that due to the position on the airfield at the top of a hill, significant crosswinds and windshear could be a factor dependent on conditions. This needs to be planned and accounted for in any departure or arrival briefing.

EGNM – Leeds Bradford, UK

Osprey Airways Regional and Osprey Airways Holidays Hub

Osprey Airways maintains a small presence at Leeds Bradford primarily serving leisure-based holiday destinations in Europe. Single Aisle narrowbody aircraft including the Airbus A320 family, Boeing 737 family, Airbus A220 and Fokker 70/100 are aircraft routinely operating here.



All parking stands by the terminal building from stand 5 through to stand 15 are able to be utilised by Osprey Airways pilots. Pilots should note however that parking at stands 5, 6, and 7 are restricted to smaller aircraft in the fleet like the Fokker 100.

Pilots must be aware of crosswind activity at Leeds Bradford when planning arrivals or departures and calculate stopping distance carefully given the short runway lengths at the airport.

FAOR – Johannesburg, South Africa

Mainline Hub and primary airport for hub-and-spoke connections across Africa

Osprey Airways maintains a presence in Johannesburg which connects with EGLL and OMDB for long haul routes to other hubs across the world. FAOR feeds the inter-Africa operation with domestic Osprey Airways Regional services to Cape Town and Durban for example, and international routes to Tanzania, Namibia, Seychelles, Kenya and Mauritius



Mainline operational parking for domestic services for narrow-bodied jets will operate from Stands A10 through A13 and C1 through C8 depending on aircraft type and size.

Long Haul services to Mauritius, Seychelles, Heathrow, Dubai etc. will operate from stands E1 through E12 according to aircraft size being operated.

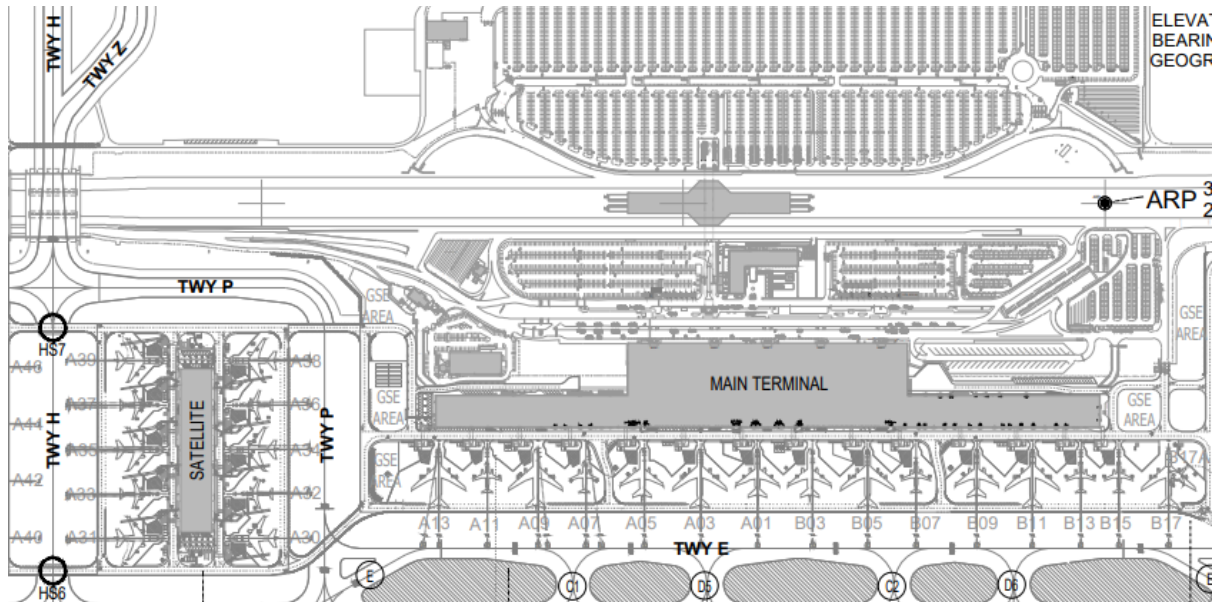
Osprey World Cargo operations will utilise Apron G for parking at Stands G1 through G7.

Pilots should expect dual runway operations at Johannesburg with departures typically operating on Runway 03L/21R and arrivals operating on 03R/21L.

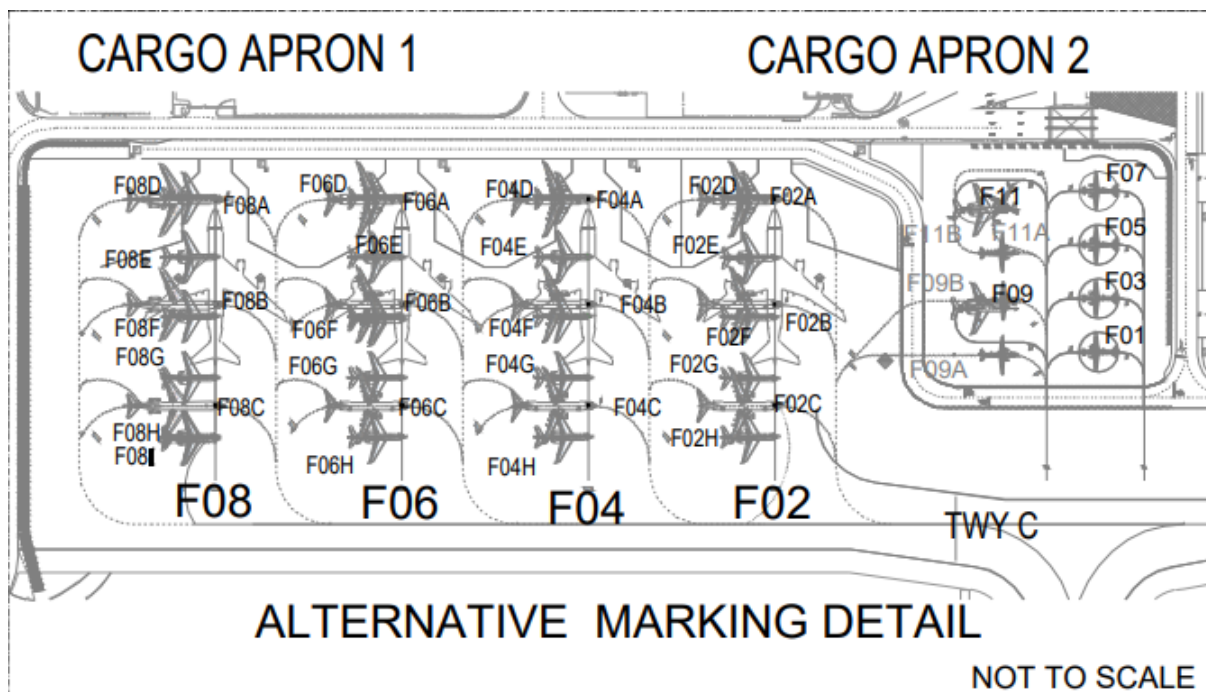
LGAV – Athens, Greece

Mainline Hub and Greek-island based short haul hop spoke network

Osprey Airways maintains a small presence at a base in Athens, which is well connected from the UK and also has a small base of aircraft positioned there for intra-Greek island hops to suit shorter leisure based destinations outside of ex-UK operations



Osprey Airways Mainline operational parking is at the Main Terminal at any suitable gate location there, or via the Satellite terminal accessible via Taxiway P or Taxiway H.

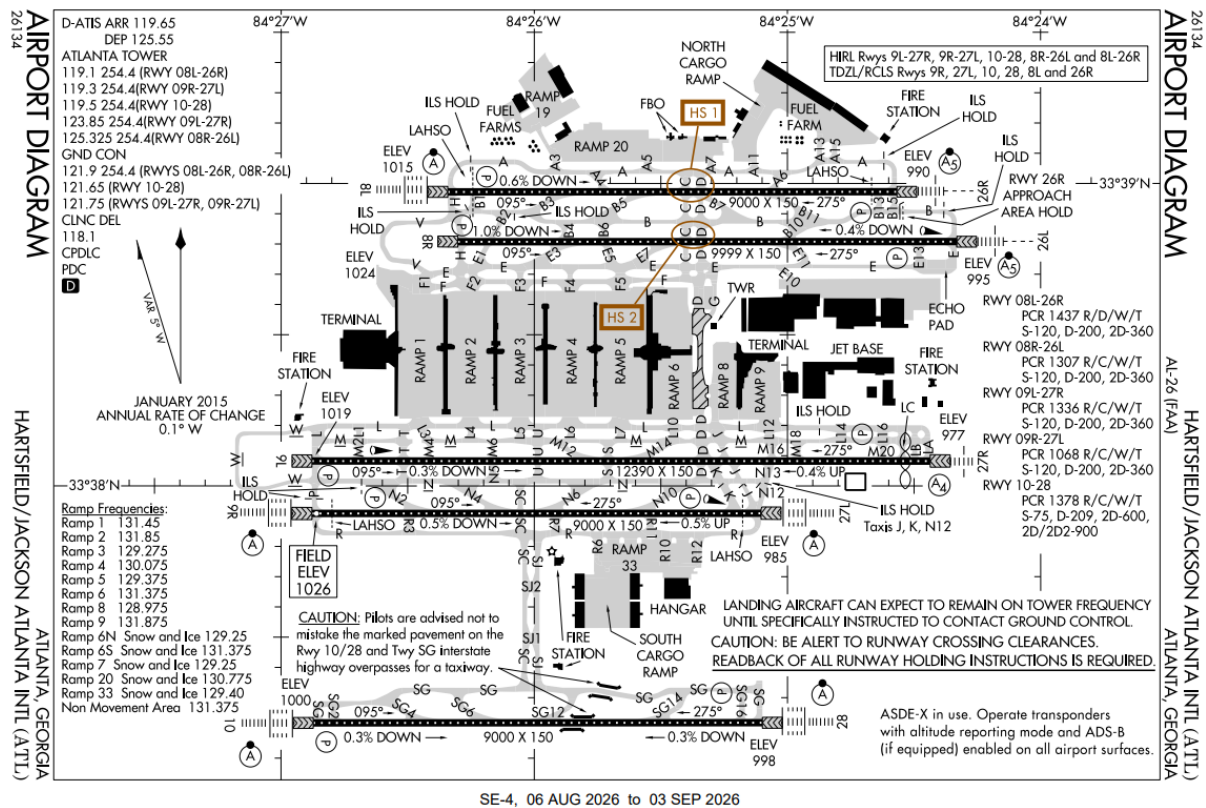


Osprey World Cargo operations will utilise Cargo Apron 1 and 2 on the west side of the airport accessed via Taxiway C

KATL – Atlanta, United States

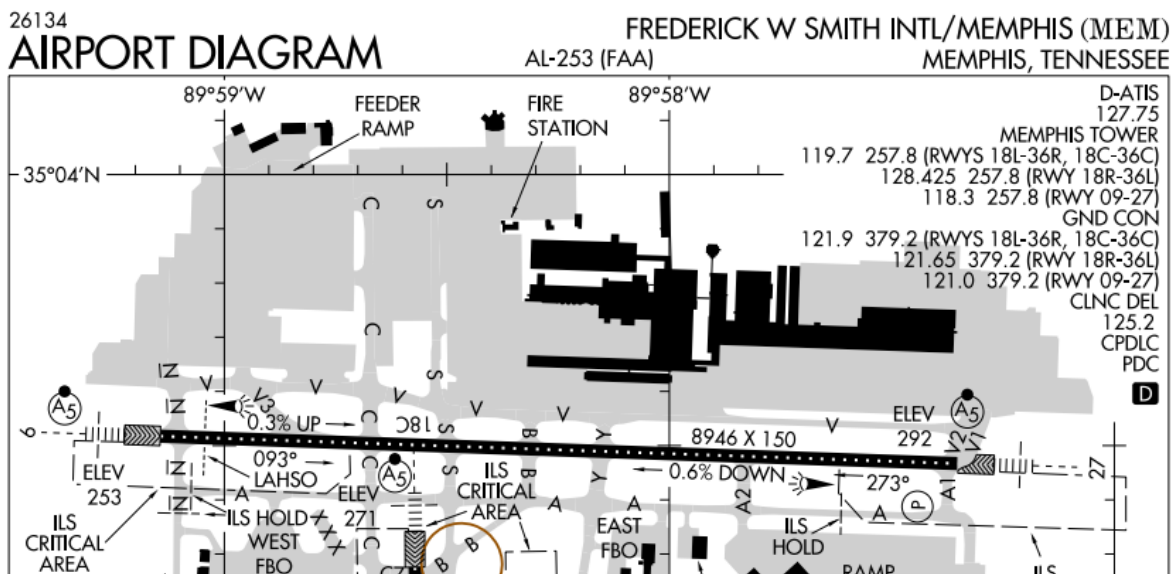
Mainline Hub with dedicated schedules feeding into the US, Canada and Central America

Osprey Airways maintains a presence at a base in Atlanta, which connects to the UK via Heathrow. Atlanta offers a strategic base for passenger operations across the US and Canada. It also offers medium to long haul services to Central and South America too.



Osprey Airways preferred parking for short haul and US domestic services should take place from Concourse D accessed via either Ramp 4 or Ramp 5. International long haul services should be conducted from Concourse E accessed via Ramp 5, Ramp 6 North or Ramp 6 South. Pilots should select the appropriate gate based on flight type, and routing.

Osprey World Cargo US Hub with spoke network covering North, Central and South America

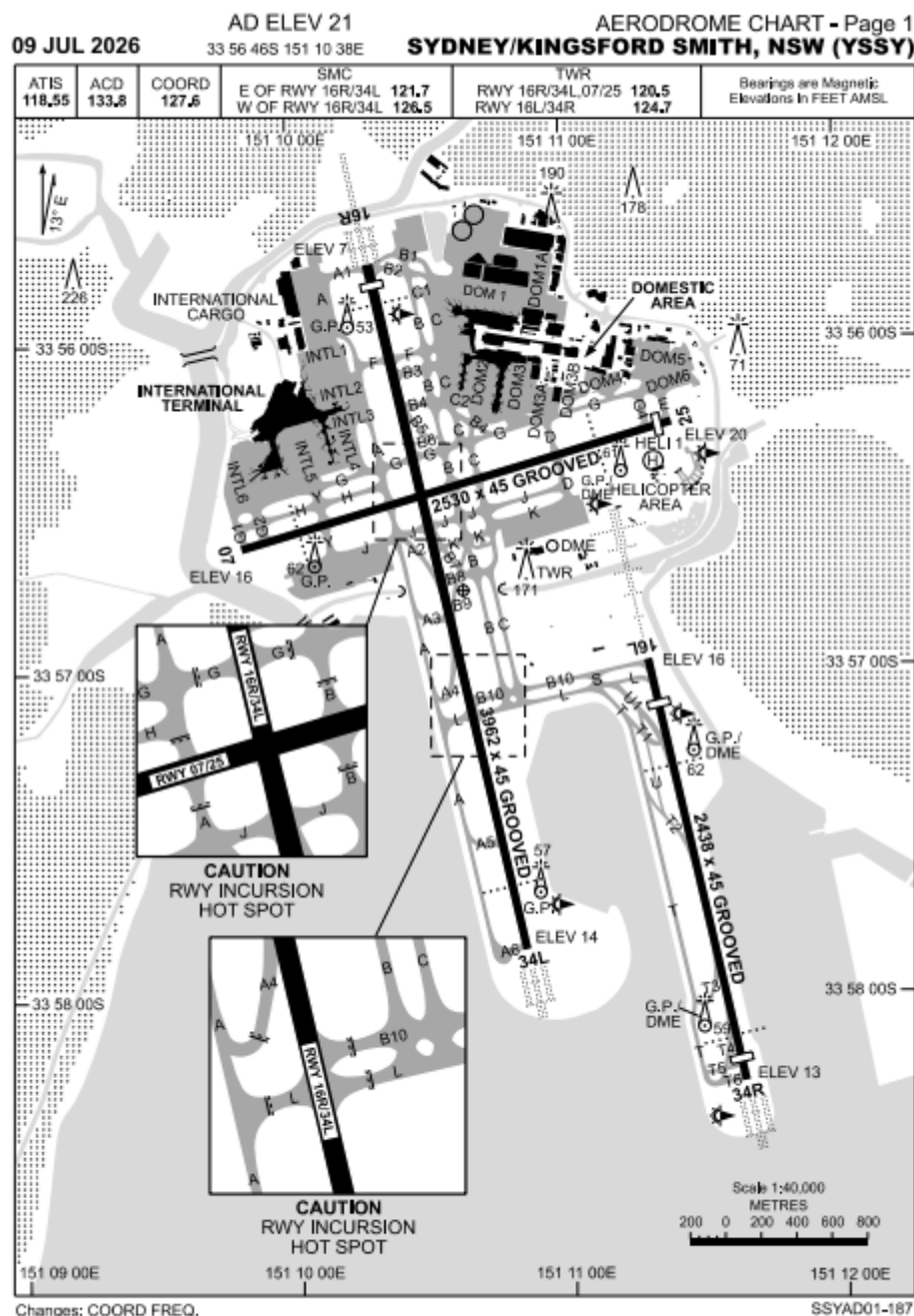


All parking for Osprey World Cargo operations need to be done at the cargo facility located to the north side of Runway 26/06. Pilots should select an appropriate parking bay based on the size and aircraft type they are operating. This facility can accommodate all aircraft in the Osprey World Cargo fleet.

Pilots should plan for additional taxi fuel requirements where necessary due to the size of Memphis Airport, ensuring they have sufficient taxi fuel planned depending on the runway in use for departures and/or arrivals.

YSSY – Sydney, Australia

Mainline and Cargo Hub connected Australia and New Zealand with the rest of the world



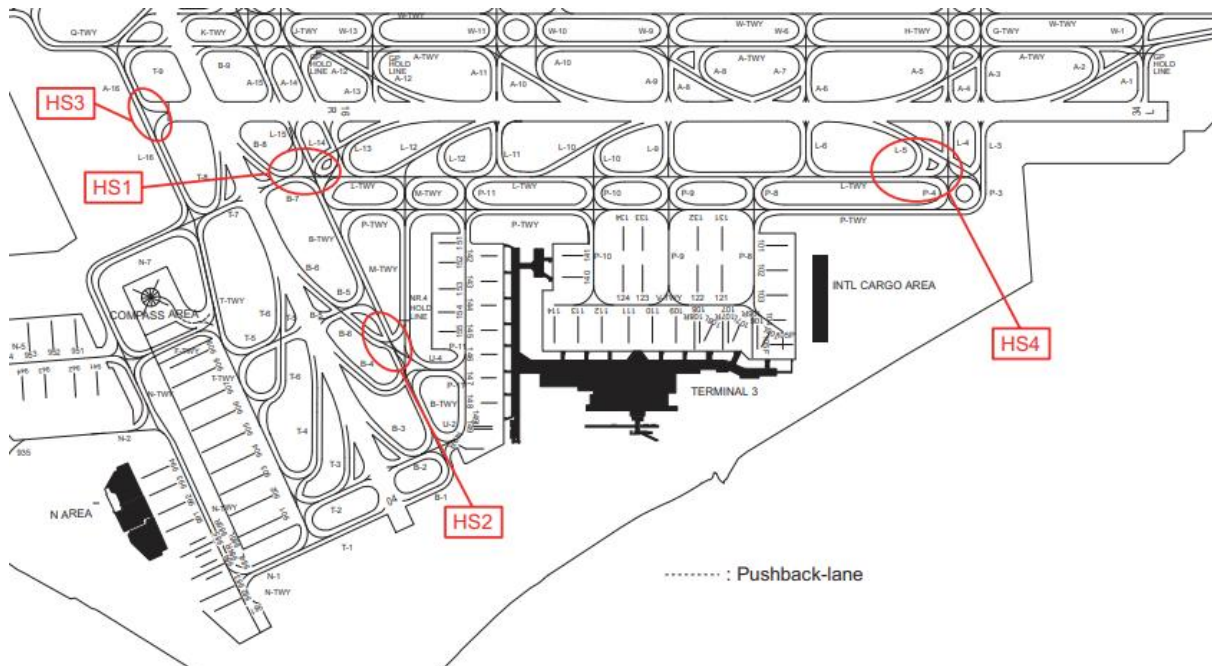
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Operations into and out of Sydney will be dependent on type of service being flown. All mainline international services will be flown from the International Terminal and Osprey Airways pilots should aim to utilise parking at International Piers 5 or 6. Domestic services in and around Australia from Sydney should utilise the domestic terminal, with preferred parking at Domestic Pier 2 or 3. Osprey World Cargo operations will be conducted using the International Cargo Apron on the north west side of the airfield.

RJTT – Tokyo Haneda, Japan

Mainline Hub connecting the UK and Australia with Japan. Shorter regional services across to Hong Kong, Thailand, the Philippines and more are offered from Haneda.



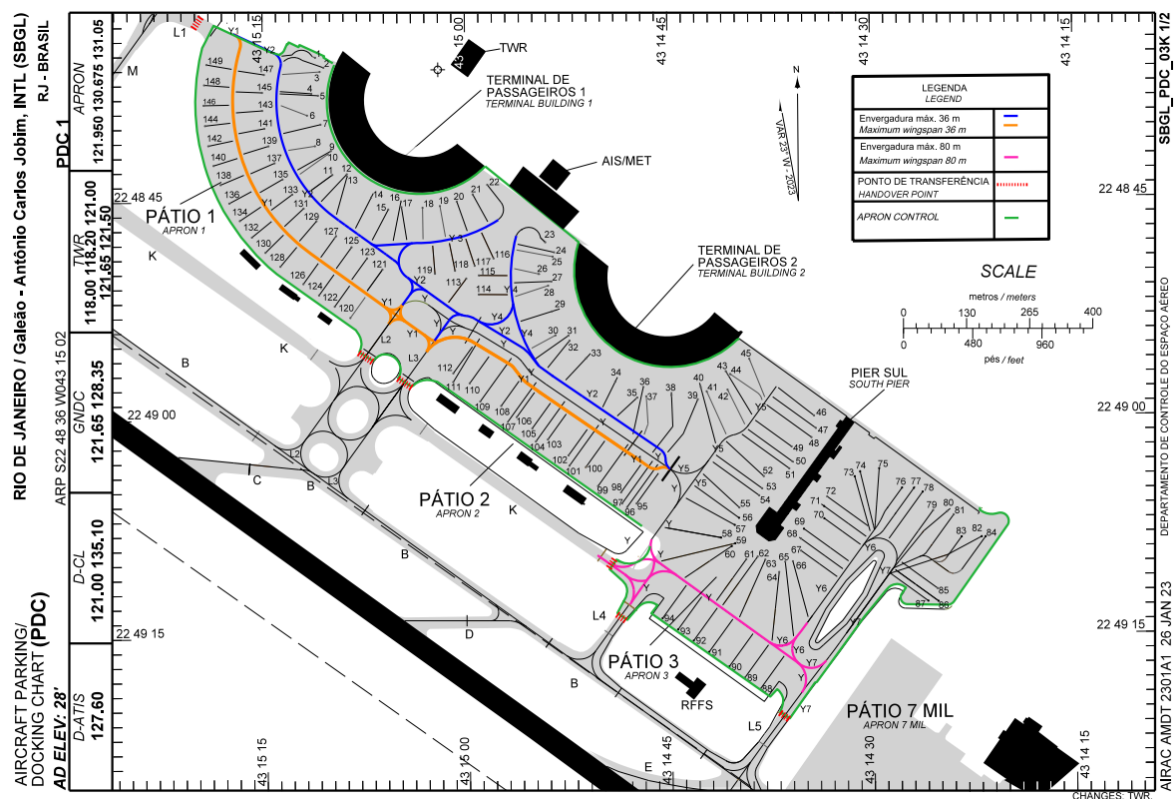
Osprey Airways maintains a small permanent fleet of aircraft at Haneda and offers a mainline service specifically targeting the high-density routes across the Far East. The airport is important as it connects Heathrow with Sydney for those long-haul flights needing a suitable stop-over in a wonderful location.

Pilots operating into and out of Tokyo Haneda will need to use Terminal 3 for their operations selecting a stand most suited to their aircraft type. Osprey World Cargo operations can also use this same section of airport, as the International Cargo Area is in the same location on the airfield too.

Depending on the runway in use, pilots should plan for additional taxi fuel for both departures, and arrivals as prolonged taxi could be a factor dependent on runway in use.

SBGL – Rio de Janeiro, Brazil

Mainline Hub connecting the UK and US Hubs with South America



A small number of narrow bodied aircraft are based here at Rio de Janeiro and Osprey Airways operates from Terminal 2, apart from Osprey World Cargo aircraft operations which utilise the cargo apron on the south side of the airfield at Apron 5. All parking stands for both passenger and cargo services are able to accommodate the entire fleet so pilots should aim to select an appropriate stand best suited to the size of aircraft they are operating.