

1. GENERAL (CONTD)**1.6.3. AIRCRAFT TOWING/PUSHING PROCEDURES OUT/INTO STANDS (contd)****Stands from 23 to 28**

Notes: Position DT3 is used for reference for towing/pushing procedures.

From stands 23 and 28

- Aircraft are pushed back to Twy S5, the nose of the aircraft face North and aircraft taxi following the ATC clearances to the holding position for departure.

At available stands 24 to 28

- Aircraft A321 and equivalent or smaller are pushed back to the available stand, continue towing the aircraft to the position DT3 on Twy S5, or the assigned position by the TWR's ATC and taxi following the ATC clearances to the holding position for departure.

From stand 25, 28

- Aircraft A321 and equivalent or smaller are pushed back, the nose of the aircraft face West, continue towing the aircraft to the position DT3 on Twy S5, or the assigned position by the TWR's ATC and taxi following the ATC clearances to the holding position for departure.

At available stand 23

- Aircraft A320 and equivalent or smaller are pushed back, continue to tow aircraft to the assigned position on Twy S5 for departure.

Stands from 29 to 32

From stands 29 to 32

- Aircraft are pushed back and started up the engine to Twy S5, the nose of the aircraft face North/South and aircraft taxi following the ATC clearances to the holding position for departure.

Notes:

Aircraft code E are only allowed to taxi via Twy S5 - taxilane Y1 when there are no personnel, vehicles, or facilities operating within the limited area of stand 40.

From stand 29

- Aircraft are pushed back and started up the engine to Twy S5 and out of Twy V, the nose of the aircraft face South and aircraft taxi following the ATC clearances to the holding position for departure; or the aircraft are pushed back and started up the engine to Twy V the nose of the aircraft face East for departure; or aircraft are pushed back to Twy V, the nose of the aircraft face West and taxi following the ATC clearances to the holding position for departure.

From stands 31, 32

- Aircraft are pushed back and started up the engine to taxilane Y1, the nose of the aircraft face East and aircraft taxi following the ATC clearances to the holding position for departure.

This procedure is not applied for aircraft code E or larger taxiing on taxilane Y1 - Twy S5 when there are personnel, vehicles, and facilities operating within the limited area of stand 37. Do not apply to push from stand 32 to taxilane Y1 for aircraft code E due to sharp turns, unsafety.

Stands from 33 to 35

Notes: Position DT6 is used for reference for towing/pushing procedures.

From stands 33, 34

- Aircraft are pushed back to taxilane Y1, the nose of the aircraft face North/South and aircraft taxi following the ATC clearances to the holding position for departure.

Or

- Aircraft are pushed back into Twy V/S6 and aircraft taxi following the ATC clearances to the holding position for departure.

- Aircraft up to A321 are pushed back to taxilane Y, the nose of the aircraft face East, aircraft taxi following the ATC clearances to the holding position for departure.

- In case aircraft from stands 33, 34 are pushed back to taxilane Y1, the nose of the aircraft face South, aircraft taxiing on Twy V must hold at the intermediate holding position in front of taxilane Y1.

From stand 35

- Aircraft code E and above are pushed back to taxilane Y1, the nose of the aircraft face North, aircraft is towed to abeam the center line of stand 35 (DT6) and aircraft taxi following the ATC clearances to the holding position for departure.

Notes:

During pushing/towing process, aircraft is not started up the engine. Aircraft A321 or smaller when departing from stand 35, are not required to be towed to abeam stand 35 (DT6).

Or:

- Aircraft are pushed back to taxilane Y1, the nose of the aircraft face South and aircraft taxi following the ATC clearances to the holding position for departure.

- Aircraft are pushed back to Twy V/S6 and taxi following the ATC clearances to the holding position for departure.

- Aircraft up to A321 are pushed back to taxilane Y, the nose of the aircraft face East and aircraft taxi following the ATC clearances to the holding position for departure.

Aircraft code E or bigger are only allowed to taxi to taxilane Y1- Twy S5 when there are no personnel, vehicles or facilities operating within the limited area stand 37.