

## 1. GENERAL (CONTD)

### 1.6.2. OPERATIONAL CAPABILITY OF NON-COMMERCIAL AIRCRAFT STANDS (contd)

Notes:

- The above mentioned aircraft stands are not used for commercial operation, the aircraft which does not operate for commercial purpose is towed/pushed following ATC instructions into aircraft stands on Twys and into commercial stands to operate.
- In case the above mentioned Twys are not used for parking aircraft: Departing/Arriving aircraft applied the current taxiing procedures.
- Do not operate departing/arriving aircraft at stands 12, 14, 16 in case there is aircraft (non - commercial purpose) parking respectively at these stands.
- "Follow-me" car is provided for flights to/from Tan Son Nhat International Airport into parking/parking overnight stands during arrangement of parking/parking overnight stands on Twys.

### 1.6.3. AIRCRAFT TOWING/PUSHING PROCEDURES OUT/INTO STANDS

#### Stands from 1 to 8

- Aircraft self-taxi out of aircraft stand.
- Aircraft are pushed back to Twy V and taxi following the ATC clearances to the holding position for departure.

#### Stands from 1A

- Aircraft self-taxi into aircraft stand.
- Aircraft self-taxi out and taxi following ATC's clearances for departure.

#### Stands from 9 to 16

##### From stands 9 to 16

- Aircraft are pushed back and started up the engine to Twy V and taxi following the ATC clearances to the holding position for departure.

##### From stand 15, 16

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

##### From stands 9, 10, 11

- Aircraft are pushed back and started up the engine to Twy S3 and taxi following the ATC clearances to the holding position for departure.

##### From stands 13 to 16

- Aircraft are pushed back and started up the engine to Twy S4, aircraft are allowed to start up for departure.

#### Stands from 17 to 22

##### From stands 17 to 22

- Aircraft are pushed back and started up the engine to Twy S5, the nose of the aircraft face North/South and taxi following the ATC clearances to the holding position for departure.
- Aircraft A321 and equivalent or smaller are pushed back to the available stands 29, 30, 31, 32; continue towing aircraft to Twy S5 and taxi following the ATC clearances to the holding position for departure.

Notes:

During towing process of the aircraft from the available stands (29, 30, 31, 32) to Twy S5, the aircraft is not started up the engine.

##### From stands 17, 18

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

##### From stands 20, 21, 22

- Aircraft are pushed back and started up the engine to taxiway 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 to aircraft code E or bigger taxiing to taxiway Y1 - Twy S5 when there are personnel, vehicles and facilities operating within the limited area of stand 37. Do not apply to push aircraft from stand 32 to taxiway Y1 for aircraft code E due to sharp turns, unsafety.