

STANDARD AIRPORT TAXI ROUTES (STR) OPERATIONAL PROCEDURES

1. PURPOSES, SCOPE AND SUBJECTS OF APPLICATION

1.1 Purposes

STR and STR's operational procedures are established aiming to:

- Replace taxiing ATC clearances that contain a lot of Twys information, specifying a single taxi route for pilot to follow: For departure flights - from stands to holding points to line up on the Rwy; For arrival flights - from the movement when aircraft vacating Rwy to stands.
- Reduce the time communication on occupied due to taxiing clearances has been shortened.
- Reduce the workload for both ATCs and pilots.
- Reduce the risk of pilot confusion when controlling the taxi aircraft.

1.2 Scope of application

STR and STR's operational procedures are applied for Twys and aprons at Tan Son Nhat International Airport.

1.3 Subjects of application

- ATCs of Tan Son Nhat APP/TWR.
- Pilots of airlines having flight operations at Tan Son Nhat International Airport.
- Not applicable for Boeing B747-8, flights using follow-me car to taxi out/into stand and holding point to line up on the Rwy and aircraft operating at stands 77A, 79A, 81A.

2. PRINCIPLES OF ESTABLISHING AND NAMING STR

2.1 Principles of establishing STR

- STR are established based on the most common Twys in use at Tan Son Nhat International Airport.
- STR are in compliance with the Regulations on pushback procedures, aircraft operations and operational restrictions at Tan Son Nhat International Airport.
- Ensure aircraft taxi seamlessly to the end of STRs with the minimum waiting time.
- In case the standard taxiing route cannot be applied, ATC issue clearances for the aircraft to taxi following the current Twys.

2.2 Principle of naming STR

- Base on principles of establishing STR, all STR's are named STANDARD ROUTE. Pilot and ATC distinguish the STR base on Rwy in use and specific destination:

- For departure aircraft: The final destination of a STR will be holding points on the Twy before line up on Rwy (holding point runway).
- For arrival aircraft: The final destination of STR will be apron.

2.3 Operational principles

- ATC issues clearances for the pilots to taxi the STR continuously to the holding point (for departing aircraft), to stand (for arriving aircraft) or taxi via the STR and hold at another position appropriate to the operating situation at that time to ensure the safety of flight operations, avoid the risk of collision between aircraft, between aircraft and personnel and vehicles on the ground, facilitate the flight operations.
- Pilots need to clearly understand the packing/docking chart and determine the STR based on the runway-in-use (for departing aircraft) and the assigned stand (for arriving aircraft). When there is any suspicion or hard to understand during taxiing, pilot must immediately stop and notify the ATC. ATC will clarify or issue taxi clearances for the aircraft taxi following the existing Twys.
- In case ATC needs to adjust taxiing route of aircraft or when requested by pilots, ATC will cancel the STR and issue a taxiing clearances to replace.
- Simultaneously operating STR with existing Twys.

2.4 Phraseologies in use

2.4.1 For departing aircraft

(Aircraft callsign) TAXI VIA STANDARD ROUTE TO HOLDING POINT RUNWAY (number) or (Aircraft callsign) TAXI TO HOLDING POINT RUNWAY (number) VIA STANDARD ROUTE

Example 1: departure aircraft from Rwy 25L

- HVN123 TAXI VIA STANDARD ROUTE TO HOLDING POINT RUNWAY 25L.
- HVN123 TAXI TO HOLDING POINT RUNWAY 25L VIA STANDARD ROUTE.

Example 2: departure aircraft from Rwy 07R

- HVN123 TAXI VIA STANDARD ROUTE TO HOLDING POINT RUNWAY 07R.
- HVN123 TAXI TO HOLDING POINT RUNWAY 07R VIA STANDARD ROUTE.