

## 1. GENERAL (CONTD)

### 1.6.3. AIRCRAFT TOWING/PUSHING PROCEDURES OUT/INTO STANDS (contd)

#### Stand 36

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

From stand 36

- Aircraft are pushed back to taxilane Y1, the nose of the aircraft face West, and aircraft taxi following the ATC clearances to the holding position for departure. 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 up to A321 are pushed back to taxilane Y1, the nose of the aircraft face East, and aircraft taxi following the ATC clearances to the holding position for departure.
- Aircraft are pushed back to taxilane Y1, the nose of the aircraft face North, aircraft are towed to abeam the center line of stand 35 (DT6) for departure.
- Aircraft are pushed back to Twy V/S6 and taxi following the ATC clearances to the holding position for departure.

#### Notes:

In case aircraft from stand 36 is towed to abeam stand 35, the aircraft is not allowed to start up the engine during the towing process.

When pushing the nose of the aircraft face West, the aircraft are only allowed to taxi when there are no personnel, vehicles or facilities operating within the limited area of stand 40.

#### Stands from 37 to 40

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

From stands 37 to 40

Aircraft are pushed back to taxilane Y1, the nose of the aircraft face East or West, aircraft taxi following the ATC clearances to the holding position for departure.

In case aircraft from stands 37, 38 are pushed back to taxilane Y1, the nose of the aircraft face West, aircraft taxiing on Twy S5 must hold at the intermediate holding position in front of taxilane Y1.

Do not push aircraft at stands 39 and 40, the nose of the aircraft face East at the same time with the aircraft at stand 36, the nose of the aircraft face North when aircraft have not towed to position DT6 yet.

At available stand 37

Aircraft A320 and equivalent or smaller are pushed back, continue to be towed to taxilane Y1 or S5 and taxi following the ATC clearances to the holding position for departure.

From stands 37, 38

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 38, 39, 40

Aircraft A321 and equivalent or smaller are pushed back to the available stand, continue towing aircraft to taxilane Y1, taxi following the ATC clearances to the holding position for departure.

#### Stands from 41 to 46

From stands 41 to 46

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. Or:

At available stands from 41 to 46

Aircraft A320 and equivalent or smaller are pushed back, continue towing aircraft to the assigned position by the TWR's ATC on the Twy S5, the nose of the aircraft face North, aircraft taxi following the ATC clearances to the holding position for departure.

From stands 41, 44

Aircraft are pushed back, the nose of the aircraft face East, continue tow aircraft to the assigned position on Twy S5 and aircraft taxi following the ATC clearances to the holding position for departure.

#### Stands from 47 to 54

Notes: Positions from DT1 to DT5 are used for reference for towing/pushing procedures.

From stands 47, 50, 51 and 52

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

From stands 48, 53

Aircraft are pushed back, the nose of the aircraft face East, aircraft are towed to position DT1 to start up the engine, aircraft taxi and turn left to Twy S5 and continue following the ATC clearances to the holding position for departure.

At available stands 47, 48, 49, 52

Aircraft A321 and equivalent or smaller are pushed back to the available stand, continue being towed to the position DT1 or DT2 and taxi following the ATC clearances to the holding position for departure.