

1. GENERAL (CONTD)**1.6.3. AIRCRAFT TOWING/PUSHING PROCEDURES OUT/INTO STANDS (contd)**

At stands 50, 51, 53 and 54

- Aircraft A320 and equivalent or smaller are pushed back into the available stand, continue towing aircraft to the position DT1 or DT2 and taxi following the ATC clearances to the holding position for departure.

- Aircraft operational procedures when there is no available stand: Aircraft are pushed back to position DT4, behind stands 25 and 28, or position DT5 behind the area of stands 41 and 44; the aircraft are towed to position DT3 on Twy S5, or an assigned position by the TWR's ATC for departure.

Stands from 71 to 86

From stands 71 to 86

Aircraft are self-taxi out of Twy V, following the ATC's clearances to the holding position for departure.

Stands 77A, 79A, 81A

From stands 77A, 79A, 81A

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

Note:

- Stand 77A is operated flexibly at existing stands 77 and 78. When there is an aircraft arranged to operate at stand 77A; stands 77, 78, 79 shall not be arranged to operate and vice versa.

- Stand 79A is operated flexibly at existing stands 79 and 80. When there is an aircraft arranged to operate at stand 79A; stands 79, 80, 81 shall not be arranged to operate and vice versa.

- Stand 81A is operated flexibly at existing stands 81, 82 and 83. When there is an aircraft arranged to operate at stand 81A; stands 81, 82, 83 shall not be arranged to operate and vice versa.

Stands from 91 to 102, 103A, 103B, 104A, 104B

From stands 91 to 101

Aircraft are pushed back to taxiway Y and aircraft taxi following the ATC clearances to the holding position for departure.

From stands 102, 103A, 103B, 104A, 104B

Aircraft are pushed back to taxiway Y or taxiway Y7 (position the nose of aircraft abeam with the intermediate holding position in front of taxiway Y) and aircraft taxi following the ATC clearances to the holding position for departure.

Stands 103, 104

From stands 103, 104

Aircraft are pushed back to Twy V or Twy S7 (position the nose of aircraft abeam with the intermediate holding position in front of Twy V) and aircraft taxi following the ATC clearances to the holding position for departure.

Note:

- When there is an aircraft code E arranged to operate at stand 103; stands 103A, 103B shall not be arranged to operate and vice versa.

- When there is an aircraft code E arranged to operate at stand 104; stands 104A, 104B shall not be arranged to operate and vice versa.

1.6.4. PROCEDURES OF TOWING AND PUSHING AIRCRAFT FROM COMMERCIAL STANDS TO STANDS FOR PARKING ON Twy/NON-COMMERCIAL STANDS AND VICE VERSA**Stand 4T:**

- Aircraft is towed/pushed from apron - ... - S5 - Y2 - stand 4T (used when stand 5T is available).

- Aircraft from stand 4T - pushed back to Twy S5 - into the allocated stand.

Stand 5T:

- Aircraft is towed/pushed from apron - ... - S5 - Y2 - stand 5T.

- Aircraft from stand 5T - pushed back to Twy S5 - into the allocated stand.

Stand 8T:

- Aircraft is towed/pushed from apron - ... - S5 - Y1 - stand 8T (in case aircraft is towed via taxiway Y1, stands 6T and 7T are available).

- Aircraft from stand 8T - towed into the allocated stand.

Stand 9T:

- Aircraft is towed/pushed from apron - ... - S5 - Y3 - stand 9T.

- Aircraft from stand 9T - pushed back to Twy S5 - into the allocated stand.

Stand 10T:

- Aircraft is towed/pushed from apron - ... - S5 - Y3 - stand 10T (used when stand 9T is available).

- Aircraft from stand 10T - pushed back to Twy S5 - into the allocated stand.

Stand 11T:

- Aircraft is towed/pushed from apron - ... - S5 - stand 11T.

- Aircraft from stand 11T - ... towed/pushed back into the allocated stand or pushed back to taxiway Y3/Y2 and towed into the allocated stand.