

**WSSS AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS**

**PROCEDURES FOR START-UP AND PUSHBACK OF AIRCRAFT**

1. Ground crew must ensure that the area behind an aircraft is clear of vehicles, equipment and other obstructions before the start-up or pushback of aircraft commences.
2. When the pilot is ready for start-up and pushback, he shall seek confirmation from the ground crew that there is no hazard to his aircraft starting up. He shall then notify the Ground Movement Controller (Callsign: Singapore Ground) that he is ready for pushback. On being told by Singapore Ground that pushback is approved, he shall co-ordinate with the ground crew for the start-up and pushback of the aircraft.
3. The following table describes the procedures for the pushback of aircraft from the various aircraft stands. When it becomes necessary to vary a procedure to expedite aircraft movements, Singapore Ground will issue specific instructions to the pilot.
4. The lead-in lines are for aircraft nose-in guidance. For aircraft stands without dedicated pushback lines, ground crew may use the lead-in lines for pushback guidance.

APRON/ACFT STANDS	PUSHBACK PROCEDURES	PHRASEOLOGY USED BY SINGAPORE GROUND
<b><u>T3 WEST</u></b>		
A1	<p>The aircraft shall be pushed back onto TWY V6 to face West such that the pushback line is always kept midway between the aircraft main gear until its nosewheel is at the “END OF PUSH (for A1 nose gear)” position. The aircraft shall then be towed forward along the pushback line until its nosewheel is at the “END OF TOW (for A1, A2, B1, B2)” position. The aircraft may breakaway from there. Engine start up is not permitted during standard pushback.</p> <p><u>Alternate Pushback</u> The aircraft (on idle thrust) shall be pushed back onto Taxilane V6 to face East, followed by TWY WA, such that the alternate pushback line is always kept midway between the aircraft main gear until the nose of the aircraft is behind the stopbar behind aircraft stand A3 or B2. The aircraft may breakaway from there. <b>This alternate pushback procedure can only be exercised if the auxiliary power unit of aircraft is unserviceable.</b></p>	<p>Standard pushback approved</p> <p>Pushback approved, to face North (or South) on TWY WA</p>
A2	<p>The aircraft (on idle thrust) shall be pushed back onto TWY V6 to face West such that the pushback line is always kept midway between the aircraft main gear until its main gear is at the intersection of the pushback line and TWY V6 centreline and the nosewheel stops at the “END OF PUSH (A2, B2)” position. The aircraft shall then be towed forward along TWY V6 centreline until its nosewheel is at the “END OF TOW (for A1, A2, B1, B2)” position. The aircraft may breakaway from there.</p>	<p>Standard pushback approved</p>
A3	<p>The aircraft (on idle thrust) shall be pushed back onto TWY WA until its nosewheel is at the intersection of the aircraft stand lead-in line and TWY WA centreline. The aircraft may breakaway from there.</p>	<p>Pushback approved, to face North (or South).</p>

APRON/ACFT STANDS	PUSHBACK PROCEDURES	PHRASEOLOGY USED BY SINGAPORE GROUND
A4	The aircraft (on idle thrust) shall be pushed back onto TWY WA to face North (or South) such that the pushback line is always kept midway between the aircraft main gear until its nosewheel is at TWY WA centreline. The aircraft may breakaway from there.	Pushback approved, to face North (or South).
A5, A9	<p>The aircraft (on idle thrust) shall be pushed back:</p> <ul style="list-style-type: none"> <li>● onto TWY U2 to face North such that the pushback line is always kept midway between the aircraft main gear until the nose of the aircraft is behind the stopbar behind aircraft stand A11. The aircraft may breakaway from there.</li> </ul> <p><u>OR</u></p> <ul style="list-style-type: none"> <li>● onto TWY WA to face South until the nose of the aircraft is behind the stopbar behind aircraft stand A4. The aircraft may breakaway from there.</li> </ul>	<p>Pushback approved, to face North.</p> <p>Pushback approved, to face South.</p>
A10	<p>The aircraft (on idle thrust) shall be pushed back:</p> <ul style="list-style-type: none"> <li>● onto TWY U2 to face North until the nose of the aircraft is behind the stopbar behind aircraft stand A11. The aircraft may breakaway from there.</li> </ul> <p><u>OR</u></p> <ul style="list-style-type: none"> <li>● onto TWY WA to face South until the nose of the aircraft is behind the stopbar behind aircraft stand A4. The aircraft may breakaway from there.</li> </ul>	<p>Pushback approved, to face North.</p> <p>Pushback approved, to face South.</p>
A11	<p>The aircraft (on idle thrust) shall be pushed back:</p> <ul style="list-style-type: none"> <li>● onto TWY U2 to face North until the nose of the aircraft is at the intersection of the aircraft stand lead-in line and TWY U2 centreline. The aircraft shall then be towed forward until the nose of the aircraft is behind the stopbar behind aircraft stand A11. The aircraft may breakaway from there.</li> </ul> <p><u>OR</u></p> <ul style="list-style-type: none"> <li>● onto TWY U2 to face South until the nose of the aircraft is at the intersection of the aircraft stand lead-in line and TWY U2 centreline. The aircraft shall then be towed forward until its nosewheel is behind the stopbar behind aircraft stand A12. The aircraft may breakaway from there.</li> </ul>	<p>Pushback approved, to face North.</p> <p>Pushback approved, to face South.</p>
A12	<p>The aircraft (on idle thrust) shall be pushed back:</p> <ul style="list-style-type: none"> <li>● onto TWY U2 to face North until the nose of the aircraft is at the intersection of the aircraft stand lead-in line and TWY U2 centreline. The aircraft shall then be towed forward until its nosewheel is behind the stopbar behind aircraft stand 11. The aircraft may breakaway from there.</li> </ul> <p><u>OR</u></p> <ul style="list-style-type: none"> <li>● onto TWY U2 to face South until its nosewheel is at the intersection of the aircraft stand lead-in line and TWY U2 centreline. The aircraft may breakaway from there.</li> </ul>	<p>Pushback approved, to face North.</p> <p>Pushback approved, to face South.</p>

APRON/ACFT STANDS	PUSHBACK PROCEDURES	PHRASEOLOGY USED BY SINGAPORE GROUND
A13, A14, A15	<p>The aircraft (on idle thrust) shall be pushed back:</p> <ul style="list-style-type: none"> <li>• onto TWY WA to face North until the nose of the aircraft is behind the stopbar behind aircraft stand A16. The aircraft may breakaway from there.</li> </ul> <p><u>OR</u></p> <ul style="list-style-type: none"> <li>• onto TWY U2 to face South until the nose of the aircraft is behind the stopbar behind aircraft stand A12. The aircraft may breakaway from there.</li> </ul>	<p>Pushback approved to face North.</p> <p>Pushback approved to face South.</p>
A16	<p>The aircraft (on idle thrust) shall be pushed back onto TWY WA until its nosewheel is at the intersection of the aircraft stand lead-in line and TWY WA centreline. The aircraft may breakaway from there.</p>	<p>Pushback approved to face North (or South).</p>
A17	<p><u>Pushback facing West</u> The aircraft (on idle thrust) shall be pushed back onto TWY V8 to face West until its nosewheel is at the “END OF PUSH” position behind aircraft stand A17. The aircraft may breakaway from there.</p> <p><u>Pushback facing South</u> The aircraft (on idle thrust) shall be pushed back onto TWY WA to face South until the nose of the aircraft is behind the stopbar behind aircraft stand A16. The aircraft may breakaway from there.</p>	<p>Pushback approved, to face West.</p> <p>Pushback approved, to face South.</p>
A18	<p>The aircraft (on idle thrust) shall be pushed back onto TWY U4 to face West such that the pushback line is always kept midway between the aircraft main gear until its main gear is aligned with the centreline of TWY U4 and the nose of the aircraft is behind the stopbar behind aircraft stand A18. The aircraft may breakaway from there. Pushback to face East is not permitted.</p>	<p>Standard pushback approved</p>
A19	<p>The aircraft (on idle thrust) shall be pushed back onto TWY U4 to face West such that the pushback line is always kept midway between the aircraft main gear until its main gear is aligned with the centreline of TWY U4 and the nose of the aircraft is behind the stopbar behind the “END OF PUSH” line. The aircraft may breakaway from there. Pushback to face East is not permitted.</p>	<p>Standard pushback approved</p>
A20	<p>The aircraft (on idle thrust) shall be pushed back onto TWY U4 to face West such that the pushback line is always kept midway between the aircraft main gear until its main gear is aligned with the centreline of TWY U4 and the nose of the aircraft is behind the stopbar behind the “END OF PUSH (for A20 nose gear)” position. The aircraft may breakaway from there. Pushback to face East is not permitted.</p>	<p>Standard pushback approved</p>
A21	<p>The aircraft (on idle thrust) shall be pushed back onto Taxilane U4 to face East such that the pushback line is always kept midway between the aircraft main gear until its nosewheel is at the “END OF PUSH (for A21 nose gear)” position. The aircraft shall then be towed forward to face West until its nose is behind the stopbar behind aircraft stand A18. The aircraft may breakaway from there.</p>	<p>Standard pushback approved</p>

APRON/ACFT STANDS	PUSHBACK PROCEDURES	PHRASEOLOGY USED BY SINGAPORE GROUND
B1	<p>The aircraft shall be pushed back onto TWY V6 to face West such that the pushback line is always kept midway between the aircraft main gear until its nosewheel is at the “END OF PUSH (for B1 nose gear)” position. The aircraft shall then be towed forward along the pushback line until its nosewheel is at the “END OF TOW (for A1, A2, B1, B2)” position. The aircraft may breakaway from there. Engine start up is not permitted during standard pushback.</p> <p><u>Alternate Pushback</u> The aircraft (on idle thrust) shall be pushed back onto Taxilane V6 to face East, followed by TWY WA, such that the alternate pushback line is always kept midway between the aircraft main gear until the nose of the aircraft is behind the stopbar behind aircraft stand A3 or B2. The aircraft may breakaway from there. <b>This alternate pushback procedure can only be exercised if the auxiliary power unit of aircraft is unserviceable.</b></p>	<p>Standard pushback approved</p> <p>Pushback approved, to face North (or South) on TWY WA.</p>
B2	<p>The aircraft (on idle thrust) shall be pushed back onto TWY V6 to face West such that the pushback line is always kept midway between the aircraft main gear until its main gear is at the intersection of the pushback line and TWY V6 centreline and the nosewheel stops at the “END OF PUSH (A2, B2)” position. The aircraft shall then be towed forward along TWY V6 centreline until its nosewheel is at the “END OF TOW (for A1, A2, B1, B2)” position. The aircraft may breakaway from there.</p>	<p>Standard pushback approved</p>
B3	<p>The aircraft (on idle thrust) shall be pushed back onto TWY WA until its nosewheel is at the intersection of the aircraft stand lead-in line and TWY WA centreline. The aircraft may breakaway from there.</p>	<p>Pushback approved, to face North (or South).</p>
B4	<p>The aircraft (on idle thrust) shall be pushed back onto TWY WA to face North (or South) such that the pushback line is always kept midway between the aircraft main gear until its nosewheel is at TWY WA centreline. The aircraft may breakaway from there.</p>	<p>Pushback approved, to face North (or South).</p>
B5, B6	<p>The aircraft (on idle thrust) shall be pushed back:</p> <ul style="list-style-type: none"> <li>● onto TWY WA to face North until the nose of the aircraft is behind the stopbar behind aircraft stand B4. The aircraft may breakaway from there.</li> </ul> <p><u>OR</u></p> <ul style="list-style-type: none"> <li>● onto TWY U1 to face South such that the pushback line is always kept midway between the aircraft main gear until the nose of the aircraft is behind the stopbar behind aircraft stand B7. The aircraft may breakaway from there.</li> </ul>	<p>Pushback approved, to face North.</p> <p>Pushback approved, to face South.</p>
B7	<p>The aircraft (on idle thrust) shall be pushed back:</p> <ul style="list-style-type: none"> <li>● onto TWY U1 to face South until the nose of the aircraft is behind the stopbar behind aircraft stand B7. The aircraft may breakaway from there.</li> </ul> <p><u>OR</u></p> <ul style="list-style-type: none"> <li>● onto TWY WA to face North until the nose of the aircraft is behind the stopbar behind aircraft stand B4. The aircraft may breakaway from there.</li> </ul>	<p>Pushback approved, to face South.</p> <p>Pushback approved, to face North.</p>

APRON / ACFT STANDS	PUSHBACK PROCEDURES	PHRASEOLOGY USED BY SINGAPORE GROUND
B8	<p>The aircraft (on idle thrust) shall be pushed back:</p> <ul style="list-style-type: none"> <li>● onto TWY U1 to face South until its nosewheel is at the intersection of the aircraft stand lead-in line and TWY U1 centreline. The aircraft may breakaway from there.</li> </ul> <p><u>OR</u></p> <ul style="list-style-type: none"> <li>● onto TWY U1 to face North until its nosewheel is at the intersection of the lead-in line and TWY U1 centreline. The aircraft shall then be towed forward until its nosewheel is at the intersection of the aircraft stand B9 lead-in line and TWY U1 centreline. The aircraft may breakaway from there.</li> </ul>	<p>Pushback approved, to face South.</p> <p>Pushback approved, to face North.</p>
B9, B10	<p>The aircraft (on idle thrust) shall be pushed back onto TWY U1 until its nosewheel is at the intersection of the aircraft stand lead-in line and TWY U1 centreline. The aircraft may breakaway from there.</p>	<p>Pushback approved, to face North (or South).</p>
<b>MARS REMOTE</b>		
101, 101R	<p>The aircraft (on idle thrust) shall be pushed back to face East until its nosewheel is at the "END OF PUSH (EOP)" position. The aircraft shall then be towed forward until its nosewheel is at the "END OF TOW (EOT)" position on TWY L4 centreline. The aircraft may breakaway from there.</p>	<p>Standard pushback approved.</p>
101L	<p>The aircraft (on idle thrust) shall be pushed back onto TWY L4 centreline to face East. The aircraft shall then be towed forward along the centreline of TWY L4 until its nosewheel is at the "END OF TOW (EOT)" position. The aircraft may breakaway from there.</p>	<p>Standard pushback approved.</p>
102, 102R, 102L	<p>The aircraft (on idle thrust) shall be pushed back onto TWY L4 centreline to face East. The aircraft shall then be towed forward along the centreline of TWY L4 until the nose of the aircraft is behind the stopbar behind aircraft stand 102. The aircraft may breakaway from there.</p>	<p>Standard pushback approved.</p>
<b><u>EAST REMOTE</u></b>		
200, 201 202, 203	<p>The aircraft (on idle thrust) shall be pushed back onto TWY C6 to face North (or South).</p>	<p>Pushback approved, to face North (or South).</p>
200L	<p>The aircraft (on idle thrust) shall be pushed back:</p> <ul style="list-style-type: none"> <li>● onto Taxilane C6 centreline to face North until its nosewheel is on the end of push behind aircraft stand 200L. The aircraft may breakaway from there.</li> </ul> <p><u>OR</u></p> <ul style="list-style-type: none"> <li>● onto Taxilane C6 centreline to face South.</li> </ul>	<p>Pushback approved, to face North.</p> <p>Pushback approved, to face South.</p>
200R, 202L 202R	<p>The aircraft (on idle thrust) shall be pushed back onto Taxilane C6 centreline to face North (or South).</p>	<p>Pushback approved, to face North (or South).</p>
<b><u>SOUTH-EAST REMOTE</u></b>		
103, 104	<p>The aircraft (on idle thrust) shall be pushed back onto Taxilane L4 centreline to face East until the nose of the aircraft is behind the stopbar behind aircraft stand 102. The aircraft may breakaway from there.</p>	<p>Standard pushback approved.</p>
205, 206 207, 208	<p>The aircraft (on idle thrust) shall be pushed back onto TWY C7 to face North (or South).</p>	<p>Pushback approved, to face North (or South).</p>

APRON/ACFT STANDS	PUSHBACK PROCEDURES	PHRASEOLOGY USED BY SINGAPORE GROUND
209	The aircraft (on idle thrust) shall be pushed back to face North (or South) until its nosewheel is at the intersection of the lead-in line and TWY C7 centreline.	Pushback approved, to face North (or South).
<b><u>NORTH REMOTE</u></b>		
300, 303	The aircraft (on idle thrust) shall be pushed back: <ul style="list-style-type: none"> <li>• facing West until its nosewheel is at the intersection of the lead-in line and taxiway centreline.</li> <li><u>OR</u></li> <li>• facing East until its nosewheel is at the intersection of the lead-in line and taxiway centreline.</li> </ul>	Pushback approved, to face West.  Pushback approved, to face East.
301, 304 305	The aircraft (on idle thrust) shall be pushed back to face East (or West) until its nosewheel is at the intersection of the lead-in line and the taxiway centreline.	Pushback approved, to face East (or West).
302, 306	The aircraft (on idle thrust) shall be pushed back: <ul style="list-style-type: none"> <li>• to face East until its nosewheel is at the intersection of the lead-in line and the taxiway centreline.</li> <li><u>OR</u></li> <li>• to face West until its nosewheel is at the intersection of the lead-in line and TWY A6 centreline.</li> </ul>	Pushback approved, to face East.  Pushback approved, to face West.
307, 308 309, 310	The aircraft (on idle thrust) shall be pushed back to face East (or West) until its nosewheel is at the intersection of the lead-in line and TWY NC2 centreline.	Pushback approved, to face East (or West).
<b><u>NORTH-EAST REMOTE</u></b>		
400, 401, 402 403, 404	The aircraft (on idle thrust) shall be pushed back to face North (or South) until its nosewheel is at the intersection of the lead-in line and TWY A6 centreline.	Pushback approved, to face North (or South).
<b><u>WEST CARGO</u></b>		
502	The aircraft (on idle thrust) shall be pushed back to face North (or South). The aircraft may breakaway from here. There shall be no simultaneous pushback of aircraft unless with two aircraft stands separation.	Pushback approved, to face North (or South).
503, 504 505, 506	The aircraft (on idle thrust) shall be pushed back to face North (or South).	Pushback approved, to face North (or South).
507, 508	The aircraft (on idle thrust) shall be pushed back to face South.	Standard pushback approved
509	The aircraft (on idle thrust) shall be pushed back to face South until its nosewheel is at the intersection of the pushback line and TWY WC centreline.	Standard pushback approved
<b><u>EAST CARGO</u></b>		
601, 602	The aircraft (on idle thrust) shall be pushed back to face South until its nosewheel is at the intersection of the lead-in line and taxilane EA centreline.	Standard pushback approved
603	The aircraft (on idle thrust) shall be pushed back to face South until its nosewheel is at the intersection of the lead-in line and taxilane EA centreline. The aircraft shall then be towed forward along the centreline of taxilane EA till its nosewheel is on the "END OF TOW" marking behind aircraft stand 602.	Standard pushback approved
604	The aircraft (on idle thrust) shall be pushed back to face South until its nosewheel is at the position of "END OF PUSH". The aircraft shall then be towed forward along the centreline of taxilane EA till its nosewheel is on the "END OF TOW" marking behind aircraft stand 602.	Standard pushback approved

APRON/ACFT STANDS	PUSHBACK PROCEDURES	PHRASEOLOGY USED BY SINGAPORE GROUND
611, 612	<p>The aircraft shall be pushed back to face North until its nosewheel is at the “END OF PUSH” position. The aircraft shall then be towed forward along the centreline of taxilane EC and turn left onto the centreline of taxilane EA until its nosewheel is at the “END OF TOW” marking behind aircraft stand 602. The aircraft may breakaway from there. Engine start-up is not permitted during standard pushback.</p> <p><u>Alternate Pushback Procedure</u> The aircraft (on idle thrust) shall be pushed back to face North until its nosewheel is at the “END OF PUSH” position. Engine start-up is permitted only on the port engine. The aircraft shall then be towed forward along the centreline of taxilane EC and turn left onto the centreline of taxilane EA until its nosewheel is at the “END OF TOW” position (marking behind aircraft stand 602). The aircraft may breakaway from there. This alternate pushback procedure can only be exercised if the auxiliary power unit of the aircraft is unserviceable.</p>	<p>Standard pushback approved</p> <p>Alternate pushback approved</p>
<b><u>T1 WEST</u></b>		
C1, C20, C22 C23, C24, C25	The aircraft (on idle thrust) shall be pushed back onto TWY U1 to face North (or South).	Pushback approved, to face North (or South).
C26	<p>The aircraft (on idle thrust) shall be pushed back:</p> <ul style="list-style-type: none"> <li>● onto TWY WA to face North. The aircraft may breakaway from there.</li> </ul> <p><u>OR</u></p> <ul style="list-style-type: none"> <li>● onto TWY WA to face South until its nosewheel is at the intersection of the aircraft stand lead-in line and TWY WA centreline. The aircraft shall then be towed forward until its nosewheel is on the “END OF TOW” position. This is marked as “EOT” on the ground. The aircraft may breakaway from there.</li> </ul>	<p>Pushback approved, to face North.</p> <p>Pushback approved, to face South.</p>
<b><u>T1 CENTRAL</u></b>		
C11	The aircraft (on idle thrust) shall be pushed back such that the pushback line is always kept midway between the aircraft main gear until the nosewheel of aircraft is at the “EOP 21” position. The aircraft shall then be towed forward until its nosewheel is at the “EOT 22A” position.	Standard pushback approved
C13	<p>The aircraft (on idle thrust) shall push back to face North such that the pushback line is always kept midway between the aircraft main gear until its nosewheel is at the “EOP 22” position. The aircraft shall be towed forward until its nosewheel is at the “EOT 22A” position.</p> <p><u>Alternate Pushback Procedure</u> The aircraft (on idle thrust) shall push back onto TWY N2 to face South followed by TWY N3 until the nose of the aircraft is behind the stopbar line behind aircraft stand D35. The aircraft may breakaway from there.</p> <p><u>Alternate Pushback Procedure</u> The aircraft (on idle thrust) shall push back onto TWY N2 to face South followed by TWY N1 until the nose of the aircraft is behind the stopbar line behind aircraft stand C16. The aircraft may breakaway from there.</p>	<p>Standard pushback approved</p> <p>Pushback approved, onto TWY N3 to face South.</p> <p>Pushback approved, onto TWY N1 to face South.</p>

APRON/ACFT STANDS	PUSHBACK PROCEDURES	PHRASEOLOGY USED BY SINGAPORE GROUND
C15	<p>The aircraft (on idle thrust) shall push back facing North until its nosewheel is at the intersection of the lead-in line and TWY N2 centreline.</p> <p><u>Alternate Pushback Procedure</u></p> <p>The aircraft (on idle thrust) shall push back onto TWY N2 to face South followed by TWY N3 until the nose of the aircraft is behind the stopbar line behind aircraft stand D35. The aircraft may breakaway from there.</p> <p><u>Alternate Pushback Procedure</u></p> <p>The aircraft (on idle thrust) shall push back onto TWY N2 to face South followed by TWY N1 until the nose of the aircraft is behind the stopbar line behind aircraft stand C16. The aircraft may breakaway from there.</p>	<p>Standard pushback approved</p> <p>Pushback approved, onto TWY N3 to face South.</p> <p>Pushback approved, onto TWY N1 to face South.</p>
C16	<p>The aircraft (on idle thrust) shall be pushed back to face North (or South) until its nosewheel is at the intersection of the lead-in line and TWY N1 centreline.</p>	<p>Pushback approved, to face North (or South).</p>
C17	<p>The aircraft (on idle thrust) shall be pushed back to face North (or South) until its nosewheel is at the intersection of the lead-in line and TWY N1 centreline.</p>	<p>Pushback approved, to face North (or South).</p>
C18	<p>The aircraft (on idle thrust) shall be pushed back to face North until its nosewheel is at the intersection of the lead-in line and TWY N1 centreline.</p>	<p>Standard pushback approved</p>
C19	<p>The aircraft (on idle thrust) shall be pushed back to face North along TWY N1 until the "END OF PUSHBACK" position.</p>	<p>Standard pushback approved</p>
D30	<p>The aircraft (on idle thrust) shall be pushed back such that the pushback line is always kept midway between the aircraft main gear until the nosewheel of the aircraft is at the "EOP 20" position. The aircraft shall then be towed forward until its nosewheel is at the "EOT" 22A" position.</p>	<p>Standard pushback approved</p>
D32	<p>The aircraft (on idle thrust) shall push back to face North such that the pushback line is always kept midway between the aircraft main gear until its nosewheel is at the "EOP 22" position. The aircraft shall then be towed forward until its nosewheel is at the "EOT 22A" position.</p> <p><u>Alternate Pushback Procedure</u></p> <p>The aircraft (on idle thrust) shall push back onto TWY N2 to face South followed by TWY N3 until the nose of the aircraft is behind the stopbar line behind aircraft stand D35. The aircraft may breakaway from there.</p> <p><u>Alternate Pushback Procedure</u></p> <p>The aircraft (on idle thrust) shall push back onto TWY N2 to face South followed by TWY N1 until the nose of the aircraft is behind the stopbar line behind aircraft stand C16. The aircraft may breakaway from there.</p>	<p>Standard pushback approved</p> <p>Pushback approved, onto TWY N3 to face South.</p> <p>Pushback approved, onto TWY N1 to face South.</p>
D34	<p>The aircraft (on idle thrust) shall push back to face North until its nosewheel is at the intersection of the lead-in line and TWY N2 centreline.</p> <p><u>Alternate Pushback Procedure</u></p> <p>The aircraft (on idle thrust) shall push back onto TWY N2 to face South followed by TWY N3 until the nose of the aircraft is behind the stopbar line behind aircraft stand D35. The aircraft may breakaway from there.</p> <p><u>Alternate Pushback Procedure</u></p> <p>The aircraft (on idle thrust) shall push back onto TWY N2 to face South followed by TWY N1 until the nose of the aircraft is behind the stopbar line behind aircraft stand C16. The aircraft may breakaway from there.</p>	<p>Standard pushback approved</p> <p>Pushback approved, onto TWY N3 to face South.</p> <p>Pushback approved, onto TWY N1 to face South.</p>



APRON/ACFT STANDS	PUSHBACK PROCEDURES	PHRASEOLOGY USED BY SINGAPORE GROUND
D35, D36	The aircraft (on idle thrust) shall be pushed back to face North (or South) until its nosewheel is at the intersection of the lead-in line and TWY N3 centreline.	Pushback approved, to face North (or South).
D37	The aircraft (on idle thrust) shall be pushed back to face North until its nosewheel is at the intersection of the lead-in line and TWY N3 centreline.	Standard pushback approved
D38	The aircraft (on idle thrust) shall be pushed back to face North along TWY N3 until the "END OF PUSHBACK" position.	Standard pushback approved
<b><u>T1 EAST</u></b>		
D40 D41 D42 D44 D46 D47 D48 D49	The aircraft (on idle thrust) shall be pushed back to face North (or South) until its nosewheel is at the intersection of the lead-in line and TWY A6 centreline.	Pushback approved, to face North (or South).
<b><u>T2 CENTRAL</u></b>		
E1	The aircraft (on idle thrust) shall be pushed back such that the pushback line is always kept midway between the aircraft main gear until its nosewheel is at Stopbar 12. This is marked as "END OF PUSHBACK" on the ground. The aircraft shall then be towed forward to Stopbar 9. This is marked as "END OF TOW" on the ground.	Standard pushback approved
E2	The aircraft (on idle thrust) shall be pushed back until its nosewheel is at the intersection of the lead-in line and TWY B2 centreline. The aircraft shall then be towed forward to Stopbar 9. This is marked as "END OF TOW" on the ground.	Standard pushback approved
E3	The aircraft (on idle thrust) shall be pushed back until its nosewheel is at Stopbar 9. This is marked as "END OF TOW" on the ground.	Standard pushback approved
E4	The aircraft (on idle thrust) shall be pushed back: <ul style="list-style-type: none"> <li>● until its nosewheel is at the "END OF PUSHBACK" 8 position <u>OR</u></li> <li>● onto TWY B1 until its nosewheel is at the "END OF PUSHBACK" 13A position</li> </ul> <u>OR</u> <ul style="list-style-type: none"> <li>● onto TWY B3 until its nosewheel is at the "END OF PUSHBACK" 7A position.</li> </ul>	Standard pushback approved  Pushback approved, to pushback onto TWY B1  Pushback approved, to pushback onto TWY B3.
E5, E6	The aircraft (on idle thrust) shall be pushed back until its nosewheel is at the intersection of the lead-in line and TWY B1 centreline. The aircraft shall then be towed forward to Stopbar 13. This is marked as "END OF TOW" on the ground.	Standard pushback approved
E7	The aircraft (on idle thrust) shall be pushed back until its nosewheel is at Stopbar 13. This is marked as "END OF TOW" on the ground.	Standard pushback approved
F30	The aircraft (on idle thrust) shall be pushed back such that the pushback line is always kept midway between the aircraft main gear until its nosewheel is at Stopbar 11. This is marked as "END OF PUSHBACK" on the ground. The aircraft shall then be towed forward to Stopbar 9. This is marked as "END OF TOW" on the ground.	Standard pushback approved
F31	The aircraft (on idle thrust) shall be pushed back until its nosewheel is at Stopbar 10. This is marked as "END OF PUSHBACK" on the ground. The aircraft shall then be towed forward to Stopbar 9. This is marked as "END OF TOW" on the ground.	Standard pushback approved

APRON/ACFT STANDS	PUSHBACK PROCEDURES	PHRASEOLOGY USED BY SINGAPORE GROUND
F32	The aircraft (on idle thrust) shall be pushed back until its nosewheel is at Stopbar 9. This is marked as "END OF TOW" on the ground.	Standard pushback approved
F33	The aircraft (on idle thrust) shall be pushed back: <ul style="list-style-type: none"> <li>• until its nosewheel is at "END OF PUSHBACK" 8 position.</li> </ul> <u>OR</u> <ul style="list-style-type: none"> <li>• onto TWY B1 until its nosewheel is at the "END OF PUSHBACK" 13A position.</li> </ul> <u>OR</u> <ul style="list-style-type: none"> <li>• onto TWY B3 until its nosewheel is at the "END OF PUSHBACK" 7A position.</li> </ul>	Standard pushback approved  Pushback approved, to pushback onto TWY B1  Pushback approved, to pushback onto TWY B3.
F34, F35	The aircraft (on idle thrust) shall be pushed back until its nosewheel is at the intersection of the lead-in line and TWY B3 centreline. The aircraft shall then be towed forward to Stopbar 7. This is marked as "END OF TOW" on the ground.	Standard pushback approved
F36	The aircraft (on idle thrust) shall be pushed back until its nosewheel is at Stopbar 7. This is marked as "END OF TOW" on the ground.	Standard pushback approved
<b>T2 NORTH</b>		
E8	The aircraft (on idle thrust) shall be pushed back until its nosewheel is at Stopbar 14. This is marked as "END OF PUSHBACK" on the ground. The aircraft shall then be towed forward to Stopbar 15. This is marked as "END OF TOW" on the ground.	Standard pushback approved
E10	The aircraft (on idle thrust) shall be pushed back with the main gear mid-point following the pushback line until its nosewheel is at position EOP 19.	Standard pushback approved
E11	<p><u>Main pushback procedure (for all aircraft wingspan)</u> The aircraft (on idle thrust) shall be pushed back with the main gear mid-point following the main gear pushback line onto TWY A6 centreline. The aircraft shall then be towed forward to Stopbar 16 on TWY A5. This is marked as "END OF TOW" on the ground.</p> <p><u>Alternate pushback procedure (for aircraft with wingspan of less than 65m)</u> The aircraft (on idle thrust) shall be pushed back with the main gear mid-point following the main gear pushback line until its body is aligned with TWY A6 centreline.</p> <p><u>Alternate pushback procedure (for aircraft with wingspan of more than 65m)</u> The aircraft (on idle thrust) shall be pushed back with the main gear mid-point following the main gear pushback line until its nosewheel is at the 'EOP 19A' position behind aircraft stand E24. The aircraft shall then be towed forward to 'EOT 18B' behind aircraft stand E26.</p>	Standard pushback approved  Pushback approved, to pushback onto TWY A6.  Pushback approved, to pushback onto TWY A6.
E12	The aircraft (on idle thrust) shall be pushed back: <ul style="list-style-type: none"> <li>• until its nosewheel is at the intersection of the lead-in line and TWY A5 centreline. The aircraft shall then be towed forward to Stopbar 16. This is marked as "END OF TOW" on the ground.</li> </ul> <u>OR</u> <ul style="list-style-type: none"> <li>• onto TWY A6 until its nosewheel is at the intersection of TWY A5 and A6 centrelines.</li> </ul>	Standard pushback approved  Pushback approved, to pushback onto TWY A6.

APRON/ACFT STANDS	PUSHBACK PROCEDURES	PHRASEOLOGY USED BY SINGAPORE GROUND
E20	The aircraft (on idle thrust) shall be pushed back with the main gear mid-point following the main gear pushback line until its nosewheel is at Stopbar 17. The aircraft shall then be towed forward to "END OF TOW" Stopbar 18A. Aircraft may breakaway from there.	Standard pushback approved
E22	The aircraft (on idle thrust) shall be pushed back with the main gear mid-point following the main gear pushback line until its nosewheel is at Stopbar 19. This is marked as "END OF PUSHBACK" on the ground. The aircraft shall then be towed forward to Stopbar 18. This is marked as "END OF TOW" on the ground.	Standard pushback approved
E24	The aircraft (on idle thrust) shall be pushed back facing North until its body is aligned with TWY A6 centreline. Aircraft may breakaway from there.	Standard pushback approved
E24L, E24R	The aircraft (on idle thrust) shall be pushed back facing North until its body is aligned with TWY A6 centreline. Aircraft may breakaway from there.	Standard pushback approved
E26	The aircraft (on idle thrust) shall be pushed back to face North until its body is aligned with TWY A6 centreline.	Standard pushback approved
E27, E28	The aircraft (on idle thrust) shall be pushed back to face North (or South) until its body is aligned with TWY A6 centreline.	Pushback approved, to face North (or South).
<b><u>T2 SOUTH</u></b>		
F37	The aircraft (on idle thrust) shall be pushed back: <ul style="list-style-type: none"> <li>● with the main gear following the main gear pushback line, until its nosewheel is on the "END OF PUSH (EOP)" Stopbar 4 behind aircraft stand F42.</li> </ul> <u>OR</u> <ul style="list-style-type: none"> <li>● with the main gear following the main gear pushback line, until its nosewheel is on the "END OF PUSH (EOP)" Stopbar 5 on TWY C1.</li> </ul>	Standard pushback approved  Pushback approved, to face East on TWY C1.
F40, F52	The aircraft (on idle thrust) shall be pushed back until its nosewheel is at Stopbar 2. This is marked as "END OF PUSH" on the ground. The aircraft shall then be towed forward to Stopbar 3. This is marked as "END OF TOW" on the ground.	Standard pushback approved
F41	The aircraft (on idle thrust) shall be pushed back: <ul style="list-style-type: none"> <li>● until its nosewheel is at the intersection of the lead-in line and the TWY C2 centreline. The aircraft shall then be towed forward to Stopbar 4. This is marked as "EOT 4" on the ground.</li> </ul> <u>OR</u> <ul style="list-style-type: none"> <li>● onto TWY C6 until its nosewheel is at the intersection of TWY C2 and TWY C6 centreline.</li> </ul>	Standard pushback approved  Pushback approved, to pushback onto TWY C6.
F42	<p><u>Main pushback procedure (for all aircraft wingspan)</u> The aircraft (on idle thrust) shall be pushed back until its nosewheel is at the intersection of the lead-in line and the TWY C2 centreline. The aircraft shall then be towed forward to Stopbar 4. This is marked as "EOT 4" on the ground.</p> <p><u>Alternate pushback procedure (for aircraft with wingspan of less than 65m)</u> The aircraft (on idle thrust) shall be pushed onto TWY C6 until its nosewheel is at the intersection of TWY C2 and TWY C6 centreline.</p> <p><u>Alternate pushback procedure (for aircraft with wingspan of more than 65m)</u> The aircraft (on idle thrust) shall be pushed back until its nosewheel is at the 'EOP 4A' position. The aircraft shall then be towed forward with its nosewheel following the towed forward line until its nosewheel is on the 'EOT 4B' position, behind aircraft stand F59.</p>	Standard pushback approved  Pushback approved, to pushback onto TWY C6.  Pushback approved, to pushback onto TWY C6.

APRON/ACFT STANDS	PUSHBACK PROCEDURES	PHRASEOLOGY USED BY SINGAPORE GROUND
F50	The aircraft shall be pushed back with the main gear following the main gear pushback line, facing south until its nosewheel is on the "END OF PUSH" Stopbar 1 marking painted on the ground behind aircraft stand F50. The aircraft shall then be towed forward with the nosewheel following the tow-forward line until its nosewheel is on the "END OF TOW" Stopbar 3 marking painted on the ground behind aircraft stand F52.	Standard pushback approved
F52L	The aircraft (on idle thrust) shall be pushed back to face south until its nosewheel is at the intersection of the aircraft pushback line and taxilane C6.	Standard pushback approved
F52R	The aircraft (on idle thrust) shall be pushed back to face south until its nosewheel is at the intersection of the aircraft pushback line and taxilane C6. The aircraft shall then be towed forward until its nosewheel is on the "END OF TOW" position.	Standard pushback approved
F54	The aircraft (on idle thrust) shall be pushed back until its nosewheel is at a point on TWY C6 in line with the mid-point of aircraft stands F52 and F54. It shall breakaway from this position.	Standard pushback approved
<b><u>T2 SOUTH</u></b>		
F56	The aircraft (on idle thrust) shall be pushed back to face South until its nosewheel is at the intersection of the aircraft pushback line and taxilane C6. The aircraft shall then be towed forward until its nosewheel is abeam aircraft stand F56.	Standard pushback approved
F56L, 56R	The aircraft (on idle thrust) shall be pushed back to face South until its nosewheel is at the intersection of the aircraft pushback line and taxilane C6. The aircraft shall then be towed forward until its nosewheel is abeam aircraft stand F56.	Standard pushback approved
F58	The aircraft (on idle thrust) shall be pushed back to face North (or South), on TWY C6 centreline.	Pushback approved, to face North (or South).
F59	The aircraft (on idle thrust) shall be pushed back to face North on TWY C6 centreline until its nosewheel is abeam aircraft stand F60. OR The aircraft (on idle thrust) shall be pushed back to face South on TWY C6.	Pushback approved, to face North.  Pushback approved, to face South.
F59L, F59R	The aircraft (on idle thrust) shall be pushed back to face North on taxilane C6 centreline until its nosewheel is abeam aircraft stand F60. OR The aircraft (on idle thrust) shall be pushed back to face South on taxilane C6 centreline.	Pushback approved, to face North.  Pushback approved, to face South.
F60	The aircraft (on idle thrust) shall be pushed back to face North (or South), on TWY C6 centreline.	Pushback approved, to face North (or South).

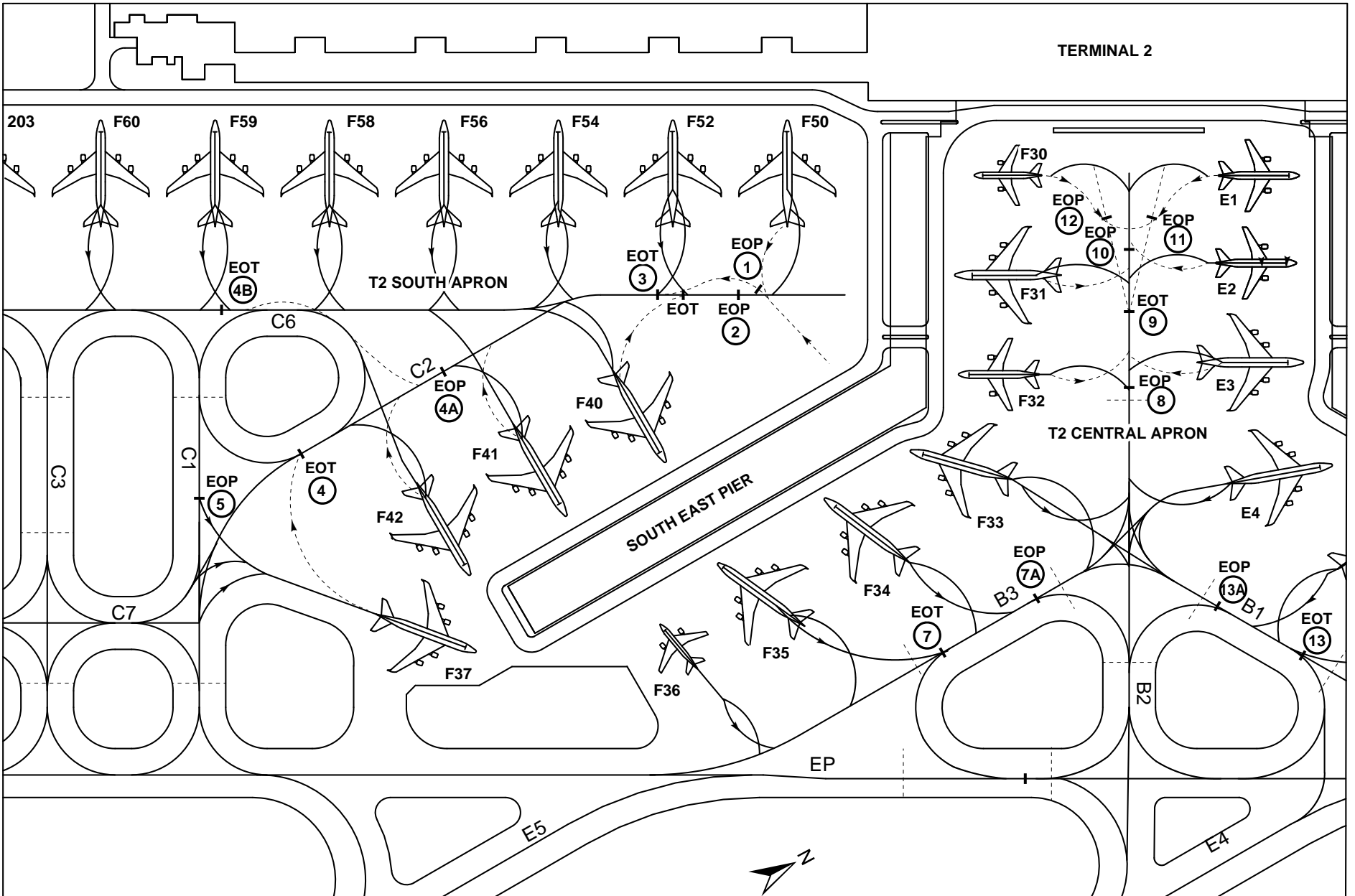
APRON/ACFT STANDS	PUSHBACK PROCEDURES	PHRASEOLOGY USED BY SINGAPORE GROUND
1, 2	<p>The aircraft (on idle thrust) shall be pushed back:</p> <ul style="list-style-type: none"> <li>to face West onto TWY L7 until its nosewheel is at the stopbar marked "END OF PUSH" behind aircraft stand 2. The aircraft may breakaway from there. Simultaneous pushback is not permitted for aircraft stands 1, 2 and 3.</li> </ul> <p><u>OR</u></p> <ul style="list-style-type: none"> <li>onto TWY L5 to face North until its nosewheel is behind the stopbar behind aircraft stand 3. The aircraft may breakaway from there. Simultaneous pushback is not permitted for aircraft stands 1, 2 and 3. Pushback from aircraft stands 1 and 2 to face South is not permitted.</li> </ul>	<p>Pushback approved, to face West.</p> <p>Pushback approved, to face North.</p>
3, 4, 5, 6, 7, 8, 9, 10	<p>The aircraft (on idle thrust) shall be pushed back onto TWY L5 to face North or South until its nosewheel is at the intersection of the aircraft stand lead-in line and the centreline of TWY L5. The aircraft may breakaway from there. There shall be no simultaneous pushback of aircraft unless there is at least one aircraft stand separation. Simultaneous pushback is not permitted for aircraft stands 1, 2 and 3.</p>	<p>Pushback approved, to face North or South.</p>
11, 12, 13	<p>The aircraft (on idle thrust) shall be pushed back onto TWY L5 to face North or South until its nosewheel is at the "END OF PUSH (EOP)" position and the centreline of TWY L5. The aircraft may breakaway from there. There shall be no simultaneous pushback of aircraft unless there is at least one aircraft stand separation.</p>	<p>Pushback approved, to face North or South.</p>
14	<p>The aircraft (on idle thrust) shall be pushed back onto TWY L5 to face North until its nosewheel is at the "END OF PUSH (EOP)" position and the centreline of TWY L5. The aircraft may breakaway from there. There shall be no simultaneous pushback of aircraft unless there is at least one aircraft stand separation.</p>	<p>Pushback approved, to face North.</p>

*INTENTIONALLY*

*LEFT*

*BLANK*

### PUSHBACK PROCEDURES FOR AIRCRAFT



TERMINAL 2

203

F60 F59 F58 F56 F54 F52 F50

T2 SOUTH APRON

T2 CENTRAL APRON

SOUTH EAST PIER

EP

# PUSHBACK PROCEDURES FOR AIRCRAFT

