

Contact

Post:

REPUBLIC OF SINGAPORE
AERONAUTICAL
INFORMATION SERVICES
CIVIL AVIATION AUTHORITY
OF SINGAPORE
SINGAPORE CHANGI
AIRPORT
P.O. BOX 1, SINGAPORE
918141

Tel: (65) 6595 6051

AFS: WSSSYNYX

Fax: (65) 64410221

Email: caas_singaporeais@caas.gov.sgURL: www.caas.gov.sgURL: <https://fpl-1.caasaim.gov.sg>**AIP Supplement for
Singapore****AIP SUP
027/2017****Effective from 01 FEB 2017****UFN****Published on 17 JAN 2017****SINGAPORE CHANGI AIRPORT – REVISION TO THE AIRCRAFT PUSHBACK PROCEDURES****1 INTRODUCTION**

1.1 This AIP Supplement is to inform airline operators and pilots that the pushback procedures for affected aircraft stands will be revised in phases between 01 February 2017 and 28 February 2017 to include the following 4 elements for clearer understanding:

- i. direction of push;
- ii. indication of taxiway/taxilane the aircraft is to be pushed onto;
- iii. 'End of Push' (EOP) if any; and
- iv. 'End of Tow' (EOT) if any.

1.2 This AIP Supplement also describes the effective date and time of the revised pushback procedures.

2 REVISED PUSHBACK PROCEDURES FOR DEPARTING AIRCRAFT

2.1 Please see the following Annexes:

- i. Annex A – Effective date and time for revised pushback procedures for affected aircraft stands
- ii. Annex B – Pushback procedures for departing aircraft from Terminal 2 South, Central and North Apron
- iii. Annex C – Pushback procedures for departing aircraft from Terminal 1 East, Central and West Apron
- iv. Annex D – Pushback procedures for departing aircraft from Terminal 3 West Apron
- v. Annex E – Pushback Procedures for departing aircraft from East, South-East, North and North-East Remote Apron
- vi. Annex F – Pushback Procedures for departing aircraft from West Cargo and East Cargo Apron

3 CONCLUSION

3.1 Any changes to the contents of this AIP Supplement will be notified through NOTAM.

3.2 This AIP Supplement will be cancelled when its content is incorporated into AIP Singapore.

EFFECTIVE DATE AND TIME FOR REVISED PUSHBACK PROCEDURES FOR AFFECTED AIRCRAFT STANDS

Location	Aircraft Stands	Effective date and time for revised pushback procedures
Terminal 2 South Apron	F50, F52, F52L, F52R, F54, F56, F56L, F56R, F58, F59, F59L, F59R, F60, F37, F40, F41, F42	01 February 2017 at 0900UTC
Terminal 2 Central Apron	F30, F31, F32, F33, F34, F35, F35R, F35L, F36	
Terminal 2 Central Apron	E1, E2, E3, E4, E5, E6, E7	02 February 2017 at 0900UTC
Terminal 2 North Apron	E8, E10, E11, E12, E20, E22, E24, E24L, E24R, E26, E27, E28	
Terminal 1 East Apron	D40, D41, D42, D42L, D42R, D44, D46, D47, D48, D49	06 February 2017 at 0900UTC
Terminal 1 Central Apron	D30, D32, D34, D35, D36, D37, D38	
Terminal 1 Central Apron	C11, C13, C15, C16, C17, C18, C19	07 February 2017 at 0900UTC
Terminal 1 West Apron	C1, C20, C22, C23, C24, C25, C26	
Terminal 3 West Apron	B1, B2, B3, B4, B5, B6, B7, B8, B9, B10	13 February 2017 at 0900UTC
Terminal 3 West Apron	A1, A2, A3, A4, A5, A9, A10, A11, A12, A13, A14, A15, A16, A17, A18, A19, A20, A21	14 February 2017 at 0900UTC
East Remote Apron	200, 200L, 200R, 201, 202, 202L, 202R, 203	20 February 2017 at 0900UTC
South-East Remote Apron	205, 206, 207, 208, 209	
North Remote Apron	300, 301, 302, 303, 304, 305, 306, 307, 308, 309, 310	21 February 2017 at 0900UTC
North-East Remote Apron	400, 401, 402, 403, 404	20 February 2017 at 0900UTC
West Cargo Apron	502, 503, 504, 505, 506, 507, 508, 509, 510, 511, 513, 514, 515, 516, 516L, 516R, 517, 517L, 517R	28 February 2017 at 0900UTC
East Cargo Apron	601, 602, 603, 604, 605, 611, 612	

PUSHBACK PROCEDURES FOR DEPARTING AIRCRAFT FROM TERMINAL 2 SOUTH, CENTRAL AND NORTH APRON

Aircraft stand	Pushback Procedure	Phraseology used by Singapore Ground
TERMINAL 2 - SOUTH APRON		
F50	The aircraft (on idle thrust) shall be pushed back following the pushback line until its nosewheel is at the "EOP 1" position. The aircraft shall then be towed forward following the tow line onto Taxilane C6 to face South until its nosewheel is at the "EOT 3" position. The aircraft may breakaway from there.	Standard pushback approved.
F52	The aircraft (on idle thrust) shall be pushed back following the pushback line onto Taxilane C6 to face South until its nosewheel is at the "EOP 2" position. The aircraft shall then be towed forward until its nosewheel is at the "EOT 3" position. The aircraft may breakaway from there.	Standard pushback approved.
F52L	The aircraft (on idle thrust) shall be pushed back following the pushback line onto Taxilane C6 to face South until its nosewheel is at the intersection of the aircraft stand pushback line and Taxilane C6 centreline. The aircraft may breakaway from there.	Standard pushback approved.
F52R	The aircraft (on idle thrust) shall be pushed back following the pushback line onto Taxilane C6 to face South until its nosewheel is at the intersection of the aircraft stand pushback line and Taxilane C6 centreline. The aircraft shall then be towed forward until its nosewheel is at the "EOT" position. The aircraft may breakaway from there.	Standard pushback approved.
F54	The aircraft (on idle thrust) shall be pushed back following the pushback line onto Taxilane C6 to face South until its nosewheel is at the intersection of Taxilane C2 and Taxilane C6 centreline. The aircraft may breakaway from there.	Standard pushback approved.
F56	The aircraft (on idle thrust) shall be pushed back onto Taxilane C6 to face South until its nosewheel is at the intersection of the aircraft stand lead-in line and Taxilane C6 centreline. The aircraft may breakaway from there.	Standard pushback approved.
F56L, F56R	The aircraft (on idle thrust) shall be pushed back following the pushback line onto Taxilane C6 to face South until its nosewheel is at the intersection of the aircraft stand pushback line and Taxilane C6 centreline. The aircraft may breakaway from there.	Standard pushback approved.
F58	The aircraft (on idle thrust) shall be pushed back onto Taxilane C6 to face North (or South) until its nosewheel is at the intersection of the aircraft stand lead-in line and Taxilane C6 centreline. The aircraft may breakaway from there.	Pushback approved, to face North (or South).
F59	The aircraft (on idle thrust) shall be pushed back onto Taxilane C6 to face North (or South) until its nosewheel is at the intersection of the aircraft stand lead-in line and Taxilane C6 centreline. The aircraft may breakaway from there.	Pushback approved, to face North (or South).
F59L, F59R	The aircraft (on idle thrust) shall be pushed back following the pushback line onto Taxilane C6 to face North (or South) until its nosewheel is at the intersection of the aircraft stand pushback line and Taxilane C6 centreline. The aircraft may breakaway from there.	Pushback approved, to face North (or South).
F60	The aircraft (on idle thrust) shall be pushed back onto Taxilane C6 to face North (or South) until its nosewheel is at the intersection of the aircraft stand lead-in line and Taxilane C6 centreline. The aircraft may breakaway from there.	Pushback approved, to face North (or South).
F37	The aircraft (on idle thrust) shall be pushed back following the pushback line onto Taxilane C2 to face South until its nosewheel is at the "EOT 4" position. The aircraft may breakaway from there.	Standard pushback approved.
	Alternate Pushback Procedure The aircraft (on idle thrust) shall be pushed back onto TWY C1 to face East until its nosewheel is at the "EOP 5" position. The aircraft may breakaway from there.	Pushback approved, to face East on TWY C1.
F40	The aircraft (on idle thrust) shall be pushed back following the pushback line onto Taxilane C6 to face South until its nosewheel is at the "EOP 2" position. The aircraft shall then be towed forward until its nosewheel is at the "EOT 3" position. The aircraft may breakaway from there.	Standard pushback approved.

Aircraft stand	Pushback Procedure	Phraseology used by Singapore Ground
F41	<p>The aircraft (on idle thrust) shall be pushed back following the pushback line onto Taxilane C2 to face South until its nosewheel is at the intersection of the aircraft stand pushback line and Taxilane C2 centreline. The aircraft shall then be towed forward until its nosewheel is at the "EOT 4" position. The aircraft may breakaway from there.</p> <p><u>Alternate Pushback Procedure</u></p> <p>The aircraft (on idle thrust) shall be pushed back following the pushback line onto Taxilane C2 to face South, following Taxilane C2 centreline onto Taxilane C6 until its nosewheel is at the intersection of Taxilane C2 and Taxilane C6 centreline. The aircraft may breakaway from there.</p>	<p>Standard pushback approved.</p> <p>Pushback approved, to pushback onto Taxilane C6.</p>
F42	<p><u>Main pushback procedure (for all aircraft wingspan)</u></p> <p>The aircraft (on idle thrust) shall be pushed back following the pushback line onto Taxilane C2 to face South until its nosewheel is at the intersection of the aircraft stand pushback line and Taxilane C2 centreline. The aircraft shall then be towed forward until its nosewheel is at the "EOT 4" position. The aircraft may breakaway from there.</p> <p><u>Alternate pushback procedure (for all aircraft types except A380)</u></p> <p>The aircraft (on idle thrust) shall be pushed back following the pushback line onto Taxilane C2 to face south, following Taxilane C2 centreline onto Taxilane C6 until its nosewheel is at the intersection of Taxilane C2 and Taxilane C6 centreline. The aircraft may breakaway from there.</p> <p><u>Alternate pushback procedure (for A380 aircraft)</u></p> <p>The aircraft (on idle thrust) shall be pushed back following the pushback line onto Taxilane C2 to face South until its nosewheel is at the "EOP 4A" position. The aircraft shall then be towed forward following the tow line until its nosewheel is at the "EOT 4B" position on Taxilane C6, behind aircraft stand F59. The aircraft may breakaway from there.</p>	<p>Standard pushback approved.</p> <p>Pushback approved, to pushback onto Taxilane C6</p> <p>Pushback approved, to pushback onto Taxilane C6.</p>
TERMINAL 2 – CENTRAL APRON		
F30	<p>The aircraft (on idle thrust) shall be pushed back following the pushback line to face East until its nosewheel is at the "EOP 11" position. The aircraft shall then be towed forward onto Taxilane B2 until its nosewheel is at the "EOT 9" position. The aircraft may breakaway from there.</p>	<p>Standard pushback approved.</p>
F31	<p>The aircraft (on idle thrust) shall be pushed back following the pushback line onto Taxilane B2 to face East until its nosewheel is at "EOP 10" position. The aircraft shall then be towed forward to "EOT 9" position. The aircraft may breakaway from there.</p>	<p>Standard pushback approved.</p>
F32	<p>The aircraft (on idle thrust) shall be pushed back following the pushback line onto Taxilane B2 to face East until its nosewheel is at "EOT 9" position. The aircraft may breakaway from there.</p>	<p>Standard pushback approved.</p>
F33	<p>The aircraft (on idle thrust) shall be pushed back following the pushback line onto Taxilane B2 to face East until its nosewheel is at the "EOP 8" position. The aircraft may breakaway from there.</p> <p><u>Alternate Pushback Procedure</u></p> <p>The aircraft (on idle thrust) shall be pushed back onto Taxilane B1 to face South until its nosewheel is at the "EOP 13A" position. The aircraft may breakaway from there.</p> <p><u>Alternate Pushback Procedure</u></p> <p>The aircraft (on idle thrust) shall be pushed back onto Taxilane B3 to face North until its nosewheel is at the "EOP 7A" position. The aircraft may breakaway from there.</p>	<p>Standard pushback approved.</p> <p>Pushback approved, to face South on Taxilane B1.</p> <p>Pushback approved, to face North on Taxilane B3.</p>
F34	<p>The aircraft (on idle thrust) shall be pushed back onto Taxilane B3 to face South until its nosewheel is at the intersection of the aircraft stand lead-in line and Taxilane B3 centreline. The aircraft shall then be towed forward until the nose of the aircraft is behind the stopbar behind aircraft stand F35. The aircraft may breakaway from there.</p>	<p>Standard pushback approved.</p>

Aircraft stand	Pushback Procedure	Phraseology used by Singapore Ground
F35, F35R	The aircraft (on idle thrust) shall be pushed back following the pushback line onto Taxilane B3 to face South until its nosewheel is at the intersection of the aircraft stand pushback line and Taxilane B3 centreline. The aircraft may breakaway from there.	Standard pushback approved.
F35L	The aircraft (on idle thrust) shall be pushed back onto Taxilane B3 to face South until the nose of the aircraft is behind the stopbar behind aircraft stand F35. The aircraft may breakaway from there.	Standard pushback approved.
F36	The aircraft (on idle thrust) shall be pushed back onto Taxilane B3 to face South until the nose of the aircraft is behind the stopbar behind aircraft stand F35. The aircraft may breakaway from there.	Standard pushback approved.
E1	The aircraft (on idle thrust) shall be pushed back following the pushback line to face East until its nosewheel is at the "EOP 12" position. The aircraft shall then be towed forward onto Taxilane B2 until its nosewheel is at the "EOT 9" position. The aircraft may breakaway from there.	Standard pushback approved.
E2	The aircraft (on idle thrust) shall be pushed back following the pushback line onto Taxilane B2 to face East until its nosewheel is at the intersection of the aircraft stand pushback line and Taxilane B2 centreline. The aircraft shall then be towed forward to "EOT 9" position. The aircraft may breakaway from there.	Standard pushback approved.
E3	The aircraft (on idle thrust) shall be pushed back following the pushback line onto Taxilane B2 to face East until its nosewheel is at the intersection of the aircraft stand pushback line and Taxilane B2 centreline. The aircraft may breakaway from there.	Standard pushback approved.
E4	The aircraft (on idle thrust) shall be pushed back following the pushback line onto Taxilane B2 to face East until its nosewheel is at the "EOP 8" position. The aircraft may breakaway from there.	Standard pushback approved.
	<u>Alternate Pushback Procedure</u> The aircraft (on idle thrust) shall be pushed back onto Taxilane B1 to face South until its nosewheel is at the "EOP 13A" position. The aircraft may breakaway from there.	Pushback approved, to face South on Taxilane B1.
	<u>Alternate Pushback Procedure</u> The aircraft (on idle thrust) shall be pushed back onto Taxilane B3 to face North until its nosewheel is at the "EOP 7A" position. The aircraft may breakaway from there.	Pushback approved, to face North on Taxilane B3.
E5, E6	The aircraft (on idle thrust) shall be pushed back onto Taxilane B1 to face North until its nosewheel is at the intersection of the aircraft stand lead-in line and Taxilane B1 centreline. The aircraft shall then be towed forward until the nose of the aircraft is behind the stopbar behind aircraft stand E6. The aircraft may breakaway from there.	Standard pushback approved.
E7	The aircraft (on idle thrust) shall be pushed back onto Taxilane B1 to face North until the nose of the aircraft is behind the stopbar behind aircraft stand E6. The aircraft may breakaway from there.	Standard pushback approved.
TERMINAL 2 – NORTH APRON		
E8	The aircraft (on idle thrust) shall be pushed back onto TWY A4 to face East until its nosewheel is at "EOP 14" position. The aircraft shall then be towed forward to "EOT 15" position. The aircraft may breakaway from there.	Standard pushback approved.
E10	The aircraft (on idle thrust) shall be pushed back following the pushback line onto Taxilane A6 to face North until its nosewheel is at the "EOP 19" position. The aircraft may breakaway from there.	Standard pushback approved.
E11	The aircraft (on idle thrust) shall be pushed back following the pushback line onto Taxilane A6 to face North until its nosewheel is at the intersection of Taxilane A6 and TWY A5 centreline. The aircraft shall then be towed forward following TWY A5 centreline to "EOT 16" position. The aircraft may breakaway from there.	Standard pushback approved.
	<u>Alternate Pushback Procedure</u> The aircraft (on idle thrust) shall be pushed back following the pushback line onto Taxilane A6 to face North until its nosewheel is at the "EOP 19A" position behind aircraft stand E24. The aircraft shall then be towed forward to "EOT 18B" position behind aircraft stand E26. The aircraft may breakaway from there.	Pushback approved, to face North on Taxilane A6.

Aircraft stand	Pushback Procedure	Phraseology used by Singapore Ground
E12	<p>The aircraft (on idle thrust) shall be pushed back following the pushback line onto TWY A5 to face North until its nosewheel is at the intersection of the aircraft stand pushback line and TWY A5 centreline. The aircraft shall then be towed forward until its nosewheel is at the "EOT 16" position. The aircraft may breakaway from there.</p> <p><u>Alternate Pushback Procedure</u></p> <p>The aircraft (on idle thrust) shall be pushed back following the pushback line onto TWY A5 followed by Taxilane A6 to face North until its nosewheel is at the intersection of Taxilane A6 and TWY A5 centreline. The aircraft may breakaway from there.</p>	<p>Standard pushback approved.</p> <p>Pushback approved, to face North on Taxilane A6.</p>
E20	<p>The aircraft (on idle thrust) shall be pushed back following the pushback line until its nosewheel is at the "EOP 17" position. The aircraft shall then be towed forward following the tow line onto Taxilane A6 to face North until its nosewheel is at the "EOT 18A" position. The aircraft may breakaway from there.</p>	<p>Standard pushback approved.</p>
E22	<p>The aircraft (on idle thrust) shall be pushed back following the pushback line onto Taxilane A6 to face North until its nosewheel is at "EOP 19" position. The aircraft shall then be towed forward until its nosewheel is at the "EOT 18" position. The aircraft may breakaway from there.</p>	<p>Standard pushback approved.</p>
E24	<p>The aircraft (on idle thrust) shall be pushed back following the pushback line onto Taxilane A6 to face North until its nosewheel is at the intersection of the aircraft stand pushback line and Taxilane A6 centreline. The aircraft may breakaway from there.</p>	<p>Standard pushback approved.</p>
E24L, E24R	<p>The aircraft (on idle thrust) shall be pushed back following the pushback line onto Taxilane A6 to face North until its nosewheel is at the intersection of the aircraft stand pushback line and Taxilane A6 centreline. The aircraft may breakaway from there.</p>	<p>Standard pushback approved.</p>
E26	<p>The aircraft (on idle thrust) shall be pushed back following the pushback line onto Taxilane A6 to face North until its nosewheel is at the intersection of the aircraft stand pushback line and Taxilane A6 centreline. The aircraft may breakaway from there.</p>	<p>Standard pushback approved.</p>
E27, E28	<p>The aircraft (on idle thrust) shall be pushed back onto Taxilane A6 to face North (or South) until its nosewheel is at the intersection of the aircraft stand lead-in line and Taxilane A6 centreline. The aircraft may breakaway from there.</p>	<p>Pushback approved, to face North (or South).</p>

PUSHBACK PROCEDURES FOR DEPARTING AIRCRAFT FROM TERMINAL 1 EAST, CENTRAL AND WEST APRON

Aircraft stand	Pushback Procedure	Phraseology used by Singapore Ground
TERMINAL 1 – EAST APRON		
D40, D41	The aircraft (on idle thrust) shall be pushed back onto Taxilane A6 to face North (or South) until its nosewheel is at the intersection of the aircraft stand lead-in line and Taxilane A6 centreline. The aircraft may breakaway from there.	Pushback approved, to face North (or South).
D42	The aircraft (on idle thrust) shall be pushed back onto Taxilane A6 to face North (or South) until its nosewheel is at the intersection of the aircraft stand lead-in line and Taxilane A6 centreline. The aircraft may breakaway from there.	Pushback approved, to face North (or South).
D42L, D42R	The aircraft (on idle thrust) shall be pushed back following the pushback line onto Taxilane A6 to face North (or South) until its nosewheel is at the intersection of the aircraft stand pushback line and Taxilane A6 centreline. The aircraft may breakaway from there.	Pushback approved, to face North (or South).
D44, D46, D47, D48	The aircraft (on idle thrust) shall be pushed back onto Taxilane A6 to face North (or South) until its nosewheel is at the intersection of the aircraft stand lead-in line and Taxilane A6 centreline. The aircraft may breakaway from there.	Pushback approved, to face North (or South).
D49	<p>The aircraft (on idle thrust) shall be pushed back:</p> <ul style="list-style-type: none"> • onto Taxilane A6 to face North until its nosewheel is at the intersection of the aircraft stand lead-in line and Taxilane A6 centreline. The aircraft may breakaway from there. 	Pushback approved, to face North.
	<p><u>OR</u></p> <ul style="list-style-type: none"> • onto Taxilane A6 to face South until its nosewheel is at the intersection of the aircraft stand lead-in line and Taxilane A6 centreline. The aircraft shall then be towed forward until its nosewheel is on the "EOT D49" position behind aircraft stand D49. The aircraft may breakaway from there 	Pushback approved, to face South.
TERMINAL 1 - CENTRAL APRON		
D30	The aircraft (on idle thrust) shall be pushed back following the pushback line to face North until its nosewheel is at the "EOP 20" position. The aircraft shall then be towed forward onto Taxilane N2 until its nosewheel is at the "EOT 22A" position. The aircraft may breakaway from there.	Standard pushback approved.
D32	The aircraft (on idle thrust) shall be pushed back following the pushback line onto Taxilane N2 to face North 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. The aircraft may breakaway from there.	Standard pushback approved.
	<p><u>Alternate Pushback Procedure</u></p> <p>The aircraft (on idle thrust) shall be pushed back onto Taxilane N2 to face South followed by Taxilane N3 until the nose of the aircraft is behind the stopbar line behind aircraft stand D35. The aircraft may breakaway from there.</p>	Pushback approved, to face South on Taxilane N3.
	<p><u>Alternate Pushback Procedure</u></p> <p>The aircraft (on idle thrust) shall be pushed back onto Taxilane N2 to face South followed by Taxilane N1 until the nose of the aircraft is behind the stopbar line behind aircraft stand C16. The aircraft may breakaway from there.</p>	Pushback approved, to face South on Taxilane N1.

Aircraft stand	Pushback Procedure	Phraseology used by Singapore Ground
D34	<p>The aircraft (on idle thrust) shall be pushed back following the pushback line onto Taxilane N2 to face North until its nosewheel is at the intersection of the aircraft stand lead-in line and Taxilane N2 centreline. The aircraft may breakaway from there.</p> <p><u>Alternate Pushback Procedure</u></p> <p>The aircraft (on idle thrust) shall be pushed back onto Taxilane N2 to face South followed by Taxilane 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 be pushed back onto taxilane N2 to face South followed by Taxilane 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, to face South on Taxilane N3.</p> <p>Pushback approved, to face South on Taxilane N1.</p>
D35	<p>The aircraft (on idle thrust) shall be pushed back:</p> <ul style="list-style-type: none"> • onto Taxilane N3 to face North until its nosewheel is at the intersection of the aircraft stand lead-in line and Taxilane N3 centreline. The aircraft may breakaway from there. <p><u>OR</u></p> <ul style="list-style-type: none"> • onto Taxilane N3 to face South until the nose of the aircraft is behind the stopbar line behind aircraft stand D35 . The aircraft may breakaway from there. <p><u>Alternate Pushback Procedure</u></p> <p>The aircraft (on idle thrust) shall be pushed back onto Taxilane N3 to face North until the nose of the aircraft is behind the stopbar behind aircraft stand D34 on taxilane N2. The aircraft may breakaway from there.</p>	<p>Pushback approved, to face North.</p> <p>Pushback approved, to face South.</p> <p>Pushback approved, to face North on Taxilane N2.</p>
D36	<p>The aircraft (on idle thrust) shall be pushed back onto Taxilane N3 to face North (or South) until its nosewheel is at the intersection of the aircraft stand lead-in line and Taxilane N3 centreline. The aircraft may breakaway from there.</p> <p><u>Alternate Pushback Procedure</u></p> <p>The aircraft (on idle thrust) shall be pushed back onto Taxilane N3 to face North until the nose of the aircraft is behind the stopbar behind aircraft stand D34 on Taxilane N2. The aircraft may breakaway from there.</p>	<p>Pushback approved, to face North (or South).</p> <p>Pushback approved, to face North on Taxilane N2.</p>
D37	<p>The aircraft (on idle thrust) shall be pushed back onto Taxilane N3 to face North until its nosewheel is at the intersection of the aircraft stand lead-in line and Taxilane N3 centreline. The aircraft may breakaway from there.</p> <p><u>Alternate Pushback Procedure</u></p> <p>The aircraft (on idle thrust) shall be pushed back onto Taxilane N3 to face North until the nose of the aircraft is behind the stopbar behind aircraft stand D34 on Taxilane N2. The aircraft may breakaway from there.</p>	<p>Standard pushback approved.</p> <p>Pushback approved, to face North on Taxilane N2.</p>
D38	<p>The aircraft (on idle thrust) shall be pushed back onto Taxilane N3 to face North until the nose of the aircraft is behind the stopbar behind aircraft stand D37. The aircraft may breakaway from there.</p>	<p>Standard pushback approved.</p>
C11	<p>The aircraft (on idle thrust) shall be pushed back following the pushback line to face North until its nosewheel is at the "EOP 21" position. The aircraft shall then be towed forward following the tow line onto Taxilane N2 until its nosewheel is at the "EOT 22A" position. The aircraft may breakaway from there.</p>	<p>Standard pushback approved.</p>

Aircraft stand	Pushback Procedure	Phraseology used by Singapore Ground
C13	<p>The aircraft (on idle thrust) shall be pushed back following the pushback line onto Taxilane N2 to face North 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. The aircraft may breakaway from there.</p> <p><u>Alternate Pushback Procedure</u></p> <p>The aircraft (on idle thrust) shall be pushed back onto Taxilane N2 to face South followed by Taxilane 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 be pushed back onto Taxilane N2 to face South followed by Taxilane 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, to face South on Taxilane N3.</p> <p>Pushback approved, to face South on Taxilane N1.</p>
C15	<p>The aircraft (on idle thrust) shall be pushed back following the pushback line onto Taxilane N2 to face North until its nosewheel is at the intersection of the aircraft stand lead-in line and Taxilane N2 centreline. The aircraft may breakaway from there.</p> <p><u>Alternate Pushback Procedure</u></p> <p>The aircraft (on idle thrust) shall be pushed back onto Taxilane N2 to face South followed by Taxilane 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 be pushed back onto Taxilane N2 to face South followed by Taxilane 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, to face South on Taxilane N3.</p> <p>Pushback approved, to face South on Taxilane N1.</p>
C16	<p>The aircraft (on idle thrust) shall be pushed back:</p> <ul style="list-style-type: none"> • onto Taxilane N1 to face North until its nosewheel is at the intersection of the aircraft stand lead-in line and Taxilane N1 centreline. The aircraft may breakaway from there. <p><u>OR</u></p> <ul style="list-style-type: none"> • onto Taxilane N1 to face South until the nose of the aircraft is behind the stopbar line behind aircraft stand C16 . The aircraft may breakaway from there. <p><u>Alternate Pushback Procedure</u></p> <p>The aircraft (on idle thrust) shall be pushed back onto Taxilane N1 to face North until the nose of the aircraft is behind the stopbar behind aircraft stand C15 on Taxilane N2. The aircraft may breakaway from there.</p>	<p>Pushback approved, to face North.</p> <p>Pushback approved, to face South.</p> <p>Pushback approved, to face North on Taxilane N2.</p>
C17	<p>The aircraft (on idle thrust) shall be pushed back onto Taxilane N1 to face North (or South) until its nosewheel is at the intersection of the aircraft stand lead-in line and Taxilane N1 centreline. The aircraft may breakaway from there.</p> <p><u>Alternate Pushback Procedure</u></p> <p>The aircraft (on idle thrust) shall be pushed back onto Taxilane N1 to face North until the nose of the aircraft is behind the stopbar behind aircraft stand C15 on Taxilane N2. The aircraft may breakaway from there.</p>	<p>Pushback approved, to face North (or South).</p> <p>Pushback approved, to face North on Taxilane N2.</p>
C18	<p>The aircraft (on idle thrust) shall be pushed back onto Taxilane N1 to face North until its nosewheel is at the intersection of the aircraft stand lead-in line and Taxilane N1 centreline. The aircraft may breakaway from there.</p> <p><u>Alternate Pushback Procedure</u></p> <p>The aircraft (on idle thrust) shall be pushed back onto Taxilane N1 to face North until the nose of the aircraft is behind the stopbar behind aircraft stand C15 on Taxilane N2. The aircraft may breakaway from there.</p>	<p>Standard pushback approved.</p> <p>Pushback approved, to face North on Taxilane N2.</p>

Aircraft stand	Pushback Procedure	Phraseology used by Singapore Ground
C19	The aircraft (on idle thrust) shall be pushed back onto Taxilane N1 to face North until the nose of the aircraft is behind the stopbar behind aircraft stand C18. The aircraft may breakaway from there.	Standard pushback approved.
TERMINAL 1 - WEST APRON		
C1, C20, C22	<p>The aircraft (on idle thrust) shall be pushed back:</p> <ul style="list-style-type: none"> • onto TWY U1 to face North (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. 	Pushback approved, to face North (South).
C23	<p>The aircraft (on idle thrust) shall be pushed back:</p> <ul style="list-style-type: none"> • onto TWY U1 to face North until the nose of the aircraft is behind the stopbar line behind aircraft stand C22. The aircraft may breakaway from there. <p><u>OR</u></p> <ul style="list-style-type: none"> • 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. 	<p>Pushback approved, to face North.</p> <p>Pushback approved, to face South.</p>
C24, C25	The aircraft (on idle thrust) shall be pushed back onto TWY U1 to face North (or 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.	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"> • onto TWY WA to face North 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><u>OR</u></p> <ul style="list-style-type: none"> • 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 at the "EOT C26" position behind aircraft stand C26. The aircraft may breakaway from there. 	<p>Pushback approved, to face North.</p> <p>Pushback approved, to face South.</p>

PUSHBACK PROCEDURES FOR DEPARTING AIRCRAFT FROM TERMINAL WEST APRON

Aircraft stand	Pushback Procedure	Phraseology used by Singapore Ground
TERMINAL 3 - WEST APRON		
B1	<p>The aircraft shall be pushed back following the pushback line until its nosewheel is at the "EOP B1" position. The aircraft shall then be towed forward onto Taxilane V6 to face West until its nosewheel is at the "EOT 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 Procedure (To Face North)</u> The aircraft (on idle thrust) shall be pushed back onto Taxilane V6, following Taxilane V6 centreline onto TWY WA to face North until the nose of the aircraft is behind the stopbar behind aircraft stand A2. The aircraft may breakaway from there. This alternate pushback procedure can only be exercised if the auxiliary power unit of aircraft is unserviceable.</p> <p><u>Alternate Pushback Procedure (To Face South)</u> The aircraft (on idle thrust) shall be pushed back onto Taxilane V6, following Taxilane V6 centreline onto TWY WA to face South until the nose of the aircraft is behind the stopbar behind aircraft stand B2. The aircraft may breakaway from there. This alternate pushback procedure can only be exercised if the auxiliary power unit of aircraft is unserviceable.</p>	<p>Standard pushback approved.</p> <p>Pushback approved, to face North on TWY WA.</p> <p>Pushback approved, to face South on TWY WA.</p>
B2	<p>The aircraft (on idle thrust) shall be pushed back following the pushback line onto Taxilane V6 to face West until its nosewheel is at the "EOP A2, B2" position. The aircraft shall then be towed forward until its nosewheel is at the "EOT A1, A2, B1, B2" position. The aircraft may breakaway from there.</p> <p><u>Alternate Pushback Procedure (To Face North)</u> The aircraft (on idle thrust) shall be pushed back onto TWY WA to face North until the nose of the aircraft is behind the stopbar behind aircraft stand A2. The aircraft may breakaway from there. This alternate pushback procedure can only be exercised if the auxiliary power unit of aircraft is unserviceable.</p> <p><u>Alternate Pushback Procedure (To Face South)</u> The aircraft (on idle thrust) shall be pushed back 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 may breakaway from there. This alternate pushback procedure can only be exercised if the auxiliary power unit of aircraft is unserviceable.</p>	<p>Standard pushback approved.</p> <p>Pushback approved, to face North on TWY WA.</p> <p>Pushback approved, to face South on TWY WA.</p>
B3	<p>The aircraft (on idle thrust) shall be pushed back onto TWY WA to face North (or South) 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 following the pushback line onto TWY WA to face North (or South) until its nosewheel is at the intersection of the aircraft stand pushback line and 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"> • onto TWY U1 to face North, following TWY U1 centreline onto TWY WA until the nose of the aircraft is behind the stopbar behind aircraft stand B4. The aircraft may breakaway from there. <p><u>OR</u></p> <ul style="list-style-type: none"> • following the pushback line 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. 	<p>Pushback approved, to face North.</p> <p>Pushback approved, to face South.</p>

Aircraft stand	Pushback Procedure	Phraseology used by Singapore Ground
B7	<p>The aircraft (on idle thrust) shall be pushed back:</p> <ul style="list-style-type: none"> onto TWY U1 to face North, following TWY U1 centreline onto TWY WA until the nose of the aircraft is behind the stopbar behind aircraft stand B4. The aircraft may breakaway from there. <p><u>OR</u></p> <ul style="list-style-type: none"> 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. 	<p>Pushback approved, to face North.</p> <p>Pushback approved, to face South.</p>
B8	<p>The aircraft (on idle thrust) shall be pushed back:</p> <ul style="list-style-type: none"> onto TWY U1 to face North until its nosewheel is at the intersection of the aircraft stand lead-in line and TWY U1 centreline. The aircraft shall then be towed forward until its nosewheel is at the intersection of aircraft stand B9 lead-in line and TWY U1 centreline. The aircraft may breakaway from there. <p><u>OR</u></p> <ul style="list-style-type: none"> 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. 	<p>Pushback approved, to face North.</p> <p>Pushback approved, to face South.</p>
B9, B10	<p>The aircraft (on idle thrust) shall be pushed back onto TWY U1 to face North (or 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.</p>	<p>Pushback approved, to face North (or South).</p>
A1	<p>The aircraft shall be pushed back following the pushback line onto Taxilane V6 until its nosewheel is at the "EOP A1" position. The aircraft shall then be towed forward onto Taxilane V6 to face West until its nosewheel is at the "EOT 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 Procedure (To Face North)</u></p> <p>The aircraft (on idle thrust) shall be pushed back onto Taxilane V6, following Taxilane V6 centreline onto TWY WA to face North until the nose of the aircraft is behind the stopbar behind aircraft stand A2. The aircraft may breakaway from there. This alternate pushback procedure can only be exercised if the auxiliary power unit of aircraft is unserviceable.</p> <p><u>Alternate Pushback Procedure (To Face South)</u></p> <p>The aircraft (on idle thrust) shall be pushed back onto Taxilane V6, following Taxilane V6 centreline onto TWY WA to face South until the nose of the aircraft is behind the stopbar behind aircraft stand B2. The aircraft may breakaway from there. This alternate pushback procedure can only be exercised if the auxiliary power unit of aircraft is unserviceable.</p>	<p>Standard pushback approved.</p> <p>Pushback approved, to face North on TWY WA.</p> <p>Pushback approved, to face South on TWY WA.</p>

Aircraft stand	Pushback Procedure	Phraseology used by Singapore Ground
A2	<p>The aircraft (on idle thrust) shall be pushed back following the pushback line onto Taxilane V6 to face West until its nosewheel is at the "EOP A2, B2" position. The aircraft shall then be towed forward until its nosewheel is at the "EOT A1, A2, B1, B2" position. The aircraft may breakaway from there.</p> <p><u>Alternate Pushback Procedure (Pushback Facing North)</u> The aircraft (on idle thrust) shall be pushed back onto TWY WA to face North until the nose of the aircraft is behind the stopbar behind aircraft stand A2. The aircraft may breakaway from there. This alternate pushback procedure can only be exercised if the auxiliary power unit of aircraft is unserviceable.</p> <p><u>Alternate Pushback Procedure (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 B2. The aircraft may breakaway from there. This alternate pushback procedure can only be exercised if the auxiliary power unit of aircraft is unserviceable.</p>	<p>Standard pushback approved.</p> <p>Pushback approved, to face North on TWY WA.</p> <p>Pushback approved, to face South on TWY WA.</p>
A3	The aircraft (on idle thrust) shall be pushed back onto TWY WA to face North (or South) until its nosewheel is at the intersection of the aircraft stand lead-in line and TWY WA centreline. The aircraft may breakaway from there.	Pushback approved, to face North (or South).
A4	The aircraft (on idle thrust) shall be pushed back following the pushback line onto TWY WA to face North (or South) until its nosewheel is at the intersection of the aircraft stand lead-in line and 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"> • following the pushback line onto TWY U2 to face North until the nose of the aircraft is behind the stopbar behind aircraft stand A10. The aircraft may breakaway from there. <p><u>OR</u></p> <ul style="list-style-type: none"> • onto TWY U2 followed by 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. 	<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"> • onto TWY U2 to face North until the nose of the aircraft is behind the stopbar behind aircraft stand A10. The aircraft may breakaway from there. <p><u>OR</u></p> <ul style="list-style-type: none"> • onto TWY U2 followed by 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. 	<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"> • onto TWY U2 to face North until its nosewheel 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 A10. The aircraft may breakaway from there. <p><u>OR</u></p> <ul style="list-style-type: none"> • 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 shall then be towed forward until the nose of the aircraft is behind the stopbar behind aircraft stand A12. The aircraft may breakaway from there. 	<p>Pushback approved, to face North.</p> <p>Pushback approved, to face South.</p>

Aircraft stand	Pushback Procedure	Phraseology used by Singapore Ground
A12	<p>The aircraft (on idle thrust) shall be pushed back:</p> <ul style="list-style-type: none"> • onto TWY U2 to face North until its nosewheel 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 A10. The aircraft may breakaway from there. <p><u>OR</u></p> <ul style="list-style-type: none"> • 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. 	<p>Pushback approved, to face North.</p> <p>Pushback approved, to face South.</p>
A13, A14, A15	<p>The aircraft (on idle thrust) shall be pushed back:</p> <ul style="list-style-type: none"> • onto TWY U2 followed by 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. <p><u>OR</u></p> <ul style="list-style-type: none"> • 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. 	<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 to face North (South) 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>The aircraft (on idle thrust) shall be pushed back:</p> <ul style="list-style-type: none"> • onto TWY U2 followed by TWY V8 to face West until its nosewheel is at the "EOT 17" position behind aircraft stand A17. The aircraft may breakaway from there. <p><u>OR</u></p> <ul style="list-style-type: none"> • 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>Pushback approved, to face West</p> <p>Pushback approved, to face South.</p>
A18	<p>The aircraft (on idle thrust) shall be pushed back following the pushback line onto Taxilane U4 to face West until the nose of the aircraft is behind the stopbar behind aircraft stand A18. The aircraft may breakaway from there.</p>	<p>Standard pushback approved.</p>
A19	<p>The aircraft (on idle thrust) shall be pushed back following the pushback line onto Taxilane U4 to face West until its nosewheel is at the "EOP A19" position behind aircraft stand A19. The aircraft may breakaway from there.</p>	<p>Standard pushback approved.</p>
A20	<p>The aircraft (on idle thrust) shall be pushed back following the pushback line onto Taxilane U4 to face West until its nosewheel is at the "EOP A20" position behind aircraft stand A20. The aircraft may breakaway from there.</p>	<p>Standard pushback approved.</p>
A21	<p>The aircraft (on idle thrust) shall be pushed back following the pushback line onto Taxilane U4 until its nosewheel is at the "EOP A21" position. The aircraft shall then be towed forward to face West until the nose of the aircraft is behind the stopbar behind aircraft stand A18. The aircraft may breakaway from there.</p>	<p>Standard pushback approved.</p>

**PUSHBACK PROCEDURES FOR DEPARTING AIRCRAFT FROM EAST, SOUTH-EAST, NORTH AND NORTH-EAST
REMOTE APRON**

Aircraft stand	Pushback Procedure	Phraseology used by Singapore Ground
<u>EAST REMOTE APRON</u>		
200	<p>The aircraft (on idle thrust) shall be pushed back:</p> <ul style="list-style-type: none"> • onto Taxilane C6 to face North until its nosewheel is at the intersection of the aircraft stand lead-in line and Taxilane C6 centreline. The aircraft shall then be towed forward until its nosewheel is at the intersection of aircraft stand 201 lead-in line and Taxilane C6 centreline. The aircraft may breakaway from there. <p><u>OR</u></p> <ul style="list-style-type: none"> • onto Taxilane C6 to face South until its nosewheel is at the intersection of the aircraft stand lead-in line and Taxilane C6 centreline. The aircraft may breakaway from there. 	<p>Pushback approved, to face North.</p> <p>Pushback approved, to face South</p>
200L	<p>The aircraft (on idle thrust) shall be pushed back:</p> <ul style="list-style-type: none"> • following the pushback line onto Taxilane C6 to face North until its nosewheel is at the intersection of the aircraft stand pushback line and Taxilane C6 centreline. The aircraft shall then be towed forward until its nosewheel is abeam aircraft stand 200. The aircraft may breakaway from there. <p><u>OR</u></p> <ul style="list-style-type: none"> • following the pushback line onto Taxilane C6 to face South until its nosewheel is at the intersection of the aircraft stand pushback line and Taxilane C6 centreline. The aircraft may breakaway from there. 	<p>Pushback approved, to face North.</p> <p>Pushback approved, to face South.</p>
200R	<p>The aircraft (on idle thrust) shall be pushed back following the pushback line onto Taxilane C6 to face North (or South) until its nosewheel is at the intersection of the aircraft stand pushback line and Taxilane C6 centreline. The aircraft may breakaway from there.</p>	<p>Pushback approved, to face North (or South).</p>
201	<p>The aircraft (on idle thrust) shall be pushed back onto Taxilane C6 to face North (or South) until its nosewheel is at the intersection of the aircraft stand lead-in line and Taxilane C6 centreline. The aircraft may breakaway from there.</p>	<p>Pushback approved, to face North (or South).</p>
202	<p>The aircraft (on idle thrust) shall be pushed back:</p> <ul style="list-style-type: none"> • onto Taxilane C6 to face North until its nosewheel is at the intersection of the aircraft stand lead-in line and Taxilane C6 centreline. The aircraft may breakaway from there. <p><u>OR</u></p> <ul style="list-style-type: none"> • onto Taxilane C6 to face South until its nosewheel is at the intersection of the aircraft stand lead-in line and Taxilane C6 centreline. The aircraft may breakaway from there. 	<p>Pushback approved, to face North.</p> <p>Pushback approved, to face South.</p>
202L, 202R	<p>The aircraft (on idle thrust) shall be pushed back onto Taxilane C6 to face North (or South) until its nosewheel is at the intersection of the aircraft stand pushback line and Taxilane C6 centreline. The aircraft may breakaway from there.</p>	<p>Pushback approved, to face North (or South)</p>

Aircraft stand	Pushback Procedure	Phraseology used by Singapore Ground
301	The aircraft (on idle thrust) shall be pushed back onto TWY NC2 to face East (or West) until its nosewheel is at the intersection of the aircraft stand lead-in line and TWY NC2 centreline. The aircraft may breakaway from there.	Pushback approved, to face East (or West).
302	<p>The aircraft (on idle thrust) shall be pushed back</p> <ul style="list-style-type: none"> • onto TWY NC2 to face East until its nosewheel is at the intersection of the aircraft stand lead-in line and TWY NC2 centreline. The aircraft may breakaway from there. <p><u>OR</u></p> <ul style="list-style-type: none"> • onto TWY NC2 to face West until its nosewheel is at the intersection of the aircraft stand lead-in line and TWY NC2 centreline. The aircraft shall then be towed forward until its nosewheel is at the intersection of aircraft stand 301 lead-in line and TWY NC2 centreline. The aircraft may breakaway from there. 	<p>Pushback approved, to face East.</p> <p>Pushback approved, to face West.</p>
303	<p>The aircraft (on idle thrust) shall be pushed back</p> <ul style="list-style-type: none"> • onto TWY NC2 to face East until its nosewheel is at the intersection of the aircraft stand lead-in line and TWY NC2 centreline. The aircraft shall then be towed forward until its nosewheel is at the intersection of aircraft stand 304 lead-in line and TWY NC2 centreline. The aircraft may breakaway from there. <p><u>OR</u></p> <ul style="list-style-type: none"> • onto TWY NC2 to face West until its nosewheel is at the intersection of the aircraft stand lead-in line and TWY NC2 centreline. The aircraft may breakaway from there. 	<p>Pushback approved, to face East.</p> <p>Pushback approved, to face West.</p>
304, 305	The aircraft (on idle thrust) shall be pushed back onto TWY NC2 to face East (or West) until its nosewheel is at the intersection of the aircraft stand lead-in line and TWY NC2 centreline. The aircraft may breakaway from there.	Pushback approved, to face East (or West).
306	<p>The aircraft (on idle thrust) shall be pushed back</p> <ul style="list-style-type: none"> • onto TWY NC2 to face East until its nosewheel is at the intersection of the aircraft stand lead-in line and TWY NC2 centreline. The aircraft may breakaway from there. <p><u>OR</u></p> <ul style="list-style-type: none"> • onto TWY NC2 to face West until its nosewheel is at the intersection of the aircraft stand lead-in line and TWY NC2 centreline. The aircraft shall then be towed forward until its nosewheel is at the intersection of aircraft stand 305 lead-in line and TWY NC2 centreline. The aircraft may breakaway from there. 	<p>Pushback approved, to face East.</p> <p>Pushback approved, to face West.</p>
307, 308	<p>The aircraft (on idle thrust) shall be pushed back</p> <ul style="list-style-type: none"> • onto TWY NC2 to face East until its nosewheel is at the intersection of the aircraft stand lead-in line and TWY NC2 centreline. The aircraft shall then be towed forward until the nose of the aircraft is behind the stopbar behind aircraft stand 309. The aircraft may breakaway from there. <p><u>OR</u></p> <ul style="list-style-type: none"> • onto TWY NC2 to face West until its nosewheel is at the intersection of the aircraft stand lead-in line and TWY NC2 centreline. The aircraft may breakaway from there. 	<p>Pushback approved, to face East.</p> <p>Pushback approved, to face West.</p>

Aircraft stand	Pushback Procedure	Phraseology used by Singapore Ground
309	<p>The aircraft (on idle thrust) shall be pushed back</p> <ul style="list-style-type: none"> • onto TWY NC2 to face East until its nosewheel is at the intersection of the aircraft stand lead-in line and TWY NC2 centreline. The aircraft may breakaway from there. <p><u>OR</u></p> <ul style="list-style-type: none"> • onto TWY NC2 to face West until its nosewheel is at the intersection of the aircraft stand lead-in line and TWY NC2 centreline. The aircraft shall then be towed forward until the nose of the aircraft is behind the stopbar behind aircraft stand 307. The aircraft may breakaway from there. 	<p>Pushback approved, to face East.</p> <p>Pushback approved, to face West.</p>
310	<p>The aircraft (on idle thrust) shall be pushed back</p> <ul style="list-style-type: none"> • onto TWY NC2 to face East until the nose of the aircraft is behind the stopbar behind aircraft stand 309. The aircraft may breakaway from there. <p><u>OR</u></p> <ul style="list-style-type: none"> • onto TWY NC2 to face West until its nosewheel is at the intersection of the aircraft stand lead-in line and TWY NC2 centreline. The aircraft shall then be towed forward until the nose of the aircraft is behind the stopbar behind aircraft stand 307. The aircraft may breakaway from there. 	<p>Pushback approved, to face East.</p> <p>Pushback approved, to face West.</p>
<u>NORTH-EAST REMOTE APRON</u>		
400, 401, 402, 403, 404	The aircraft (on idle thrust) shall be pushed back onto Taxilane A6 to face North (or South) until its nosewheel is at the intersection of the aircraft stand lead-in line and Taxilane A6 centreline.	Pushback approved, to face North (or South).

PUSHBACK PROCEDURES FOR DEPARTING AIRCRAFT FROM WEST AND EAST CARGO APRON

Aircraft stand	Pushback Procedure	Phraseology used by Singapore Ground
WEST CARGO APRON		
502, 503, 504, 505, 506, 507, 508, 509, 510	The aircraft (on idle thrust) shall be pushed back onto TWY WC to face North (or South) until its nosewheel is at the intersection of the aircraft stand lead-in line and TWY WC centreline. The aircraft may breakaway from there.	Pushback approved, to face North (or South).
511	<p>The aircraft (on idle thrust) shall be pushed back</p> <ul style="list-style-type: none"> • onto TWY WC to face North until the nose of the aircraft is behind the stopbar behind aircraft stand 511. The aircraft may breakaway from there. <p><u>OR</u></p> <ul style="list-style-type: none"> • onto TWY WC to face South until the nosewheel of the aircraft is at the intersection of the aircraft stand lead-in line and TWY WC centreline. The aircraft shall then be towed forward until the nosewheel is at the "EOT" position behind aircraft stand 510. The aircraft may breakaway from there. 	<p>Pushback approved, to face North.</p> <p>Pushback approved, to face South.</p>
513	<p>The aircraft (on idle thrust) shall be pushed back</p> <ul style="list-style-type: none"> • onto TWY WC to face North until the nosewheel of the aircraft is at the intersection of the aircraft stand lead-in line and TWY WC centreline. The aircraft may breakaway from there. <p><u>OR</u></p> <ul style="list-style-type: none"> • onto TWY WC to face South following TWY WC centreline onto Taxilane WD until the nose of the aircraft is behind the stopbar behind aircraft stand 515 on Taxilane WD. The aircraft may breakaway from there. 	<p>Pushback approved, to face North.</p> <p>Pushback approved, to face South.</p>
514	<p>The aircraft (on idle thrust) shall be pushed back</p> <ul style="list-style-type: none"> • onto TWY WC to face North until the nose of the aircraft is behind the stopbar behind aircraft stand 513. The aircraft may breakaway from there. <p><u>OR</u></p> <ul style="list-style-type: none"> • onto TWY WC to face South following TWY WC centreline onto Taxilane WD until the nose of the aircraft is behind the stopbar behind the aircraft stand 515 on Taxilane WD. The aircraft may breakaway from there. 	<p>Pushback approved, to face North.</p> <p>Pushback approved, to face South.</p>
515	The aircraft (on idle thrust) shall be pushed back onto Taxilane WD to face South until the nose of the aircraft is behind the stopbar behind aircraft stand 515. The aircraft may breakaway from there.	Standard pushback approved.
516	The aircraft (on idle thrust) shall be pushed back onto Taxilane WD to face South until its nosewheel is at the intersection of the aircraft stand lead-in line and Taxilane WD centreline. The aircraft shall then be towed forward until the nose of the aircraft is behind the stopbar behind aircraft stand 515. The aircraft may breakaway from there.	Standard pushback approved.
516L, 516R	The aircraft (on idle thrust) shall be pushed back following the pushback line onto Taxilane WD to face South until its nosewheel is at the intersection of the aircraft stand pushback line and Taxilane WD centreline. The aircraft shall then be towed forward until the nose of the aircraft is behind the stopbar behind aircraft stand 515. The aircraft may breakaway from there.	Standard pushback approved.

Aircraft stand	Pushback Procedure	Phraseology used by Singapore Ground
517	The aircraft (on idle thrust) shall be pushed back onto Taxilane WD to face South until its nosewheel is at the "EOP 517" position. The aircraft shall then be towed forward until the nose of the aircraft is behind the stopbar behind aircraft stand 515. The aircraft may breakaway from there.	Standard pushback approved.
517L	The aircraft (on idle thrust) shall be pushed back onto Taxilane WD to face South until its nosewheel is at the "EOP 517L" position. The aircraft shall then be towed forward until the nose of the aircraft is behind the stopbar behind aircraft stand 515. The aircraft may breakaway from there.	Standard pushback approved.
517R	The aircraft (on idle thrust) shall be pushed back following the pushback line onto Taxilane WD to face South until its nosewheel is at the intersection of the aircraft stand pushback line and Taxilane WD centreline. The aircraft shall then be towed forward until the nose of the aircraft is behind the stopbar behind aircraft stand 515. The aircraft may breakaway from there.	Standard pushback approved.
EAST CARGO APRON		
601, 602	The aircraft (on idle thrust) shall be pushed back onto Taxilane EA to face South until its nosewheel is at the intersection of the aircraft stand lead-in line and Taxilane EA centreline. The aircraft may breakaway from there.	Standard pushback approved.
603	The aircraft (on idle thrust) shall be pushed back onto Taxilane EA to face South until its nosewheel is at the intersection of the aircraft stand lead-in line and Taxilane EA centreline. The aircraft shall then be towed forward until its nosewheel is at the "EOT" position behind aircraft stand 602. The aircraft may breakaway from there.	Standard pushback approved.
604	The aircraft (on idle thrust) shall be pushed back onto Taxilane EA to face South until its nosewheel is at the "EOP" position behind aircraft stand 604. The aircraft shall then be towed forward until its nosewheel is at the "EOT" position behind aircraft stand 602. The aircraft may breakaway from there.	Standard pushback approved.
605	The aircraft (on idle thrust) shall be pushed back onto Taxilane EC to face West until its nosewheel is at the "EOP" position on Taxilane EC. The aircraft shall then be towed forward following Taxilane EC centreline onto Taxilane EA until its nosewheel is at the "EOT" position behind aircraft stand 602. The aircraft may breakaway from there.	Standard pushback approved.
611, 612	<p>The aircraft (on idle thrust) shall be pushed back to face North until its nosewheel is at the "EOP" position. The aircraft shall then be towed forward following Taxilane EC centreline onto Taxilane EA until its nosewheel is at the "EOT" position 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></p> <p>The aircraft (on idle thrust) shall be pushed back to face North until its nosewheel is at the "EOP" position. Engine start -up is permitted only on the port engine. The aircraft shall then be towed forward following Taxilane EC centreline onto Taxilane EA until its nosewheel is at the "EOT" position 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>