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Singapore****AIP SUP****047/2019****Effective from 14 MAY 2019****PERM****Published on 26 APR 2019**

## SELETAR AIRPORT – CHANGES TO PUSHBACK / TOW FORWARD PROCEDURES FOR AIRCRAFT STANDS D50 TO D56 AT NORTHEAST APRON

**1 INTRODUCTION**

1.1 This AIP Supplement is to inform aircraft operators, pilots and ground service providers of the changes to pushback / tow forward procedures for aircraft stands D50 to D56 to support the live arrival and departure operations at the Northeast Apron in Seletar Airport with effect from 14 May 2019 0500UTC.

**2 AIRCRAFT SELF-POWER IN AND OUT RESTRICTIONS**

2.1 Aircraft stands D50, D51, D52, D53, D54, D55 and D56 can support arriving taxi in operations for aircraft types, up to B757-200.

2.2 Aircraft stands D50, D51, D52, D53, D54, D55 and D56 can support departing aircraft taxi out operations for the following approved aircraft types only:

Aircraft Stand	Code A aircraft	Code B aircraft	Code C aircraft
D50	No restriction. Allowed to taxi out	No restriction. Allowed to taxi out	A319, A320, A321, ATR 42, ATR 72, DASH 7, Embraer 190STD, ERJ 135ER, Falcon 7X, Fokker 50, Fokker 70, Fokker 100, Global Express, Global 5000, Global Express XRS, Gulfstream 500, Gulfstream 550 and Q400 are allowed to taxi out.
D51			
D52			
D53			
D54			
D55			
D56			

2.3 Aircraft type C130 is restricted to tow in operations at aircraft stand D50. Aircraft is required to shut down at the designated shut down area and be towed to aircraft stand D50.

### 3 PROCEDURES FOR AIRCRAFT PUSHBACK / TOW FORWARD

3.1 The pushback / tow forward procedures for aircraft departing from aircraft stands D50, D51, D52, D53, D54, D55 and D56 are as follows:

Aircraft Stand	Pushback / Tow Forward Procedure	Phraseology Used By SELETAR GROUND
D50	<p><b>Pushback to face North</b> The aircraft (on idle thrust) shall be pushed back onto TWY EN to face North until its nose wheel is at the intersection of the aircraft stand pushback line and TWY EN centreline. The aircraft shall then be towed forward until its nose wheel is abeam the centreline of aircraft stand D51. The aircraft may break away from there.</p>	Pushback approved, to face North.
	<p><b>Pushback to face South</b> The aircraft (on idle thrust) shall be pushed back onto TWY EN to face South until its nose wheel is at the intersection of the aircraft stand pushback line and TWY EN centreline. The aircraft may break away from there.</p>	Pushback approved, to face South.
	<p><b>Tow Forward</b> The aircraft (on idle thrust) shall be towed forward onto TWY EP to face North (or South) until its nose wheel is at the intersection of the aircraft lead-out line and TWY EP centreline. The aircraft may break away from there.</p>	Tow forward approved, to face North (or South)
D51, D52, D53, D54, D55	<p><b>Pushback</b> The aircraft (on idle thrust) shall be pushed back onto TWY EN to face North (or South) until its nose wheel is at the intersection of the aircraft stand pushback line and TWY EN centreline. The aircraft may break away from there.</p>	Pushback approved, to face North (or South).
	<p><b>Tow Forward</b> The aircraft (on idle thrust) shall be towed forward onto TWY EP to face North (or South) until its nose wheel is at the intersection of the aircraft lead-out line and TWY EP centreline. The aircraft may break away from there.</p>	Tow forward approved, to face North (or South)
D56	<p><b>Pushback to face North</b> The aircraft (on idle thrust) shall be pushed back onto TWY EN to face North until its nose wheel is at the intersection of the aircraft stand pushback line and TWY EN centreline. The aircraft may break away from there.</p>	Pushback approved, to face North.
	<p><b>Pushback to face South</b> The aircraft (on idle thrust) shall be pushed back onto TWY EN to face South until its nose wheel is at the intersection of the aircraft stand pushback line and TWY EN centreline. The aircraft shall then be towed forward until its nose wheel is abeam the centreline of aircraft stand D55. The aircraft may break away from there.</p>	Pushback approved, to face South.
	<p><b>Tow Forward</b> The aircraft (on idle thrust) shall be towed forward onto TWY EP to face North (or South) until its nose wheel is at the intersection of the aircraft lead-out line and TWY EP centreline. The aircraft may break away from there.</p>	Tow forward approved, to face North (or South)

### 4 CONCLUSION

4.1 Any change to the contents of this AIP Supplement will be notified through NOTAM.

4.2 This AIP Supplement will be cancelled once its contents are incorporated into AIP Singapore.