

Telephone: 606011/252
Telegraphic Address:
Aeronautical: VIRKXAC
Commercial: NATIONAIR
NEW DELHI
Telex: 31-66407(NAA-IN)

I N D I A
AERONAUTICAL INFORMATION SERVICE
NATIONAL AIRPORTS AUTHORITY
EAST BLOCK-II & III
R.K. PURAM, NEW DELHI-110 066.

AIC
No 005/1990

12th March, 1990

F.No.NAA.10-9/89-AIS
4-13/87-ARI

PUSH BACK AND SURFACE MOVEMENT GUIDANCE PROCEDURES FOR AIRCRAFT DEPARTING FROM BOMBAY AIRPORT, TERMINAL-II APRON.

1. GENERAL

- 1.1 Aircraft departing from Bombay Airport Terminal-II Apron will adhere to these procedures.
- 1.2 Assignment of flight level to departing aircraft will be made on first come first serve basis. Aircraft will normally be assigned the flight level requested unless an alternate level is offered due to traffic.
- 1.3 Phraseology as detailed in para 2.1 should be used to avoid misunderstanding.

2. PROCEDURE

- 2.1 The pilot when ready, will intimate SMC/TWR giving Call Sign - Destination- Proposed flight level - Parking stand followed by Phraseology 'Ready to push back in 5 minutes.'
- 2.2 On receipt of the 'Ready to pushback' call, SMC/TWR Controller will advise the pilot, the available flight level. TWR/SMC Controller will also advise delay, if any, for pushback due to traffic or other reasons.
- 2.3 Once the pushback is approved and the available flight level is accepted by the Pilot, aircraft must be pushed back on designated pushback positions specified in para 4 in line with Taxiway guide lines and thereafter engines started within 5 minutes, failing which approval for pushback will stand cancelled.
- 2.4 Aircraft will start up all engines after pushback on designated position and be ready for taxiing on instructions. However, SMC/TWR may approve starting up of 'one engine at the stand on specific request from the Pilot in case of technical reasons after coordination with Apron Control IAAI, Terminal-II. The responsibility of clearance from the aircraft on adjoining/rear stands, equipment and personnel will, however, be entirely of the airline concerned.
- 2.5 The SMC/TWR will issue pushback approval by saying : Call Sign of aircraft - Pushback and start-up approved - to taxi via GOLF/FOXTROT/HOTEL for flight level

3. SIMULTANEOUS PUSHBACK

3.1 The stands of Terminal-II are divided into following groups :

- 3.1.1. Stands 41 to 44 : Group 'A'
- 3.1.2. Stands 45 to 47 : Group 'B'
- 3.1.3. Stands 48 to 50 : Group 'C'
- 3.1.4. Stands 56 to 64 : Group 'D'
- 3.1.5. Stands 65 to 67 : Group 'E'
- 3.1.6. Stands 71 to 75 : Group 'F'

3.2 Simultaneous pushback and start-up can be given to aircraft in following combination of groups, if separation between the stands is not less than two stands :

- 3.2.1. Group A, B and C
- 3.2.2. Group A, B and E
- 3.2.3. Group C, D and F
- 3.2.4. Group D, E and F
- 3.2.5. Group B, C and F
- 3.2.6. Group B, E and F

3.3 Simultaneous pushback and start-up can also be given in the same group, if separation between stands is not less than two stands. (Exception: ONLY ONE aircraft will pushback from Group 'F').

4. DESIGNATED PUSHBACK POSITIONS

4.1 To taxi via GOLF.

- 4.1.1. Group 'A' aircraft will pushback facing East on 'F' behind the adjoining stand except aircraft on stand 41 which will pushback on 'F' facing North.
- 4.1.2. Group 'B'/'D' aircraft will pushback facing East on 'F2' behind the adjoining stand.
- 4.1.3. Group 'C'/'E' aircraft will pushback facing West behind adjoining stand keeping adequate clearance from nose-in and rear stands.
- 4.1.4. Group 'F' aircraft will pushback on 'F' facing South, so that the nose is North of 'F2'.

4.2 To taxi via FOXTROT.

- 4.2.1. Group 'A' and 'B' aircraft will pushback facing West on 'F' and 'F2' respectively, behind adjoining stand.
- 4.2.2. Group 'C'/'E' aircraft will pushback facing West behind adjoining stand keeping adequate clearance from nose-in and rear stands.
- 4.2.3. Group 'D' aircraft will pushback facing West on 'F2' behind adjoining stand.
- 4.2.4. Group 'F' aircraft will pushback facing South on 'F' such that nose is North of 'F2'.

- 4.3 To taxi via HOTEL.
- 4.3.1. Group 'A' aircraft will pushback facing East on 'F' behind the adjoining stand except aircraft on stand 41, which will pushback on 'F' facing North.
- 4.3.2. Group 'B'/'D' aircraft will pushback facing East on 'F2' behind adjoining stand.
- 4.3.3. Group 'C'/'E' aircraft will pushback facing East behind adjoining stand keeping adequate clearance from nose-in and rear stands.
- 4.3.4. Group 'F' aircraft will pushback facing South on 'F' such that the nose-in is North of 'F2'.

NOTE :

1. The airline concerned will ensure that aircraft being pushed back, do not block Taxiway 'G'/'F'. except when :
 - i. pushing back facing West from stands 46, 47, 63 and 64.
 - ii. pushing back facing East from stands 48, 49, 65 and 66.
 - iii. pushing back facing East from stands 56 and 57.
2. SMC/TWR may issue alternate pushback instructions, if so, necessitated by the circumstances. In such cases aircraft should be pushed back in accordance with such alternate instructions.

Cancel AIC No.8/1989.

AIR MARSHAL C.K.S. RAJE, PVSM, AVSM
CHAIRMAN
NATIONAL AIRPORTS AUTHORITY