

SELETAR AIRPORT PUSHBACK PROCEDURES (West Apron)		
AIRCRAFT STAND	Pushback / Tow Forward Procedures	Phraseology Used by Seletar Ground
C1, C2, C3, C4, C5, C6.	<b>PUSHBACK</b> The aircraft (on idle thrust) shall be pushed back onto TWY WA to face North (or South) until its nose wheel is at the intersection of the aircraft stand lead-in line and the centreline of TWY WA. The aircraft may break away from there.	<b>Pushback approved, to face North (or South)</b>
	<b>TOW FORWARD</b> The aircraft (on idle thrust) shall be towed forward onto the centreline of TWY WP to face North (or South) until its nose wheel is at the intersection of the aircraft tow-out line and TWY WP centreline. The aircraft may breakaway from there.	<b>Tow forward approved, to face North (or South)</b>
D1	<b>Pushback to face North</b> The aircraft on (idle thrust) shall be pushed back onto TWY WA to face North until its nose wheel is at the intersection of the aircraft lead-in line and TWY WA centreline. The aircraft may break away from there.  <b>Pushback to face South</b> The aircraft (on idle thrust) shall be pushed back onto TWY WA to face South until its nose wheel is at the intersection of the aircraft stand lead-in line and TWY WA centreline. The aircraft may break away from there.	<b>Pushback approved, to face North (or South)</b>

### D1 Face North or South

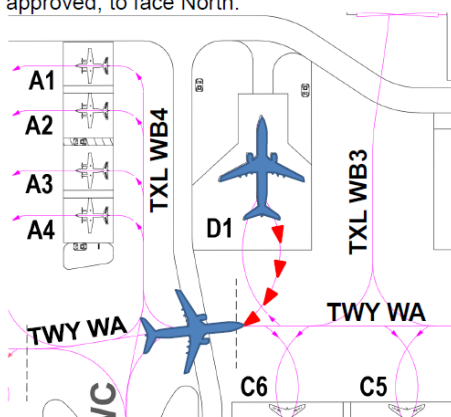


# D1

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#### Pushback face North

- The aircraft (on idle thrust) shall be pushback onto TWY WA to face North until its nose wheel is at the intersection of the aircraft stand lead-in line and TWY WA centreline. The aircraft may breakaway from there.
- Phraseology used by Seletar Ground "Pushback approved, to face North.



(Note: 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. Diagram not to scale & for illustration only.)

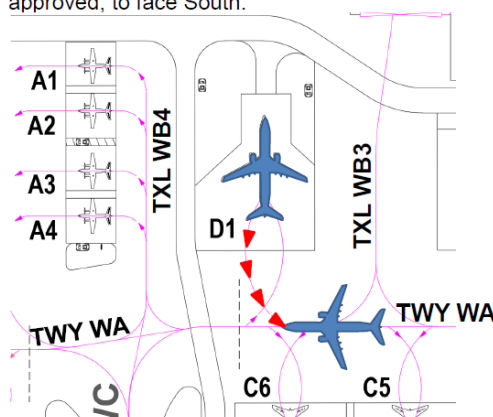


# D1

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#### Pushback face South


- The aircraft (on idle thrust) shall be pushback onto TWY WA to face South until its nose wheel is at the intersection of the aircraft stand lead-in line and TWY WA centreline. The aircraft may breakaway from there.
- Phraseology used by Seletar Ground "Pushback approved, to face South.



(Note: 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. Diagram not to scale & for illustration only.)

<p><b>D2</b></p>	<p><b>Pushback to face North</b> The aircraft (on idle thrust) shall be pushed back onto TWY WA to face North until its nose wheel is at the intersection of the aircraft stand lead-in line and TWY WA centreline. The aircraft may break away from there.</p> <p><b>Pushback to face South</b> The aircraft (on idle thrust) shall be pushed back onto TWY WA to face South until its nose wheel is at the intersection of the aircraft stand lead-in line and TWY WA centreline. The aircraft may break away from there.</p>	<p><b>Pushback approved, to face North (or South)</b></p>
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D2 Face North or South



D2

(Page 1 of 2)

AG

Fuel Farm

A - B1

TXL WB1

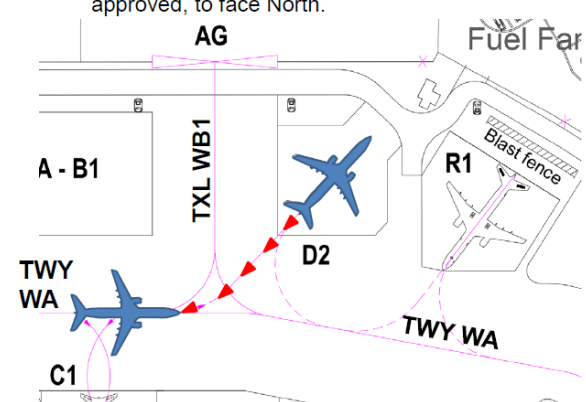
D2

R1

Blast fence

TWY WA

C1



(Note: 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. Diagram not to scale & for illustration only.)

AG

Fuel Farm

A - B1

TXL WB1

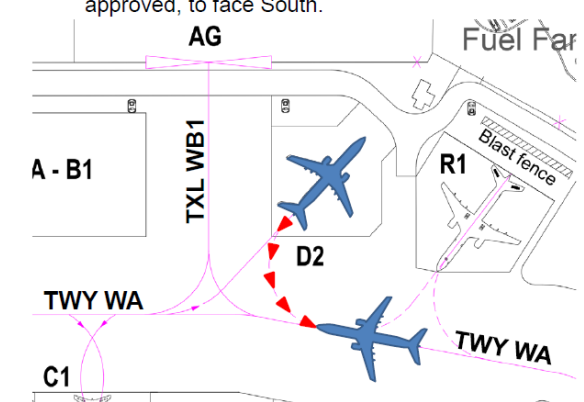
D2

R1


Blast fence

TWY WA

C1



(Note: 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. Diagram not to scale & for illustration only.)



D2

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AG

Fuel Farm

A - B1

TXL WB1

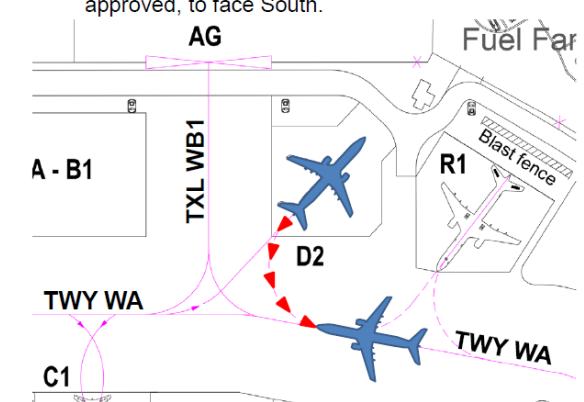
D2

R1

Blast fence

TWY WA

C1



(Note: 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. Diagram not to scale & for illustration only.)

AG

Fuel Farm

A - B1

TXL WB1

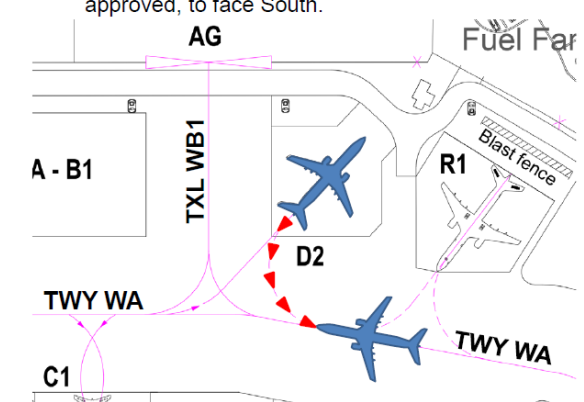
D2

R1

Blast fence

TWY WA

C1

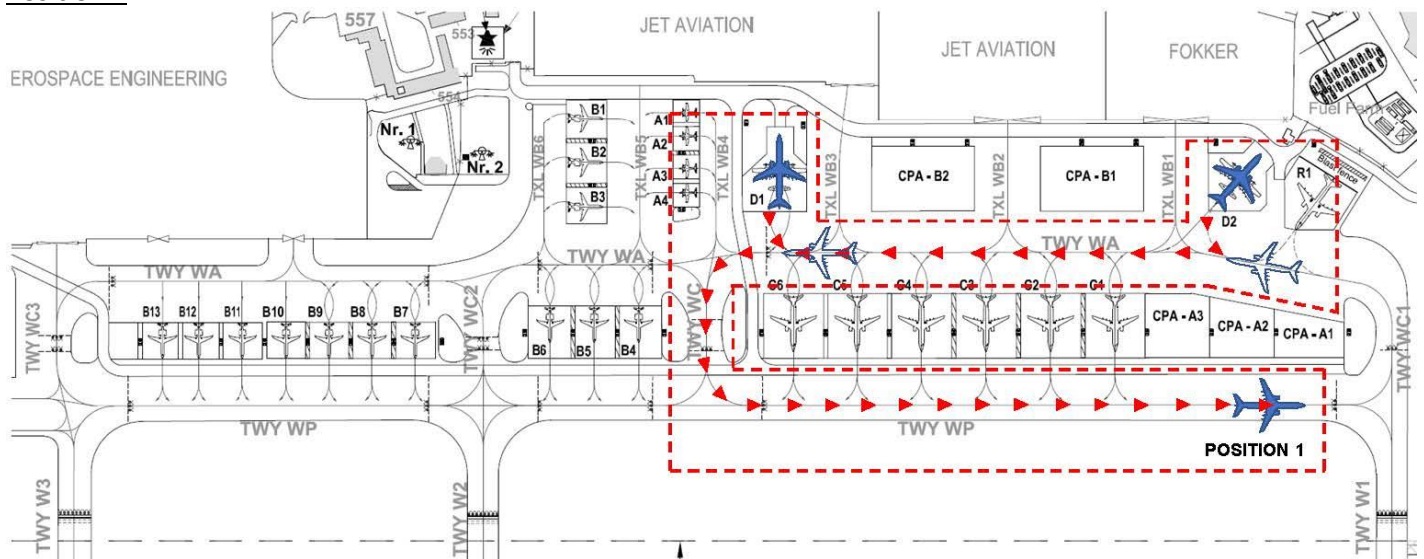


(Note: The lead-in lines are for aircraft nose-in guidance. For aircraft stands without dedicated pushback lines, ground crew may use the lead-in lines for pushback guidance. Diagram not to scale & for illustration only.)

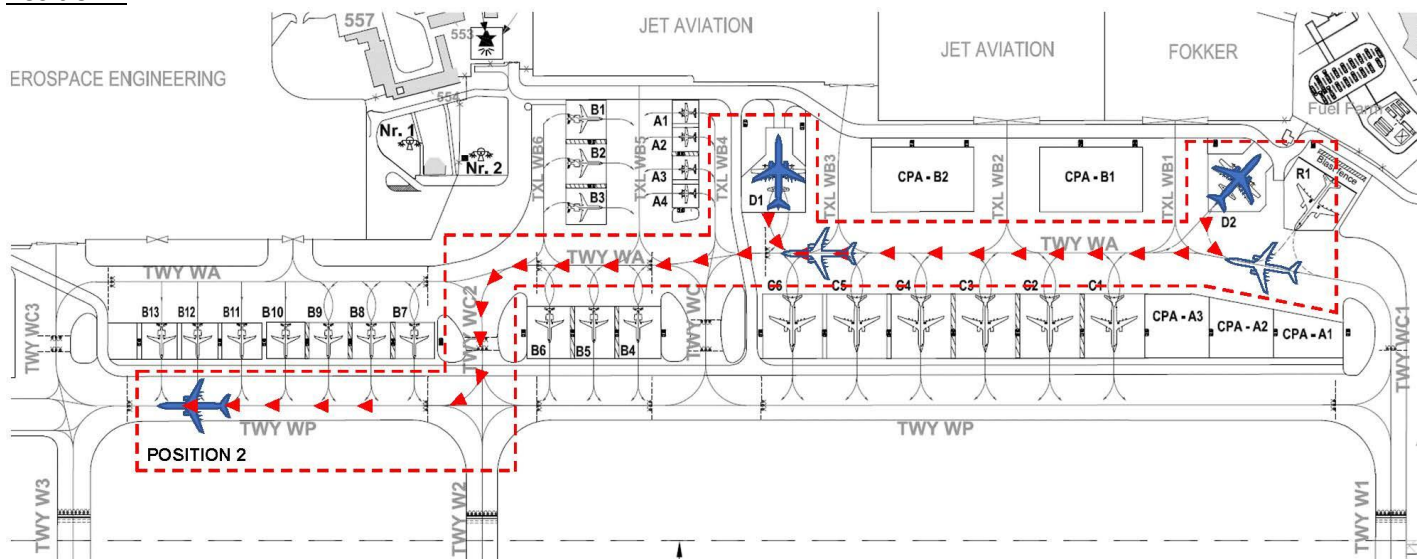
# SELETAR AIRPORT PUSHBACK PROCEDURES (West Apron)

AIRCRAFT STAND	Pushback / Tow Forward Procedures	Phraseology Used by Seletar Ground
<b>D1, D2. (For B757-200 or C130)</b>	<b>PUSHBACK AND TOW FORWARD ONTO TWY WP</b> The tow-crew shall request from Seletar Ground (utility) on 122.9MHz for departure pushback approval. Upon receiving the approval, the aircraft shall be pushed back onto TWY WA to face South until its nose wheel is at the intersection of the aircraft stand lead-in line and TWY WA centreline. The aircraft shall then be towed forward to TWY WP until the aircraft at the intermediate holding position short of TWY W1 (Position 1) or TWY W3 (Position 2). Once the tow tug is disengaged, the aircraft will request start up approval from Seletar Ground (aircraft) on 121.6MHz. The aircraft may break away from there.	<ol style="list-style-type: none"> <li>1) Tow approved to intermediate holding position on TWY WP short of TWY W1 to face North; or</li> <li>2) Tow approved to intermediate holding position on TWY WP short of TWY W3 to face South</li> </ol>

## Position 1



## Position 2



SELETAR AIRPORT PUSHBACK PROCEDURES (East Apron)		
AIRCRAFT STAND	Pushback / Tow Forward Procedures	Phraseology Used by Seletar Ground
D50	<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.	<b>Pushback approved, to face North</b>
	<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.	<b>Pushback approved, to face South</b>
	<b>Tow Forward</b> The aircraft (on idle thrust) shall be pushed back 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.	<b>Tow forward approved, to face North (or south)</b>
D51, D52, D53, D54, D55.	<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.	<b>Pushback approved, to face North (or South)</b>
	<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.	<b>Tow forward approved, to face North (or South)</b>
D56	<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.	<b>Pushback approved, to face North.</b>
	<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.	<b>Pushback approved, to face South.</b>
	<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 can break away from there.	<b>Tow forward approved, to face North (or South)</b>

# SELETAR AIRPORT PUSHBACK PROCEDURES (East Apron)

AIRCRAFT STAND	Pushback / Tow Forward Procedures	Phraseology Used by Seletar Ground
C50, C51, C52.	<b>PUSHBACK</b> The aircraft (on idle thrust) shall be pushed back onto TWY ES to face North (or South) until its nose wheel is at the intersection of the aircraft stand lead-in line (or pushback line) and the centreline of TWY ES. The aircraft may break away from there.	<b>Pushback approved, to face North (or South)</b>
C60, C61.	<b>Pushback to face North</b> The aircraft (on idle thrust) shall be pushed back onto TWY ES to face North until its nose wheel is abeam the centreline of aircraft stand C62. The aircraft may break away from there.  <b>Pushback to face East</b> The aircraft (on idle thrust) shall be pushed back onto TWY EC2 to face East until its nose wheel is at the "EOP C60/C61" position. The aircraft may break away from there.	<b>Pushback approved, to face North</b>   <b>Pushback approved, to face East</b>

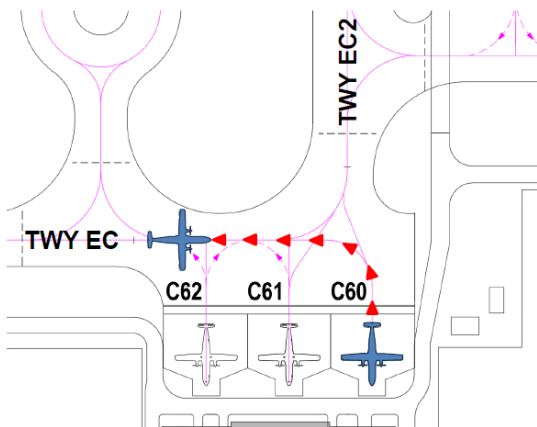
## C60 Face North or East



### C60 (Page 1 of 2)

#### Pushback face North

- The aircraft (on idle thrust) shall be pushback onto TWY EC to face North until its nose wheel is abeam the centreline of aircraft stand C62. The aircraft may breakaway from there.
- Phraseology used by Seletar Ground "Pushback approved, to face North.



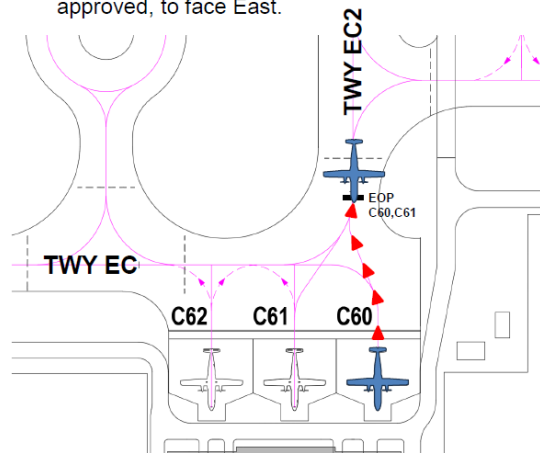
(Note: The lead-in lines are for aircraft nose-in guidance. For aircraft stands without dedicated pushback lines, ground crew may use the lead-in lines for pushback guidance. Diagram not to scale & for illustration only.)



### C60 (Page 2 of 2)

#### Pushback face East

- The aircraft (on idle thrust) shall be pushback onto TWY EC2 to face East until its nose wheel is at the "EOP C60,C61" position. The aircraft may breakaway from there.
- Phraseology used by Seletar Ground "Pushback approved, to face East.



(Note: 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. Diagram not to scale & for illustration only.)

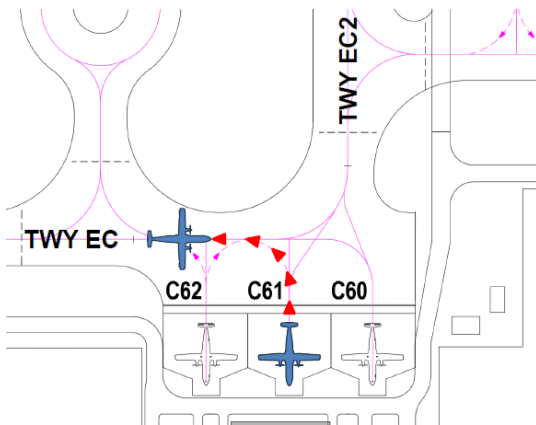


# C61

(Page 1 of 2)

### Pushback face North

- The aircraft (on idle thrust) shall be pushback onto TWY EC to face North until its nose wheel is abeam the centreline of aircraft stand C62. The aircraft may breakaway from there.
- Phraseology used by Seletar Ground "Pushback approved, to face North.



(Note: 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. Diagram not to scale & for illustration only.)

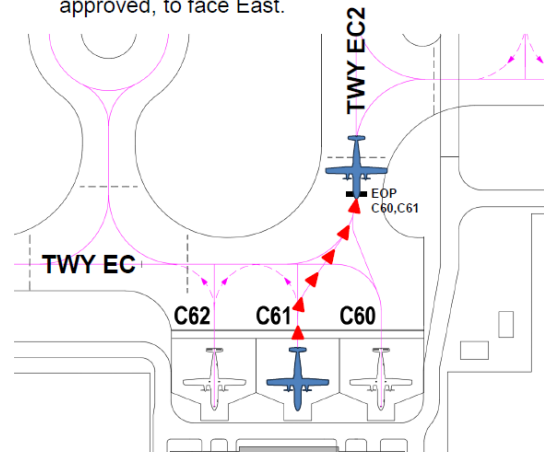


# C61

(Page 2 of 2)

### Pushback face East

- The aircraft (on idle thrust) shall be pushback onto TWY EC2 to face East until its nose wheel is at the "EOP C60,C61" position. The aircraft may breakaway from there.
- Phraseology used by Seletar Ground "Pushback approved, to face East.



(Note: 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. Diagram not to scale & for illustration only.)

<p><b>C62</b></p>	<p><b>Pushback to face North</b> The aircraft (on idle thrust) shall be pushed back onto TWY EC to face North until its nose wheel is at the “EOP C62” position. The aircraft may break away from there.</p> <p><b>Pushback to face South</b> The aircraft (on idle thrust) shall be pushed back onto TWY EC to face South until its nose wheel is abeam the centreline of aircraft stand C61. The aircraft may break away from there.</p>	<p><b>Pushback approved, to face North</b></p> <p><b>Pushback approved, to face South</b></p>
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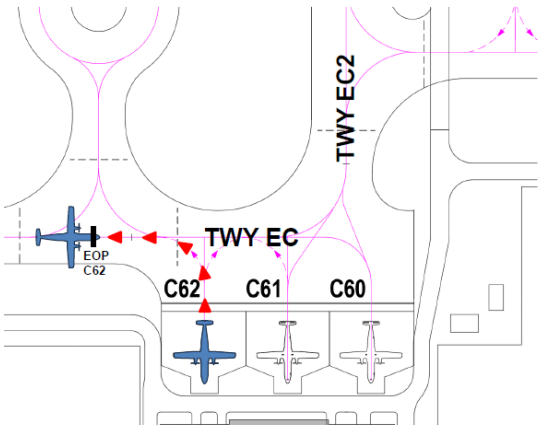
C62 Face North or South



C62  
(Page 1 of 2)

Pushback face North

- The aircraft (on idle thrust) shall be pushback onto TWY EC to face North until its nose wheel is at “EOP C62” position. The aircraft may breakaway from there.
- Phraseology used by Seletar Ground “Pushback approved, to face North.



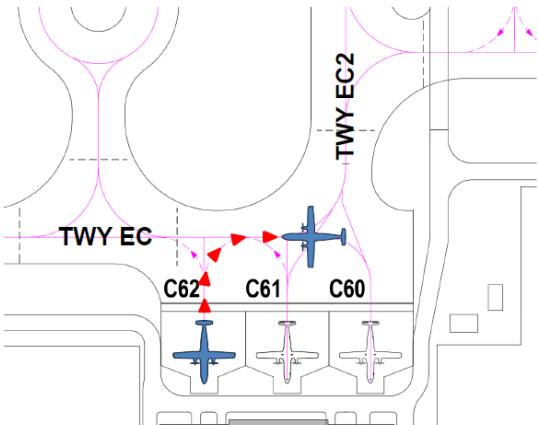
(Note: The lead-in lines are for aircraft nose-in guidance. For aircraft stands without dedicated pushback lines, ground crew may use the lead-in lines for pushback guidance. Diagram not to scale & for illustration only.)



C62  
(Page 2 of 2)

Pushback face South

- The aircraft (on idle thrust) shall be pushback onto TWY EC to face South until its nose wheel is abeam the centreline of aircraft stand C61. The aircraft may breakaway from there.
- Phraseology used by Seletar Ground “Pushback approved, to face South.



(Note: 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. Diagram not to scale & for illustration only.)