

EAST MIDLANDS AIRPORT



EAST MIDLANDS AIRPORT MARSHALLING & PUSHBACK MANUAL



**Volume 1 – Central & Central West Apron
APRIL 2026**

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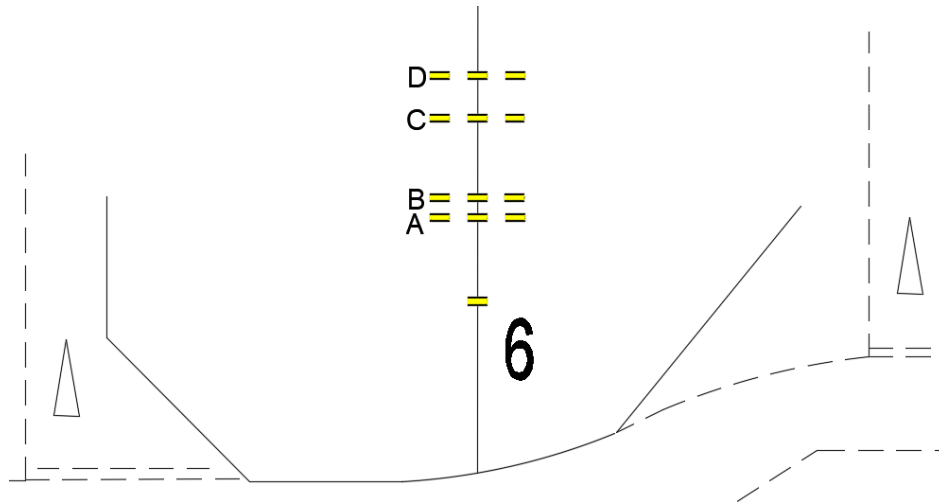
EAST MIDLANDS AIRPORT

This manual should be read in conjunction with AOI 5 – Apron Management. It details the marshalling positions and pushback options for each stand on the Central, Central West, East and West aprons.

The manual is being developed as new stand markings are introduced at East Midlands Airport and will be re-issued as new stands are introduced.

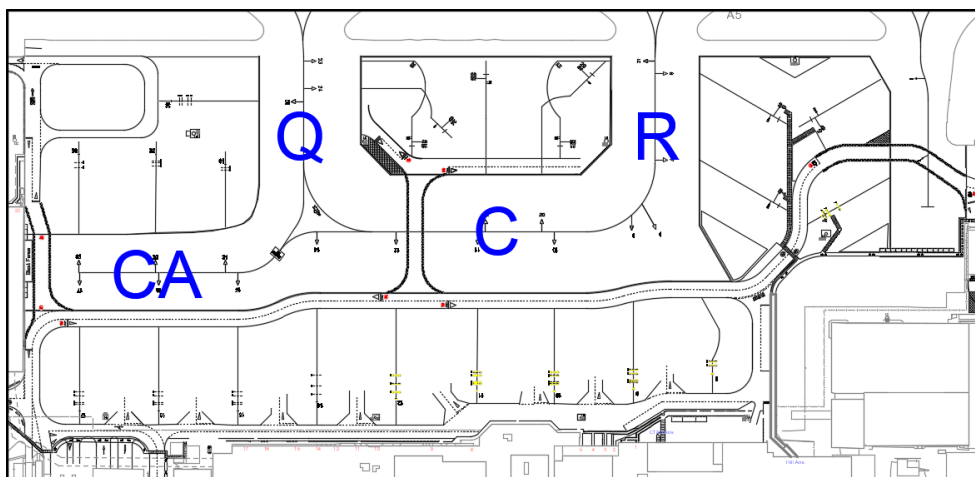
For any stands not contained within this document please refer to AOI 5.

Central apron stands 4, 8 to 17 and 30 to 33 were re-marked in March 2024 with new nosewheel position markings. Each stand has a single 'nose-tip' mark and up to four 'nosewheel' position markings marked A, B, C and D – see below. Central West apron stands 40-46 use the same markings.



The following pages detail each stand individually and show:

- The nosewheel position to use for various aircraft types
- The pushback options for each stand – ATC will advise which to use (see plan below for taxiway/lane designators)

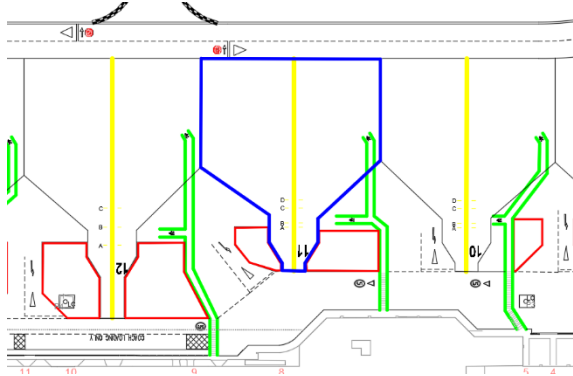


If an aircraft type is not shown in the list for a stand, please contact the **Airfield Operations Duty Manager on 07542 383 390** to get advice on which nosewheel position to use.

EAST MIDLANDS AIRPORT

The Central apron remark has also introduced 'stand safety boxes' and a new lining scheme for passenger walkways and GSE areas which will be rolled out across all aprons as pavement lining is refreshed/re-designed.

STAND SAFETY BOX



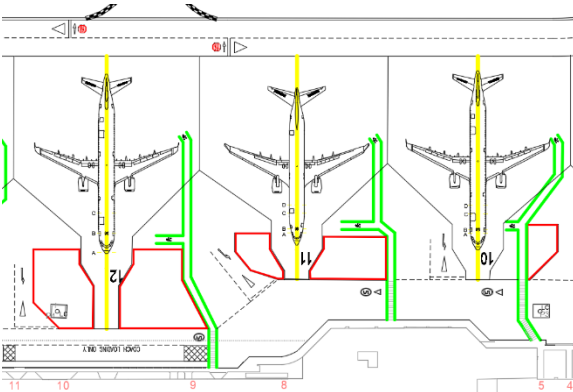
Stand Safety Boxes (SSB) define an area of apron used for parking an aircraft. They are painted as a continuous white line.

The SSB should be clear of all GSE and personnel when an aircraft is arriving onto stand.

They also define a safe area for GSE/personnel when an aircraft is coming onto or departing an adjacent stand.

SSB's have been introduced on to stands 8-17, 30-33 and 40-46 during the recent apron remarks.

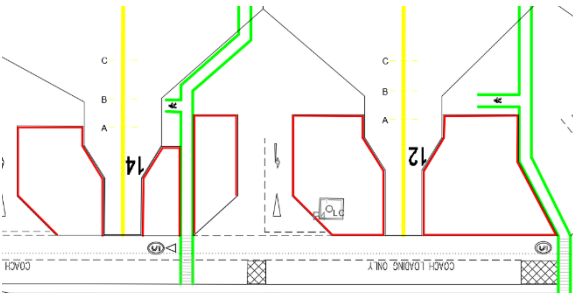
PASSENGER WALKWAYS



New passenger walkways have been introduced with this remark. They are 2m wide parallel green lines with 'walking men' symbols in the centre at appropriate intervals.

The new walkways extend behind the wing to delineate a safe path between both front and rear aircraft steps and the terminal.

GSE PARKING AREAS



The current head-of-stand GSE parking areas (boxes bordered in a single white line) have been replaced with boxes bordered in a single white line with a new inner red line.

These GSE areas should only be used for regularly used GSE essential to the aircraft turnaround on that stand. All GSE should be parked within the GSE box with no part of the equipment overhanging the white/red lines.

These GSE boxes can be used for pre-staging GSE shortly before an aircraft arrival. **No GSE should be pre-staged in the Stand Safety Box** (see above).

The above changes improve safety for passengers and staff on the apron and provide clearly defined and safe areas to operate within. As other apron areas are remarked the above lining scheme will be adopted across the airport site.

The pushback plans should be used as shown. **ATC will instruct a pilot to pushback to a certain area only** but it is the tug drivers responsibility to undertake any pull forward manoeuvre as per the pushback plan. For example:

ATC: "RYR535, Stand 10, Push and start approved facing West."

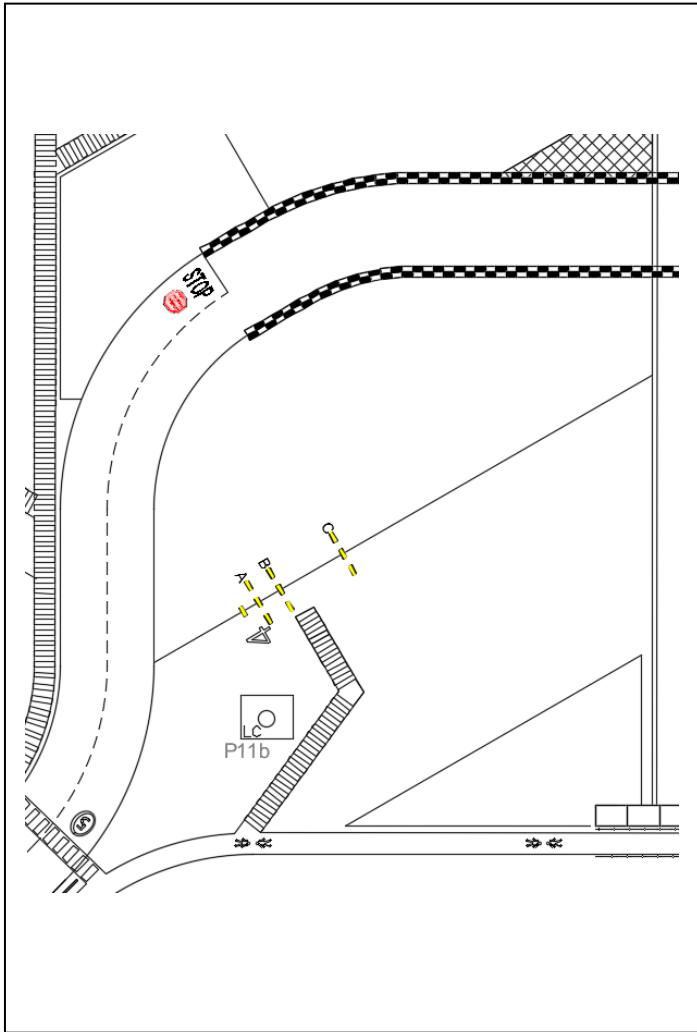
Tug Driver: Stand 10 pushback to C to face West – pushback to main gear on stand 9 lead-in arrow then pull forward to main gear on stand 20 lead-in arrow

CENTRAL APRON STANDS

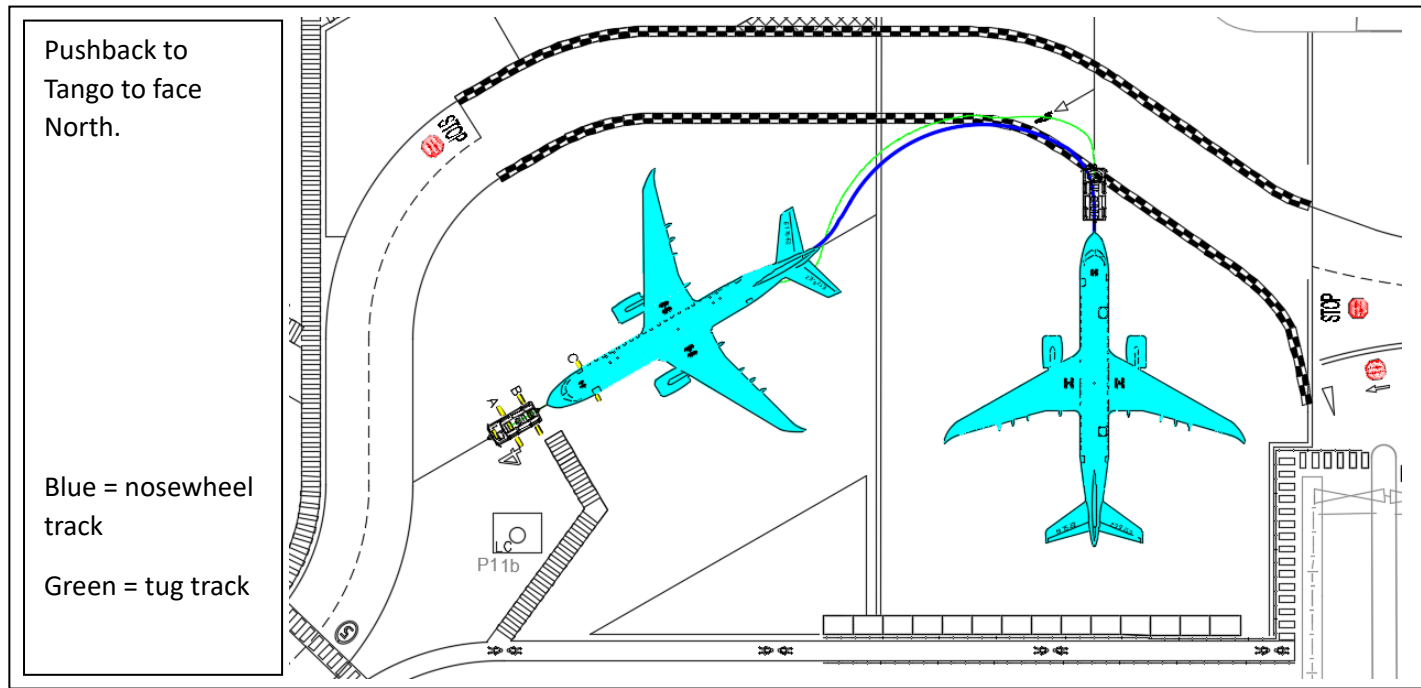
Stands 4 to 33

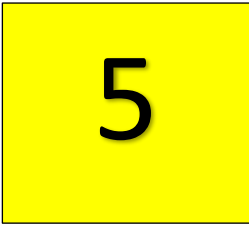


Stand 4

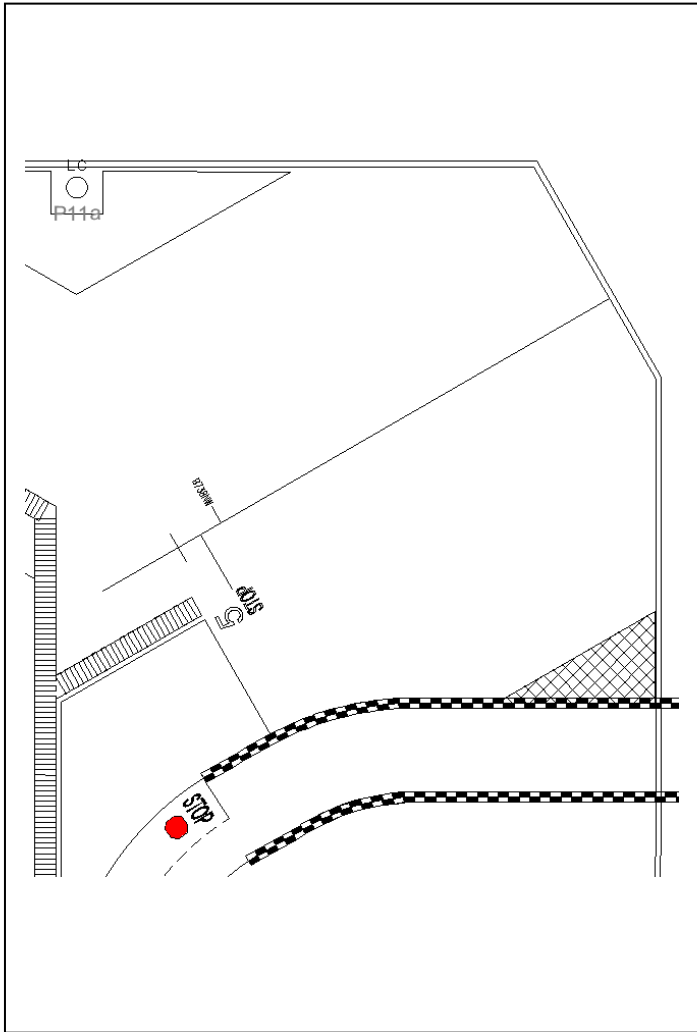


MAX SPAN	30.63 metres
MAX LENGTH	31.68 metres
A	ATR72 (Passenger) ATR42
B	EMB175
C	ATR72 (Freighter) BAe ATP
D	N/A





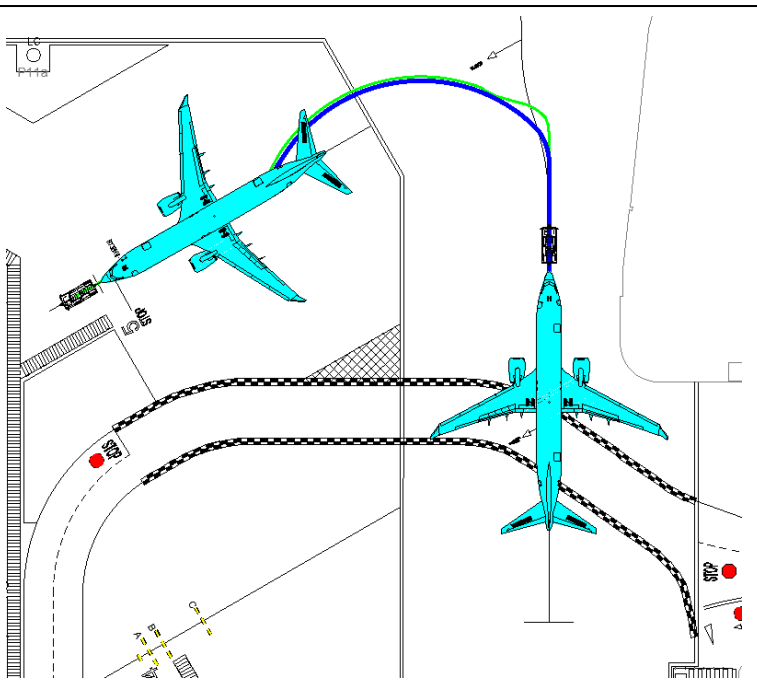
Stand 5



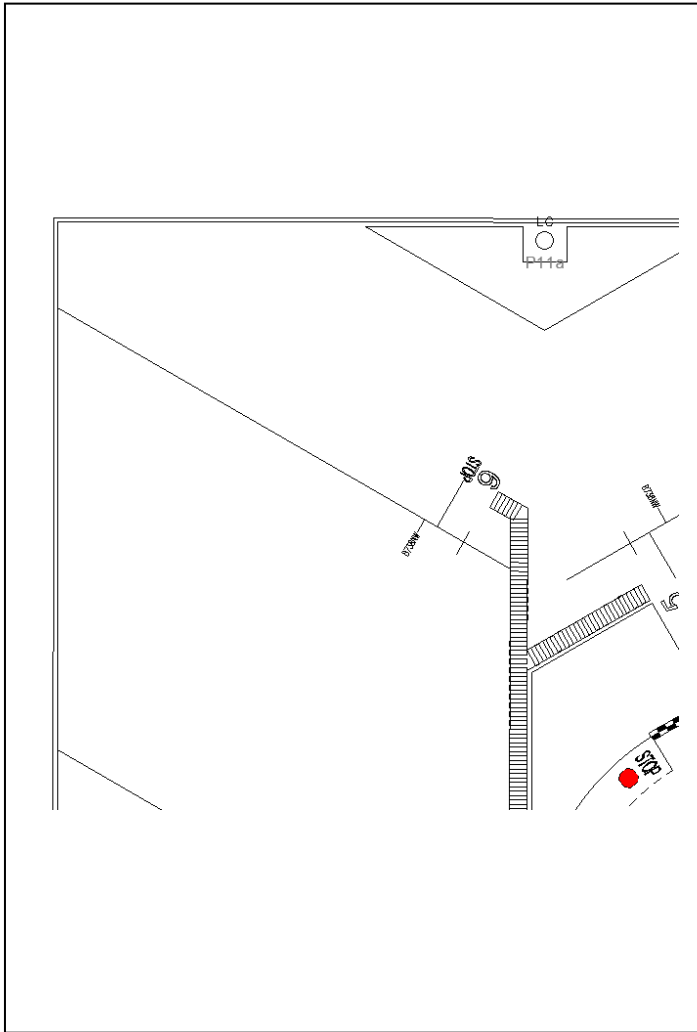
MAX SPAN	36.00 metres
MAX LENGTH	39.48 metres
B738NW	ALL AIRCRAFT
Nose-Tip	All a/c types that fit this stand

Pushback into Tango to face North.

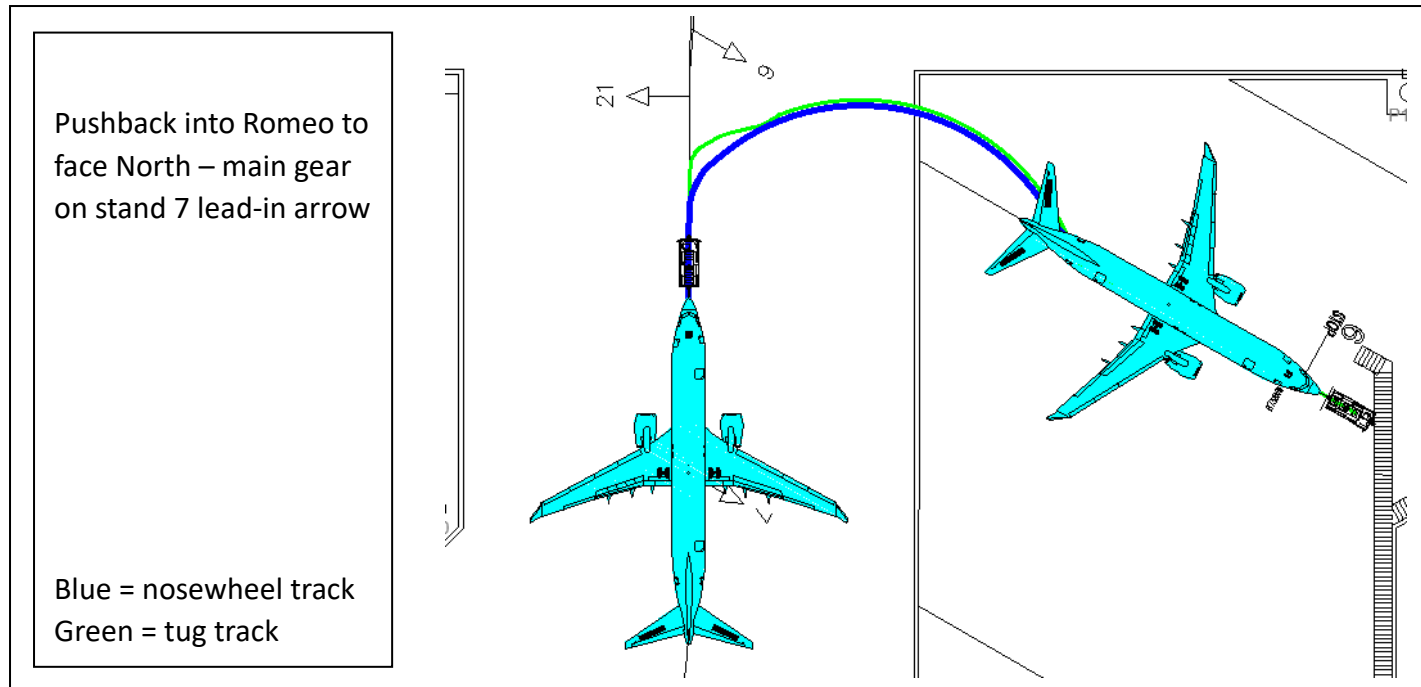
Blue = nosewheel track
Green = tug track



Stand 6

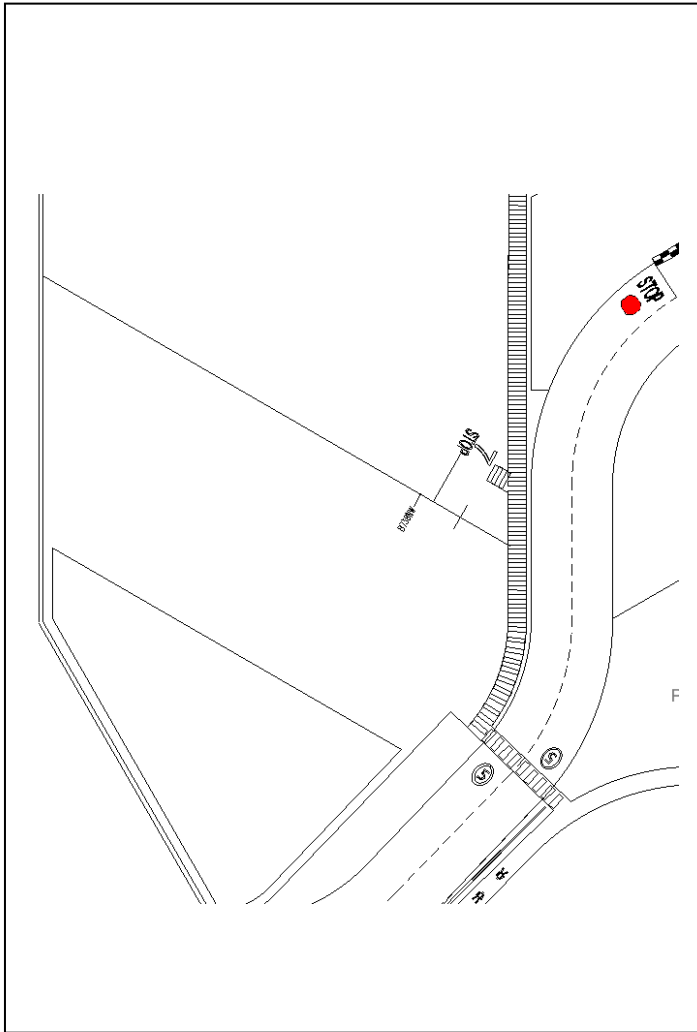


MAX SPAN	36.00 metres
MAX LENGTH	39.48 metres
B738NW	ALL AIRCRAFT
Nose-Tip	All a/c types that fit this stand





Stand 7

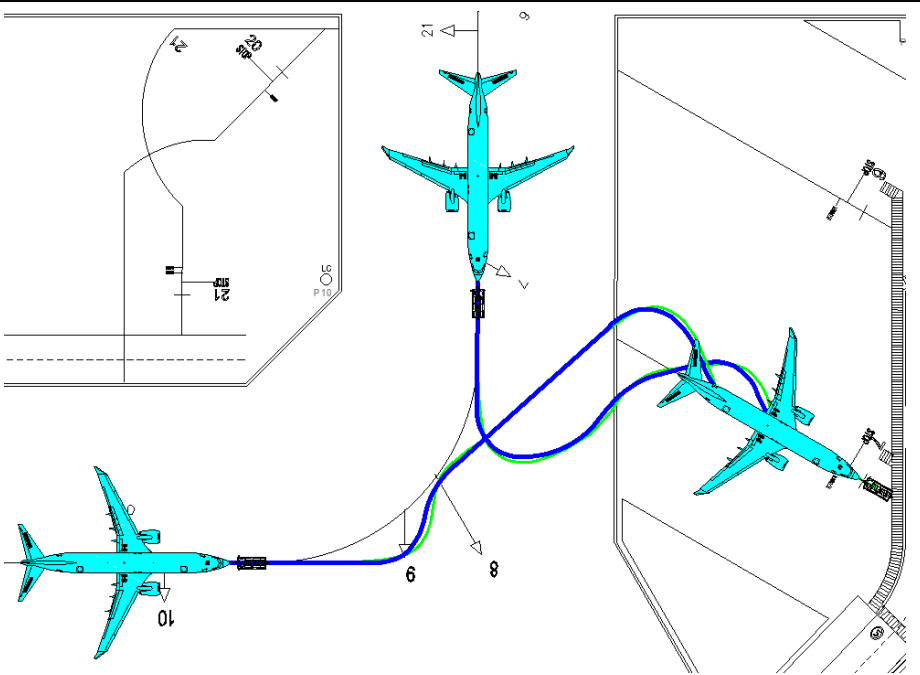


MAX SPAN	36.00 metres
MAX LENGTH	39.48 metres
B738NW	ALL AIRCRAFT
Nose-Tip	All a/c types that fit this stand

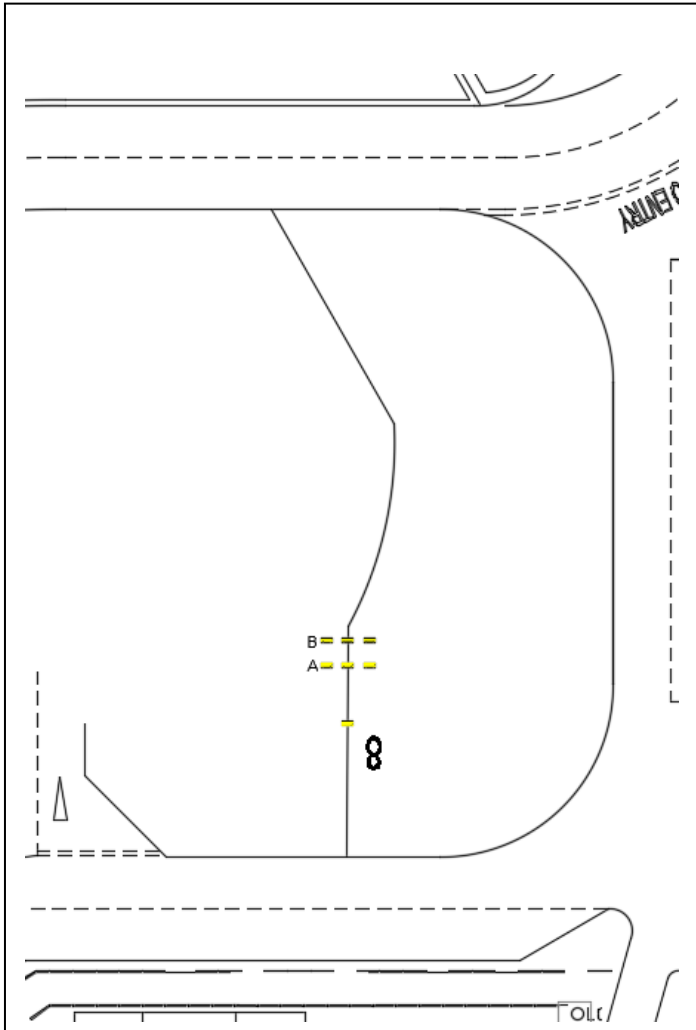
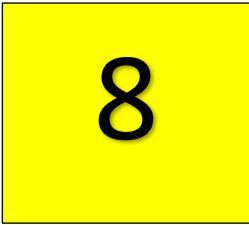
Pushback into Romeo to face South – nosewheel on stand 7 lead-in arrow

Pushback into C to face East – main gear on stand 20 lead-in arrow

Blue = nosewheel track
Green = tug track



Stand 8



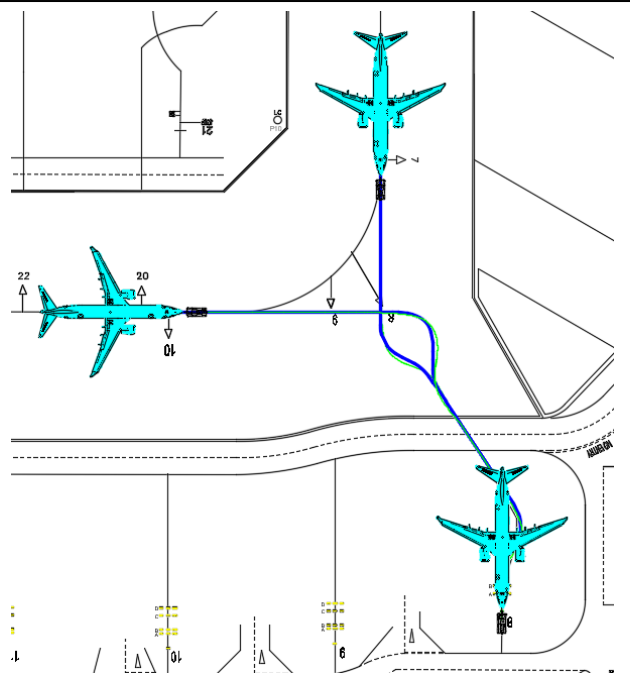
MAX SPAN	36.00 metres
MAX LENGTH	39.48 metres
A	A320 B737-800/MAX8 EMB175/195
B	ATR72 A319
C	N/A
D	N/A

Pushback into Romeo to face South – nosewheel on stand 7 lead-in arrow

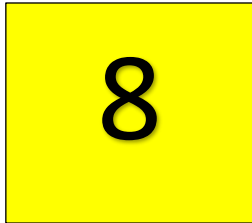
Pushback into Charlie to face East – nosewheel on stand 10 lead-in arrow

Pushback to face West – see next page

Blue = nosewheel track
Green = tug track



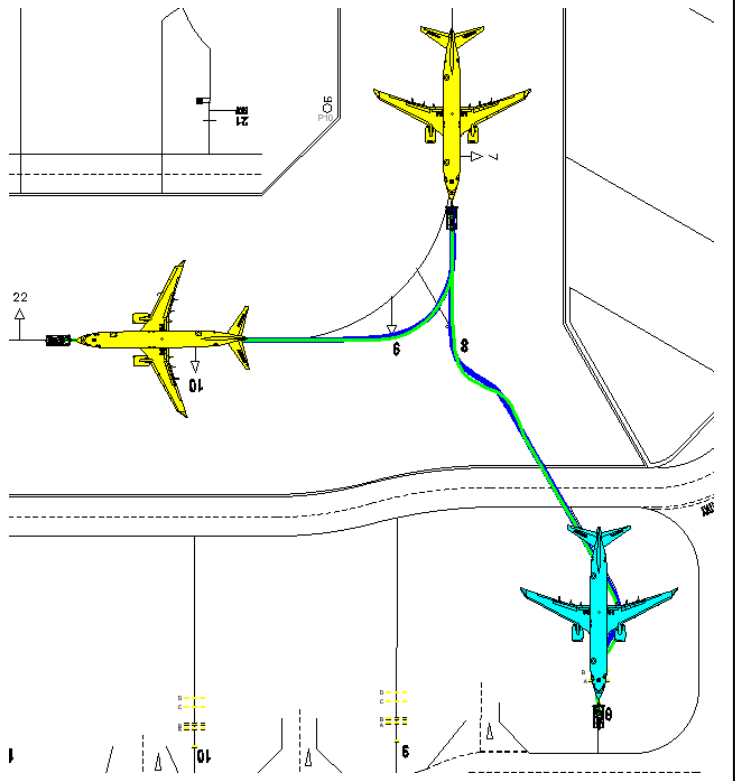
Stand 8 (cont.)



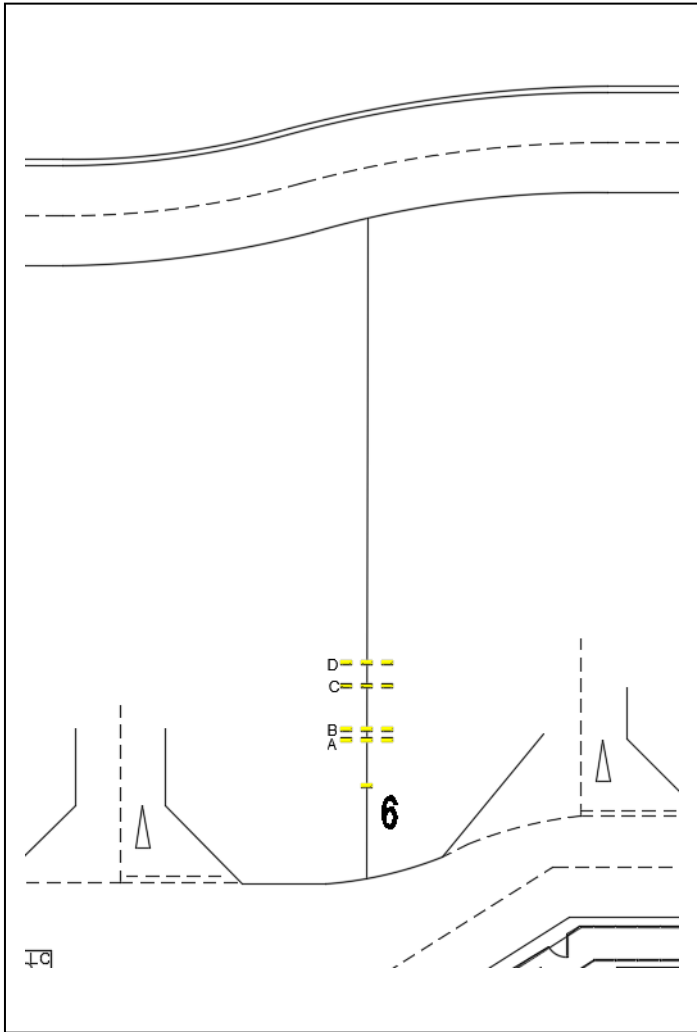
Pushback into Romeo to face south - main gear abeam lighting column - then pull forward to Charlie to face west – main gear on stand 20 lead-in arrow.

ATC will only instruct the flight deck crew to face West. Ground crews are expected to carry out the manoeuvres as detailed to facilitate the west facing pushback

Blue = nosewheel track
Green = tug track



Stand 9



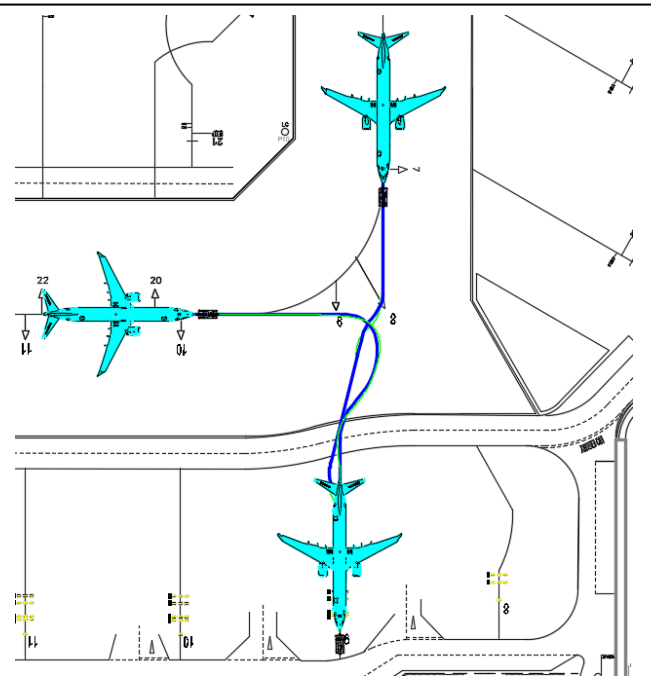
MAX SPAN	36.00 metres
MAX LENGTH	44.51 metres
A	B737-MAX10 B737-800/MAX8
B	A321 A320 EMB195
C	A319 EMB175 ATR72
D	ATR42

Pushback into Romeo to face South – nosewheel on stand 7 lead-in arrow

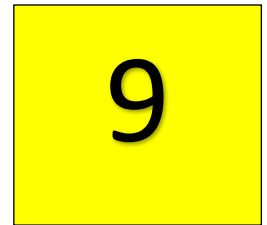
Pushback to Charlie to face East – nosewheel on stand 10 lead-in arrow

Pushback to face West – see next page

Blue = nosewheel track
Green = tug track



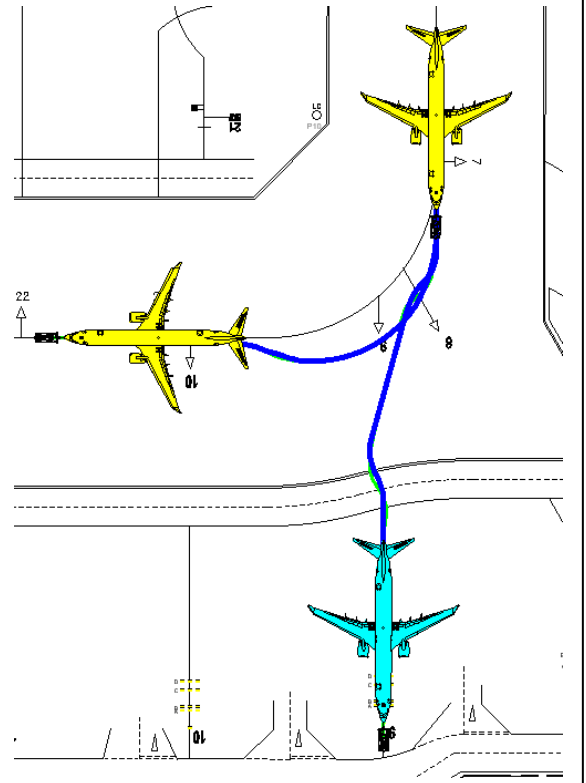
Stand 9 (cont.)



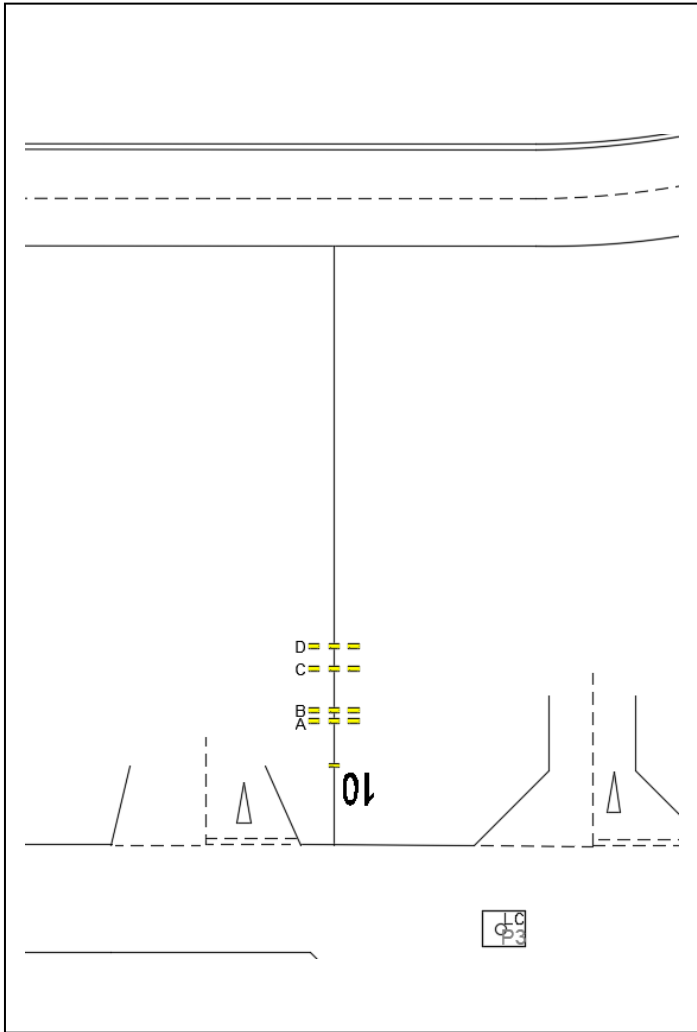
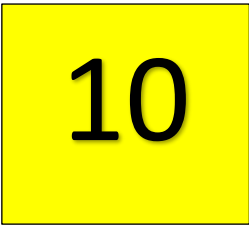
Pushback into Romeo to face south - main gear abeam lighting column - then pull forward to Charlie to face west – main gear on stand 20 lead-in arrow.

ATC will only instruct the flight deck crew to face West. Ground crews are expected to carry out the manoeuvres as detailed to facilitate the west facing pushback

Blue = nosewheel track
Green = tug track



Stand 10



MAX SPAN	36.00 metres
MAX LENGTH	44.51 metres
A	B737-MAX10
B	A321 B737-800/MAX8 EMB195
C	A319 A320 ATR72 EMB175
D	ATR42

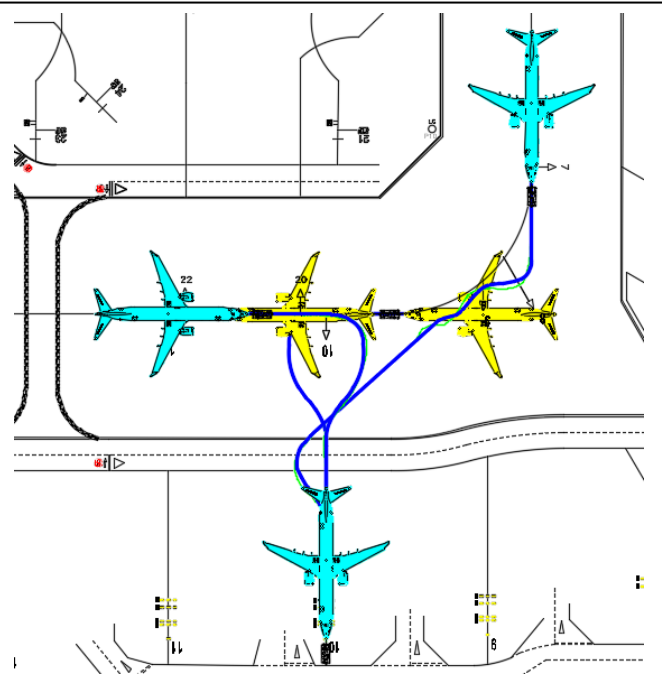
Pushback into Romeo to face South – nosewheel on stand 7 lead-in arrow

Pushback to Charlie to face East – main gear on stand 11 lead-in arrow

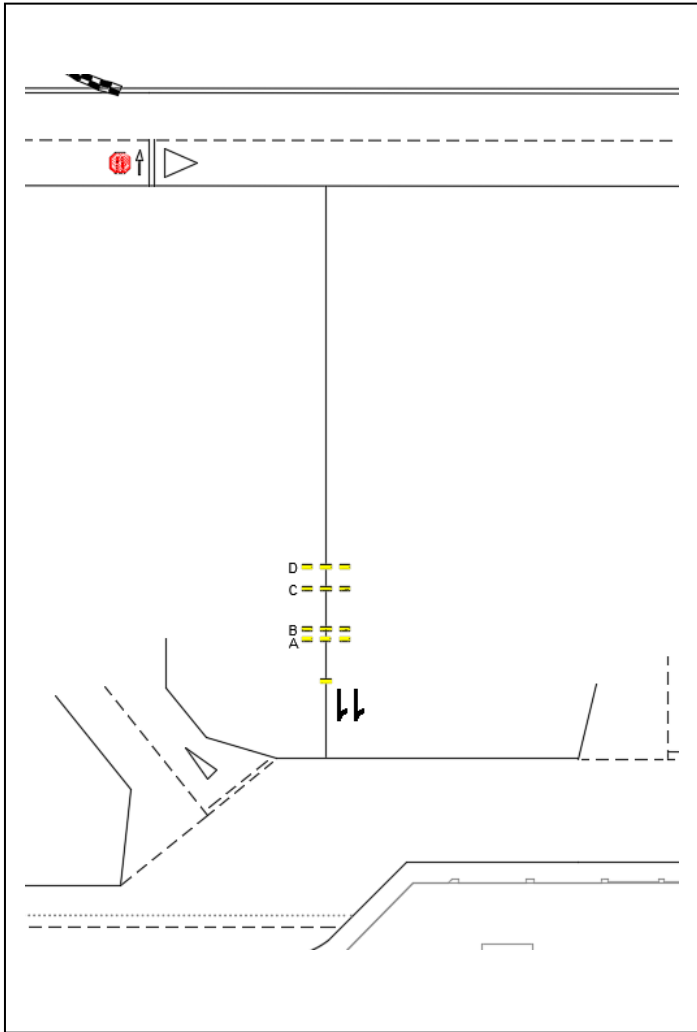
Pushback to Charlie to face West – pushback to main gear on stand 9 lead-in arrow then pull forward to main gear on stand 20 lead-in arrow.

ATC will only instruct the flight deck crew to face West. Ground crews are expected to carry out the manoeuvres as detailed to facilitate the west facing pushback

Blue = nosewheel track
Green = tug track



Stand 11

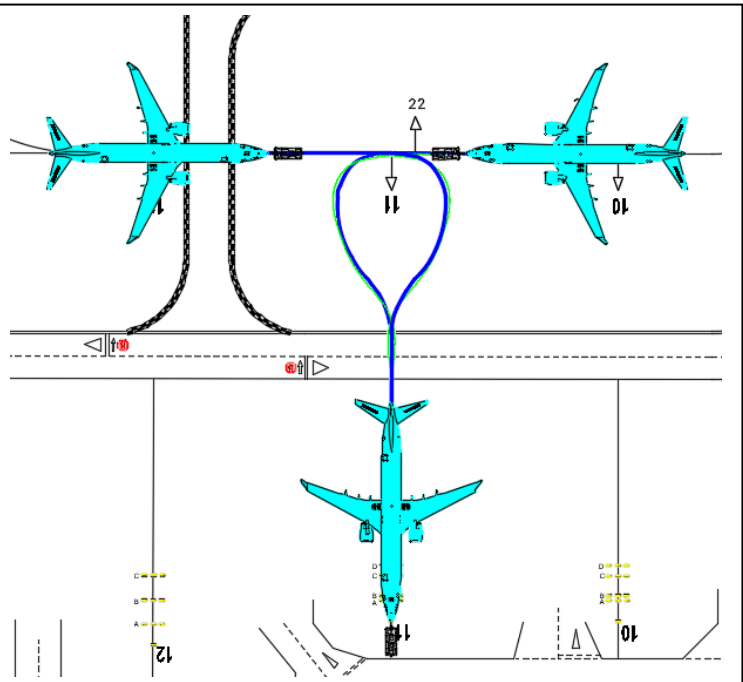


MAX SPAN	36.00 metres
MAX LENGTH	44.51 metres
A	B737-MAX10
B	A321 B737-800/MAX8 EMB195
C	A319 A320 ATR72 EMB175
D	ATR42

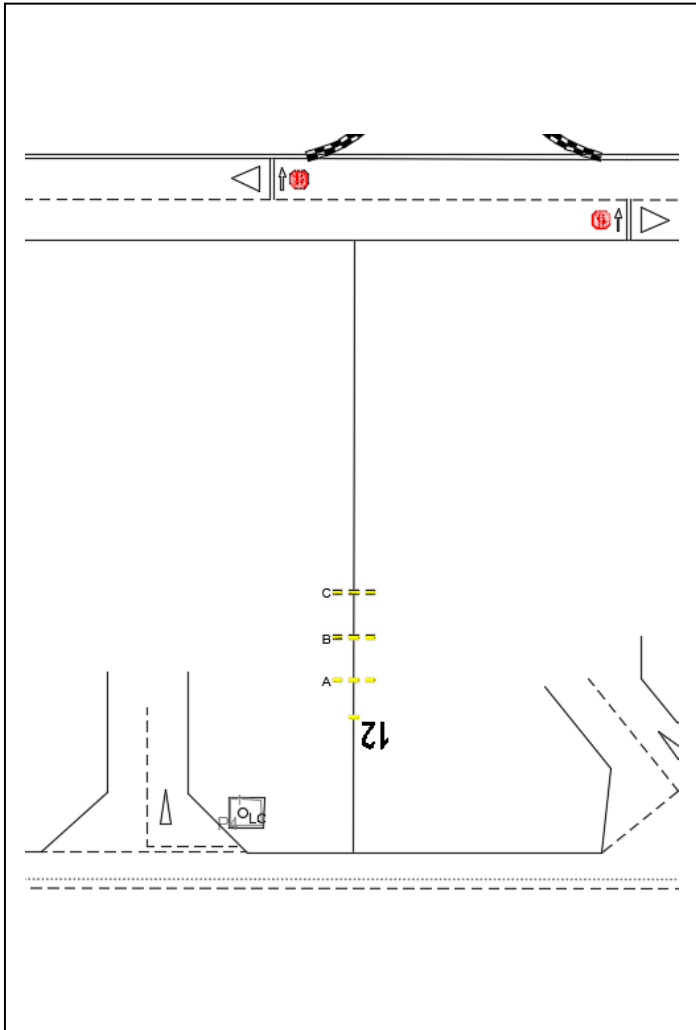
Pushback to Charlie to face East – main gear on stand 12 lead-in arrow

Pushback to Charlie to face West – main gear on stand 20 lead-in arrow

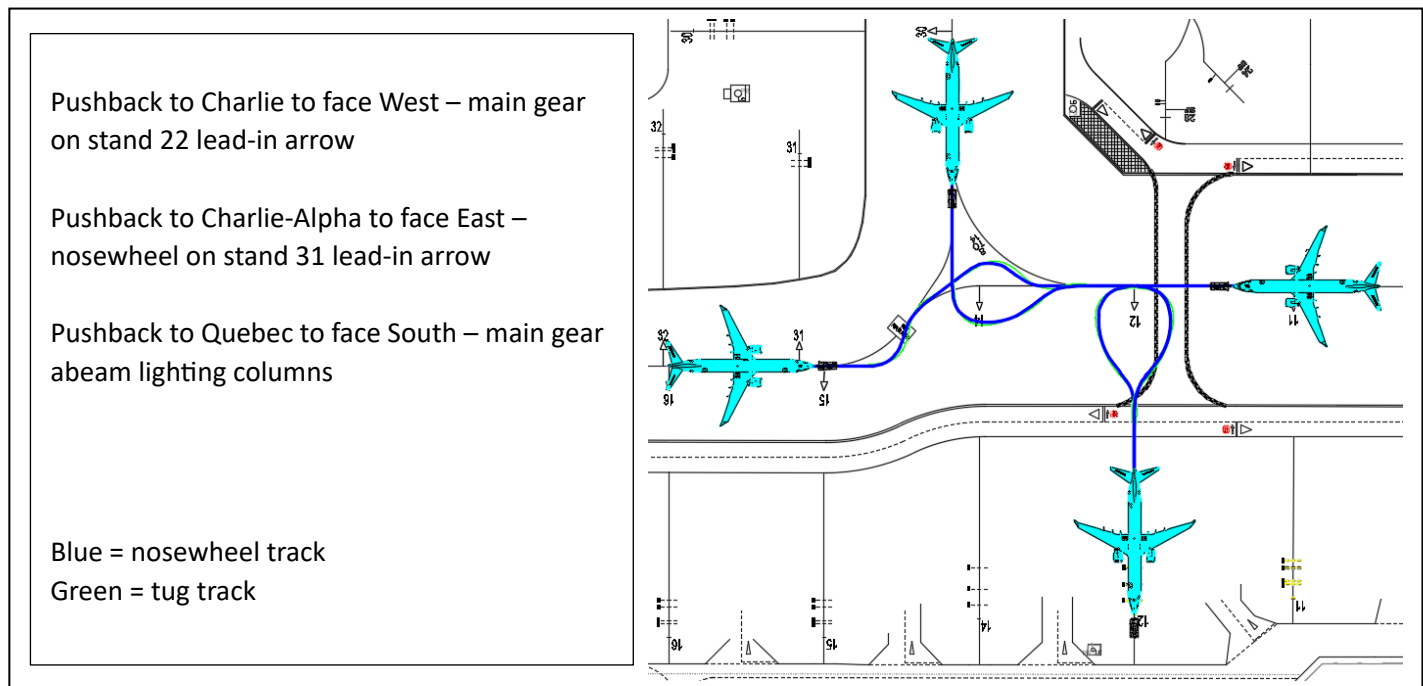
Blue = nosewheel track
Green = tug track



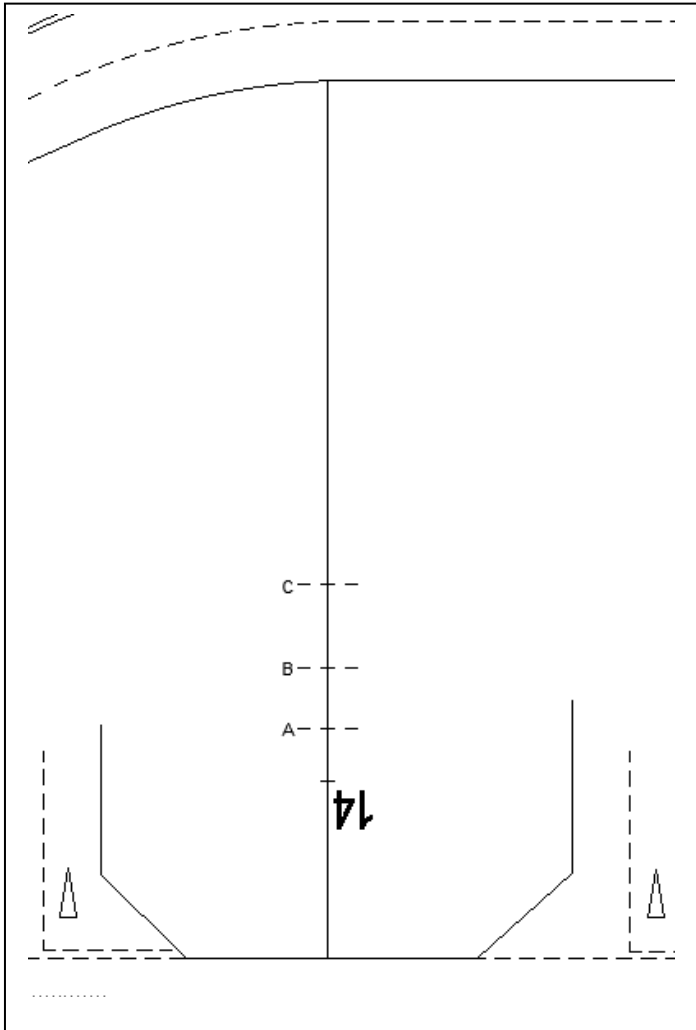
Stand 12



MAX SPAN	36.00 metres
MAX LENGTH	44.51 metres
A	B737-MAX10 EMB195
B	A321 ATR42 B737-800/MAX8
C	A319 A320 ATR72 EMB175
D	N/A



Stand 14



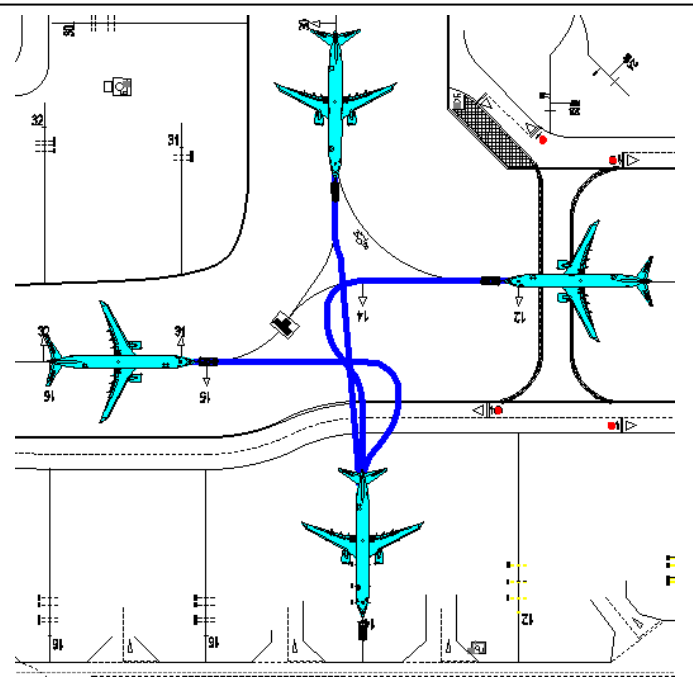
MAX SPAN	36.00 metres
MAX LENGTH	44.51 metres
A	B737-MAX10 EMB195
B	A321 ATR42 B737-800/MAX8
C	A319 A320 ATR72 EMB175
D	N/A

Pushback to Charlie to face West – nose gear on stand 12 lead-in arrow

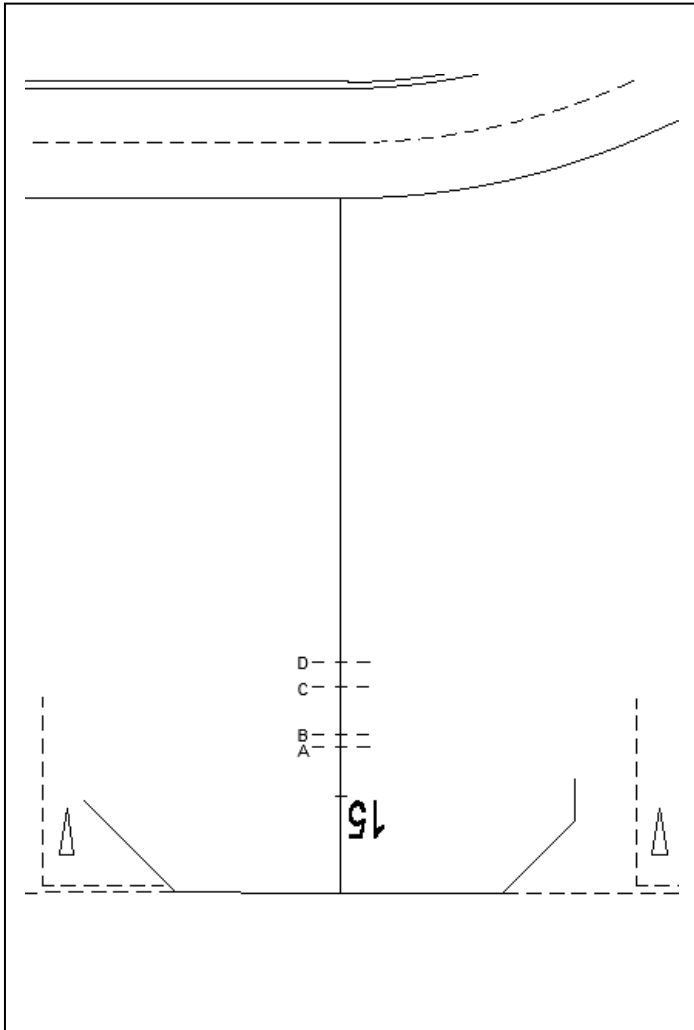
Pushback to Charlie-Alpha to face East – nosewheel on stand 31 lead-in arrow

Pushback to Quebec to face South – main gear abeam lighting columns

Blue = nosewheel track
Green = tug track



Stand 15



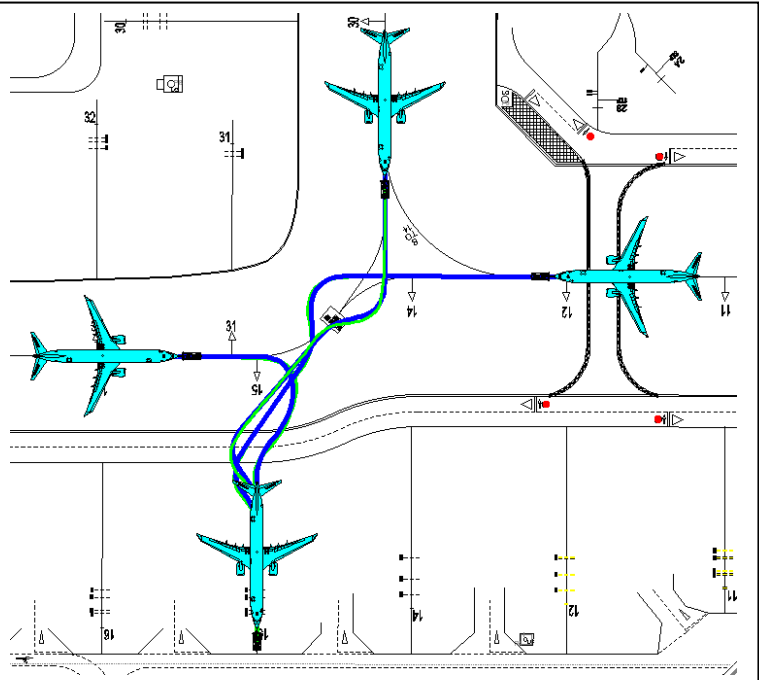
MAX SPAN	36.00 metres
MAX LENGTH	44.51 metres
A	B737-MAX10 B737-MAX8
B	A321 A320 A319 EMB195
C	ATR72 EMB175
D	ATR42

Pushback to Charlie-Alpha to face East – main gear abeam stand 16

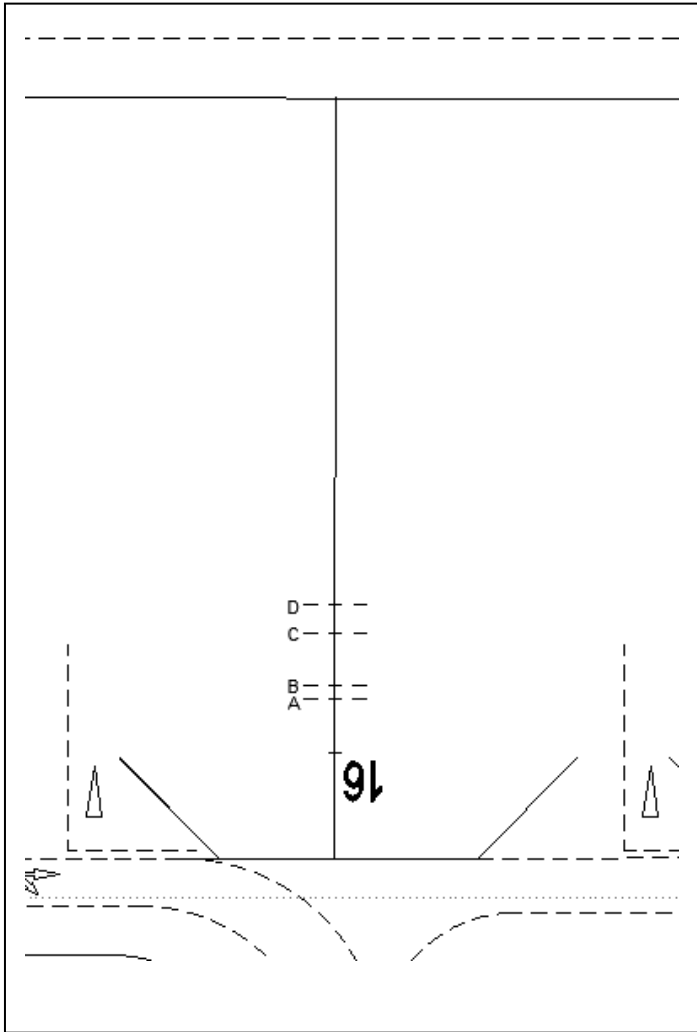
Pushback to Charlie to face West – nose gear on stand 12 lead-in arrow

Pushback to Quebec to face South – main gear abeam lighting columns

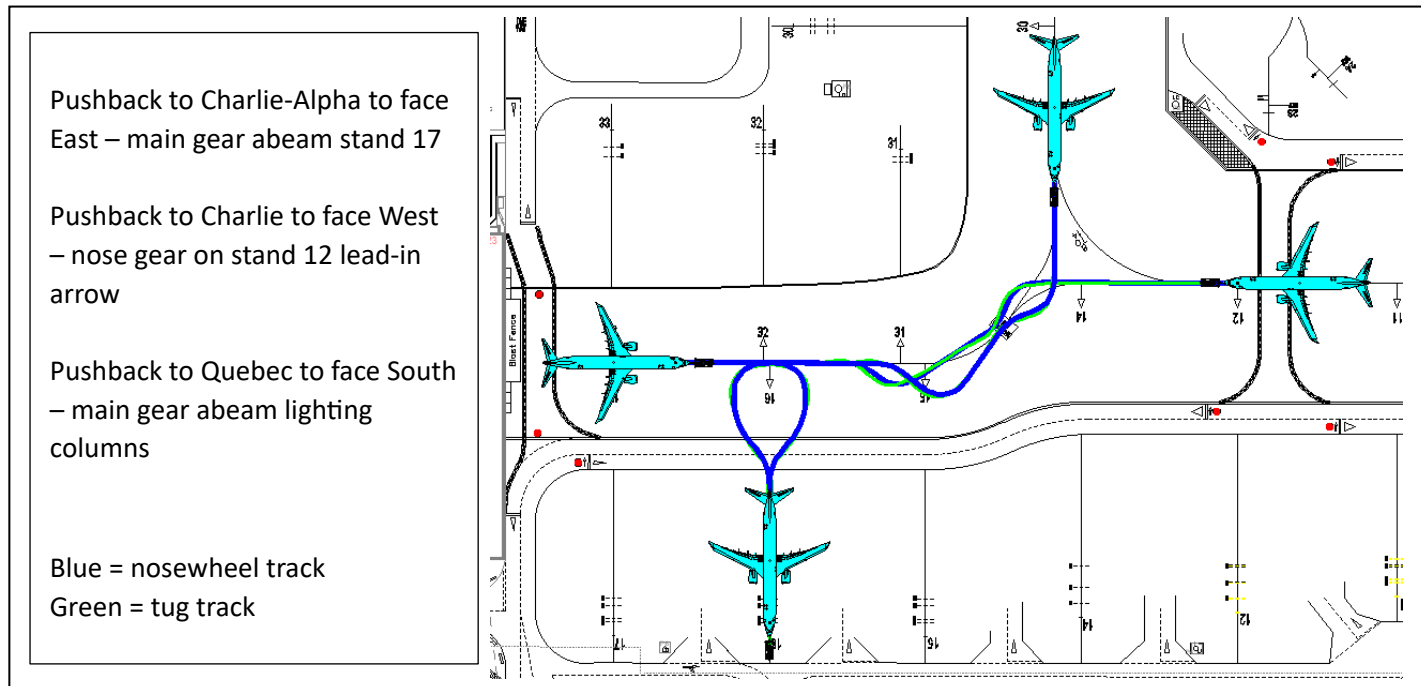
Blue = nosewheel track
Green = tug track



Stand 16



MAX SPAN	36.00 metres
MAX LENGTH	44.51 metres
A	B737-MAX10 B737-MAX8
B	A321 A320 A319 EMB195
C	ATR72 EMB175
D	ATR42



Stand 17



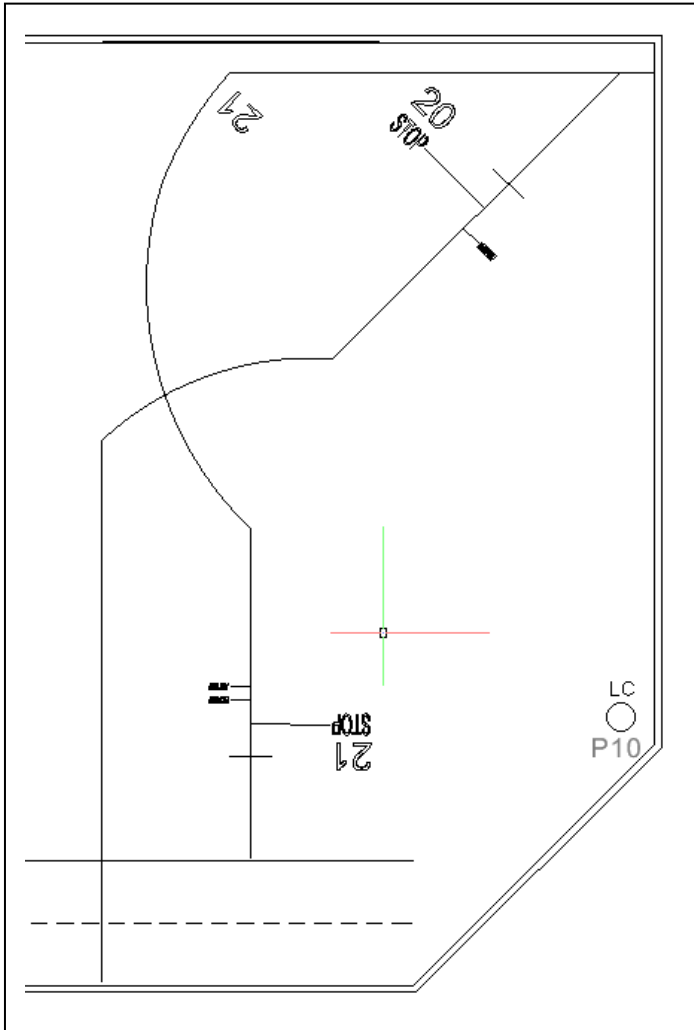
MAX SPAN	36.00 metres
MAX LENGTH	44.51 metres
A	B737-MAX10 B737-MAX8 EMB195
B	A321 A320
C	A319 ATR72 ATR42
D	EMB175

Pushback to Charlie to face West
– nose gear on stand 12 lead-in arrow

Pushback to Quebec to face South
– main gear abeam lighting columns

Due to Apron Congestion, there may be times where ATC instruct aircraft to pushback from stand 17 to face West but initially to hold short of Quebec. In these cases, ATC will instruct crews to hold nose wheel abeam stand 16. Pushback crews must ensure that aircraft are not pushed any further back until ATC instruct the flight deck to complete the pushback.

Stand 20

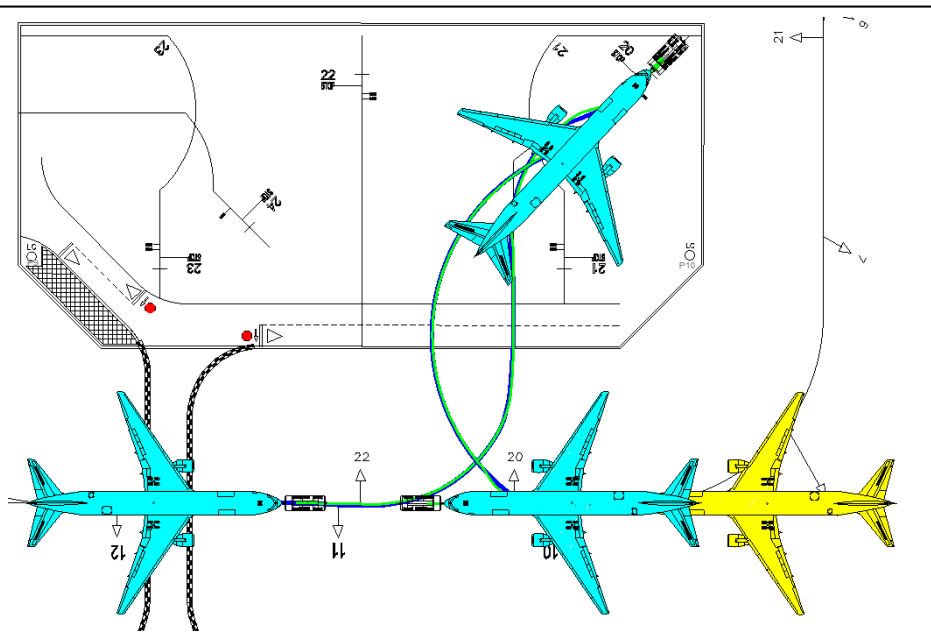


MAX SPAN	50.90 metres
MAX LENGTH	54.94 metres
B767NW	B767-200W B767-300W
Nose-Tip	All other a/c types that fit this stand

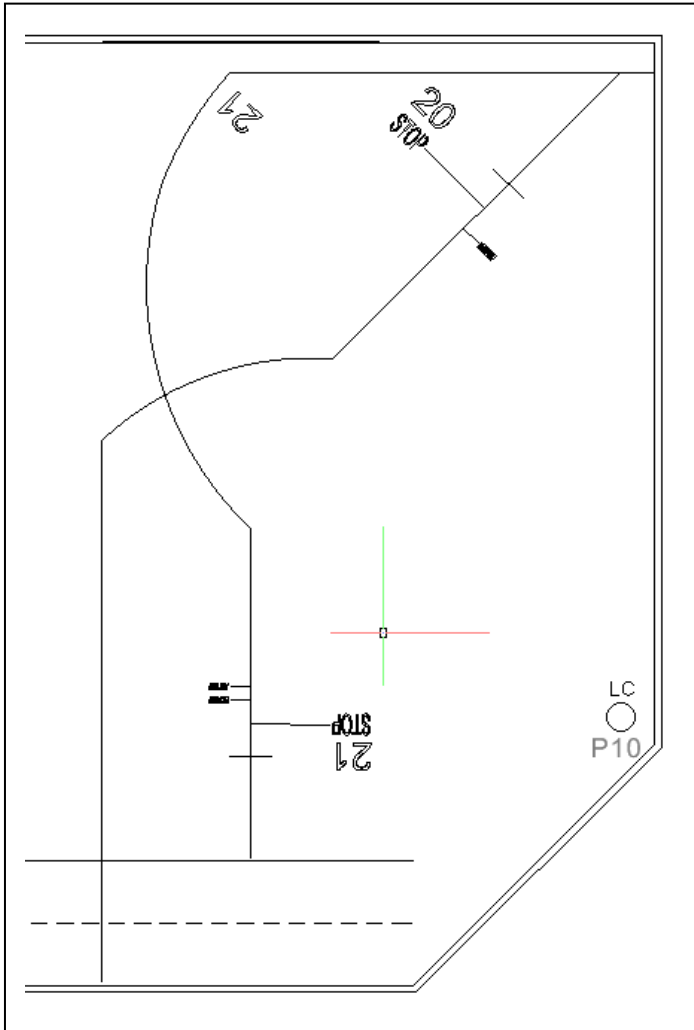
Stand 20 should only be used for Code D aircraft under tow.

Due to Quebec and Romeo only being suitable for operations by Code C aircraft (or smaller) under their own power, Code D aircraft must be towed onto and off stand 20 via Quebec only.

Blue = nosewheel track
Green = tug track



Stand 21



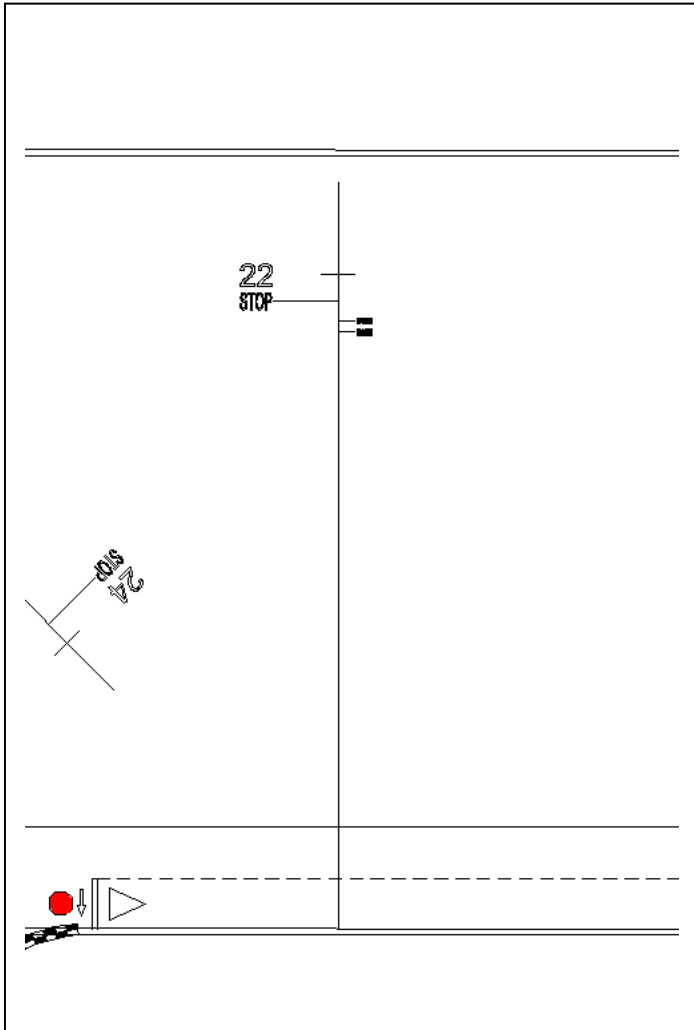
MAX SPAN	36.00 metres
MAX LENGTH	44.51 metres
B738NW	B737-MAX10 B737-MAX8
A321NW	A319 A320 A321 EMB 175/195
Nose-Tip	All other a/c types that fit this stand

Stand 21 is a taxi-in, taxi-out stand.

Departures should be via Quebec or Romeo using minimum power to mitigate any jet blast on stand 22.

n/a

Stand 22

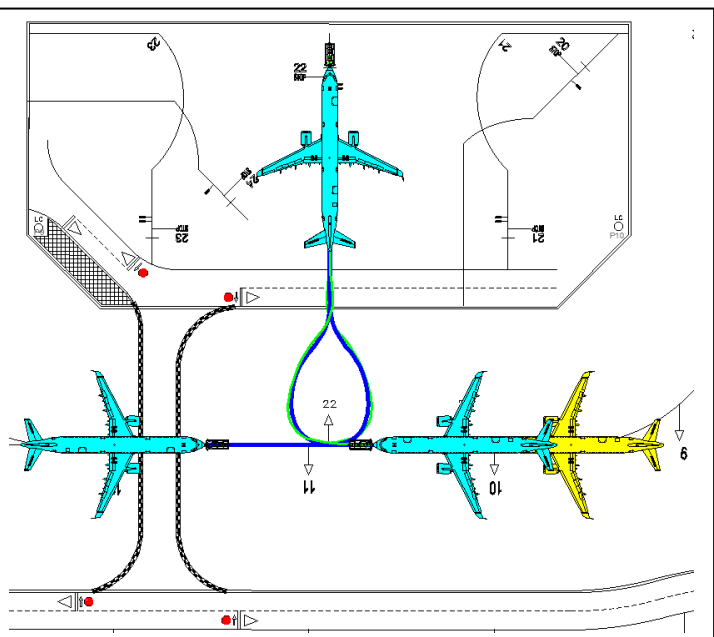


MAX SPAN	36.00 metres
MAX LENGTH	44.51 metres
B738NW	B737-MAX10 B737-MAX8
A321NW	A319 A320 A321 EMB 175/195
Nose-Tip	All other a/c types that fit this stand

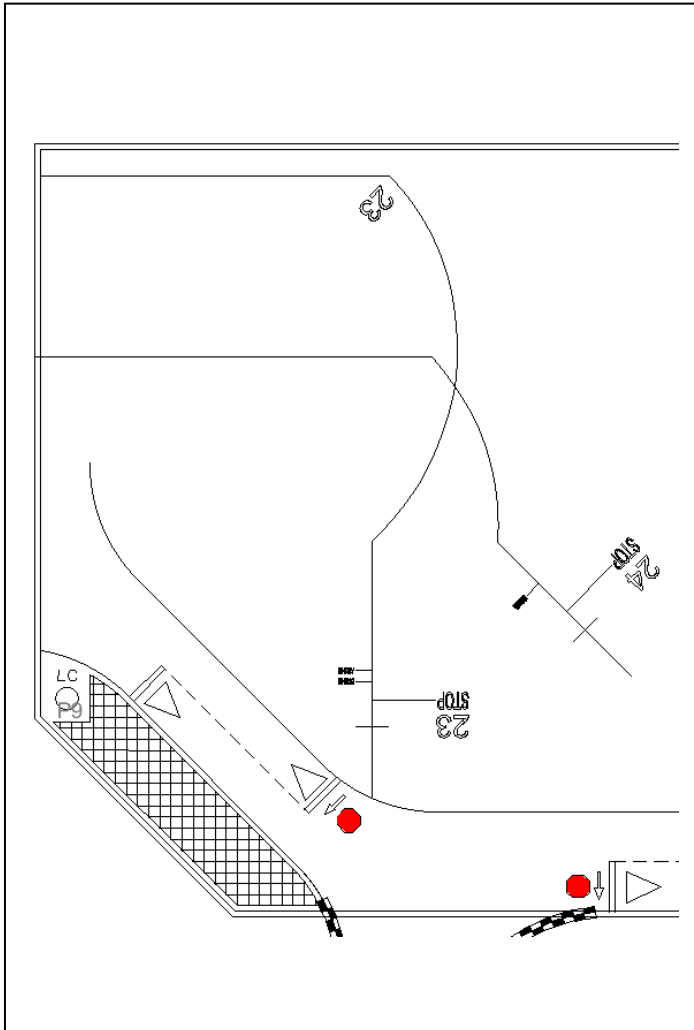
Pushback to Charlie to face East – main gear on stand 12 lead-in arrow.
 Pushback to Charlie to face West then pull forward to main gear on stand 20 lead-in arrow.
 Push & Go – see Appendix 3.

ATC will only instruct the flight deck crew to face East or West. Ground crews are expected to carry out the manoeuvres as detailed to facilitate the west facing pushback.

Blue = nosewheel track
 Green = tug track



Stand 23



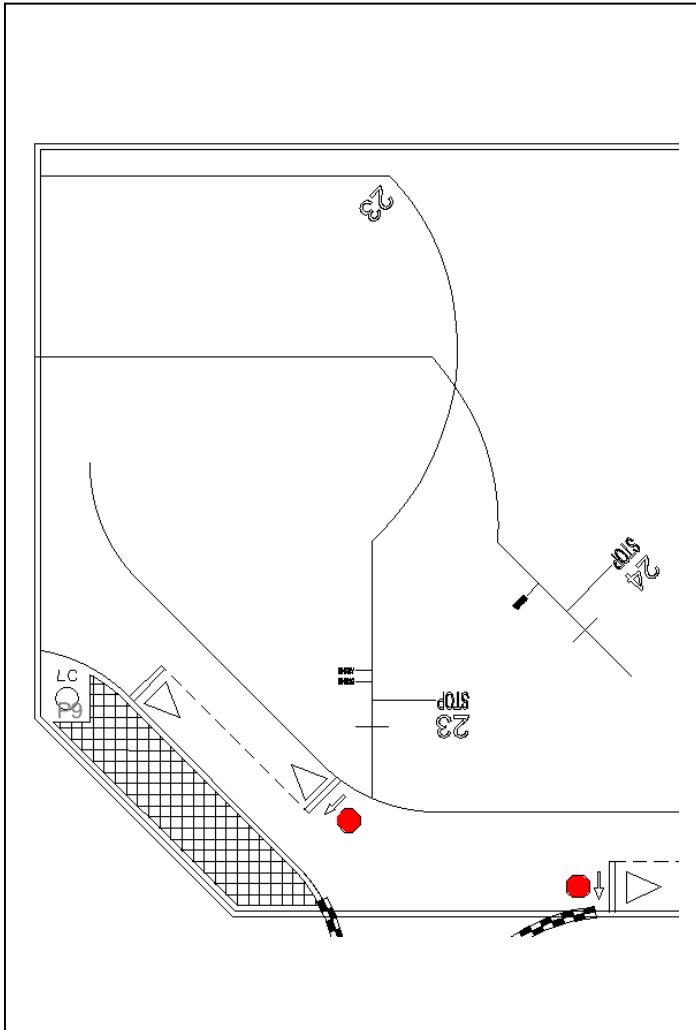
MAX SPAN	36.00 metres
MAX LENGTH	44.51 metres
B738NW	B737-MAX10 B737-MAX8
A321NW	A319 A320 A321 EMB 175/195
Nose-Tip	All other a/c types that fit this stand

Stand 23 is a taxi-in, taxi-out stand.

Departures should be via Quebec or Romeo using minimum power to mitigate any jet blast on stand 22.

n/a

Stand 24

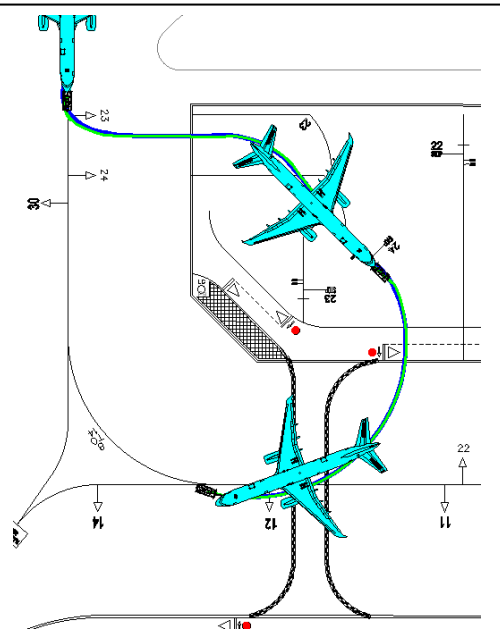


MAX SPAN	41.10 metres
MAX LENGTH	47.90 metres
B752NW	B757-200W
Nose-Tip	All other a/c types that fit this stand

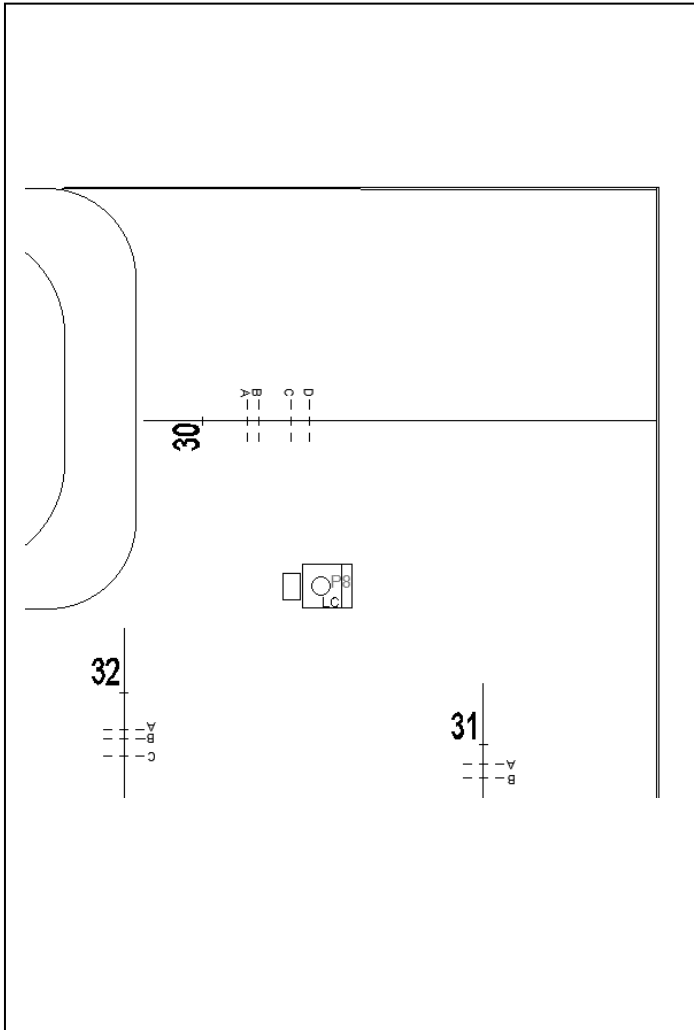
Stand 24 should only be used for Code D aircraft (B757-200W maximum) under tow.

Due to Quebec and Romeo only being suitable for operations by Code C aircraft (or smaller) under their own power, Code D aircraft must be towed onto and off stand 24 via Quebec only.

Blue = nosewheel track
Green = tug track



Stand 30

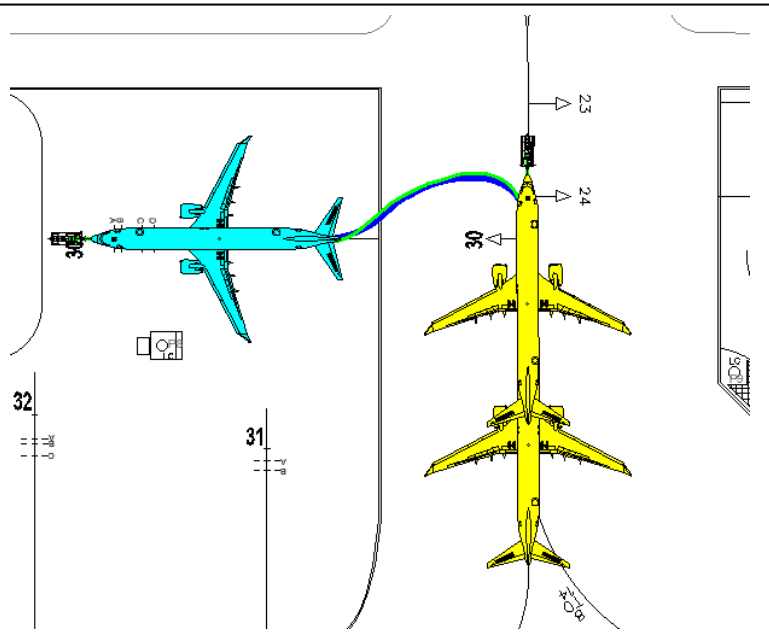


MAX SPAN	36.00 metres
MAX LENGTH	44.51 metres
A	A319 A321 B737-MAX10 EMB175
B	B737-MAX8 EMB195 ATR72
C	A320
D	ATR42

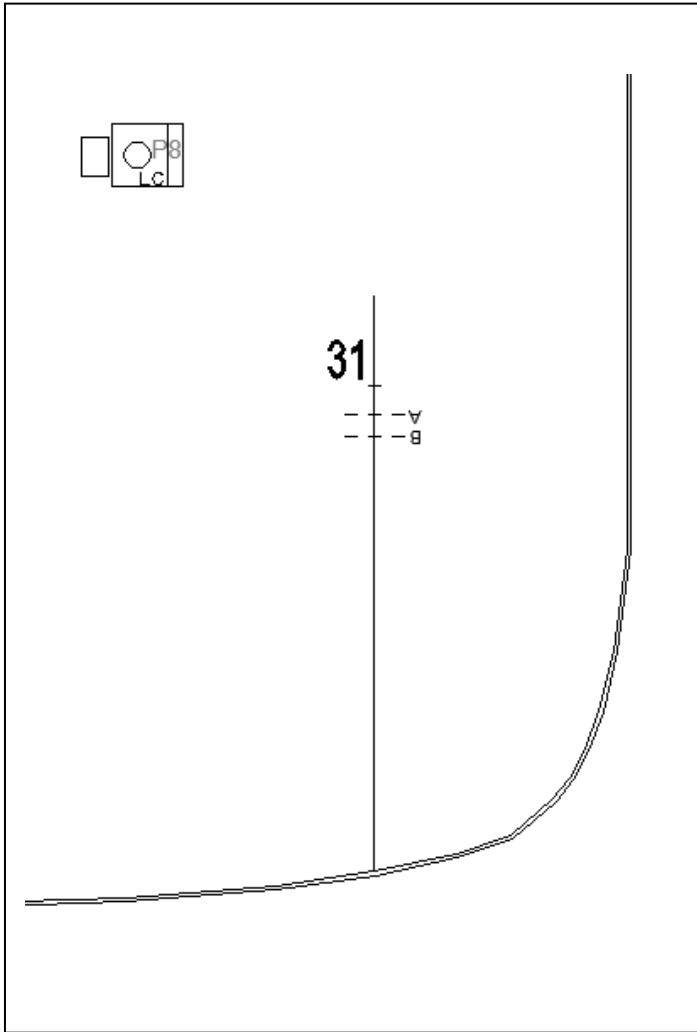
Pushback to Quebec to face North, nosewheel abeam lighting column – pull forward to nosewheel on stand 24 lead-in arrow

ATC will only instruct the flight deck crew to pushback. Ground crews are expected to carry out the pull forward as detailed to facilitate the north facing pushback.

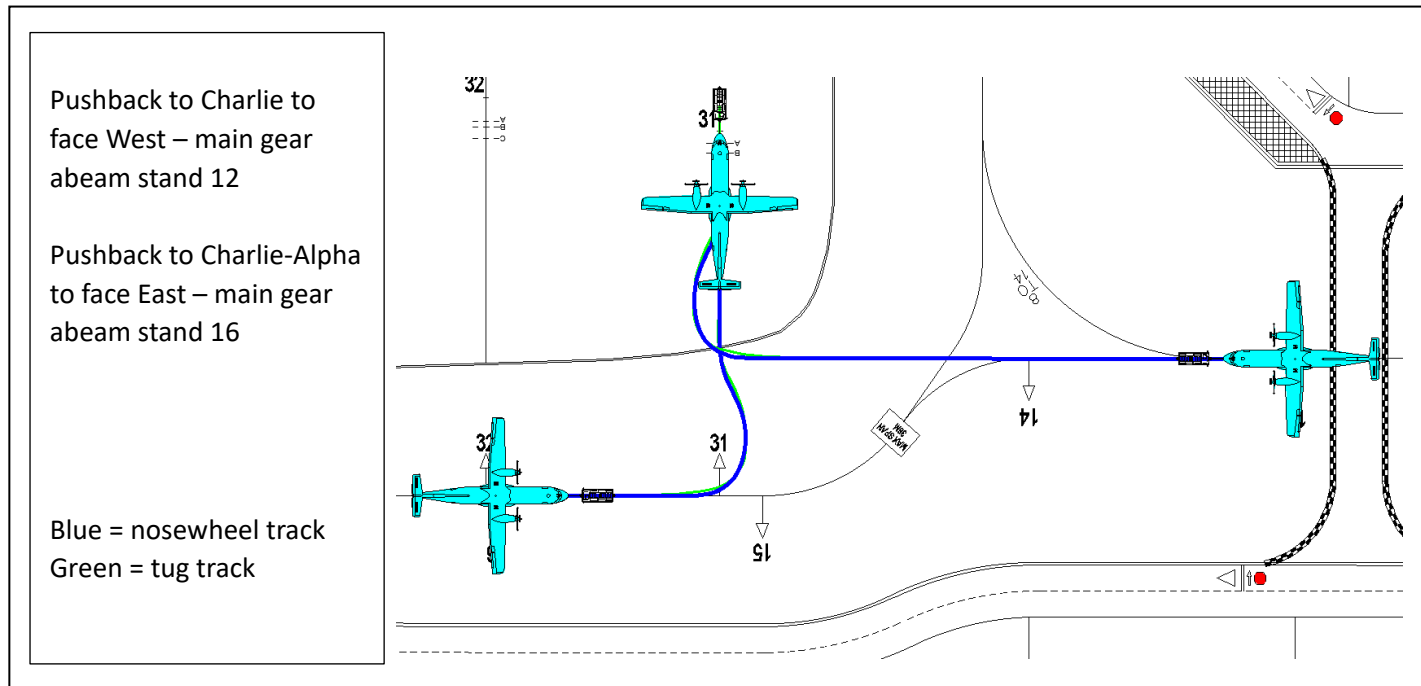
Blue = nosewheel track
Green = tug track



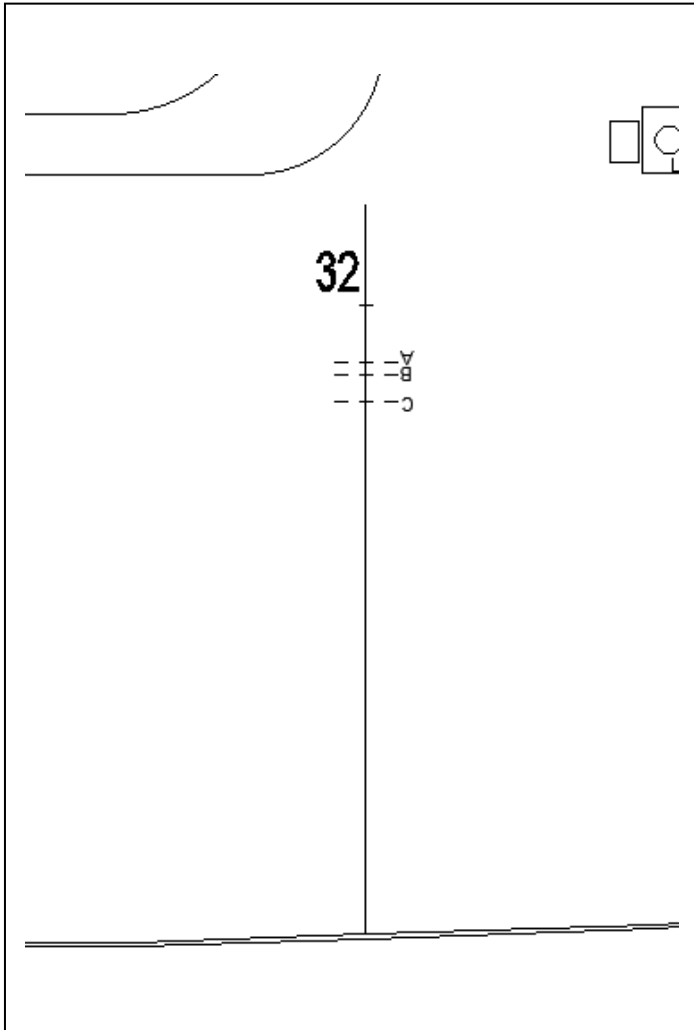
Stand 31



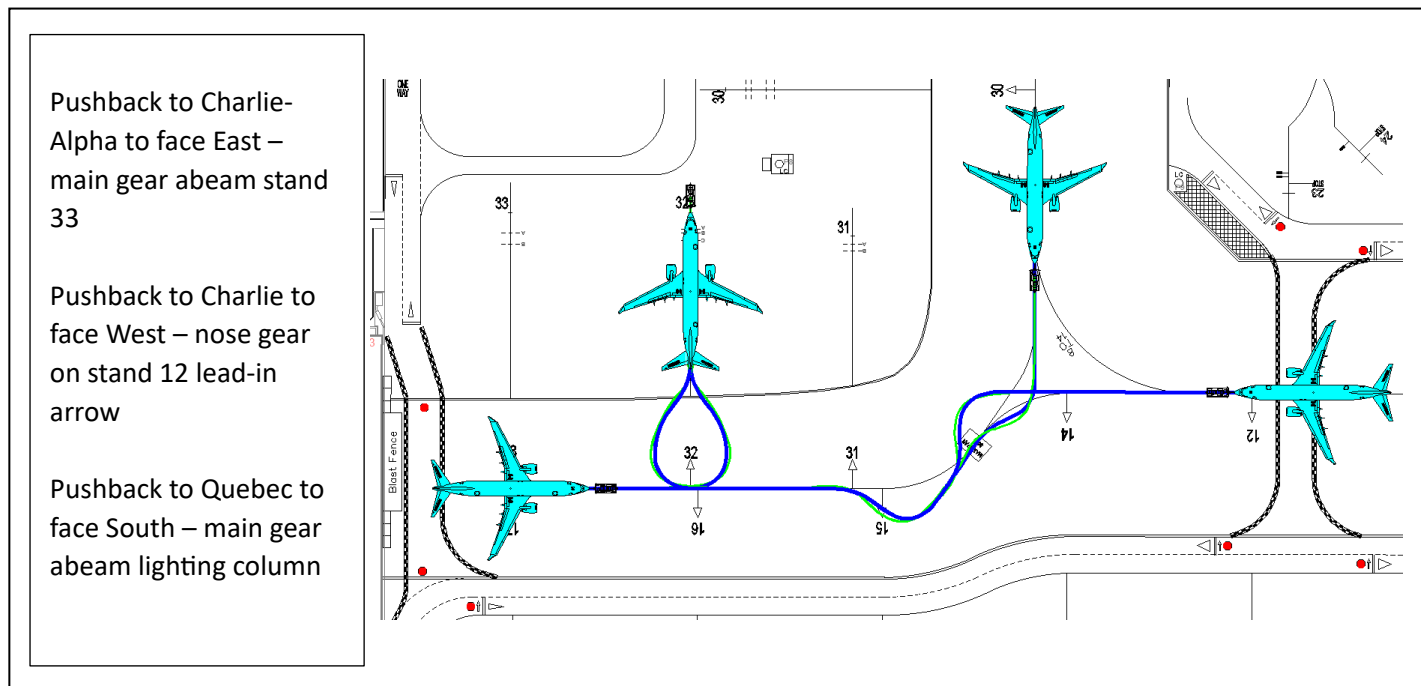
MAX SPAN		27.05 metres
MAX LENGTH		27.17 metres
A	ATR72	
B	ATR42	
C	N/A	
D	N/A	



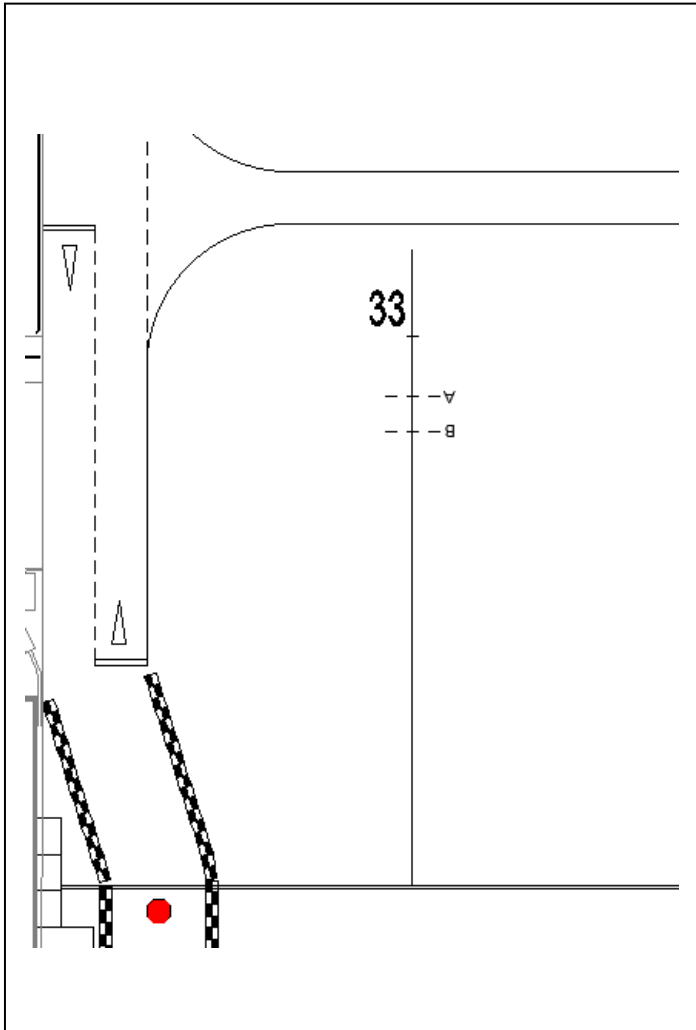
Stand 32



MAX SPAN	36.00 metres
MAX LENGTH	39.48 metres
A	B737-MAX8 EMB195
B	A319 A320
C	ATR42 ATR72 EMB175
D	N/A



Stand 33

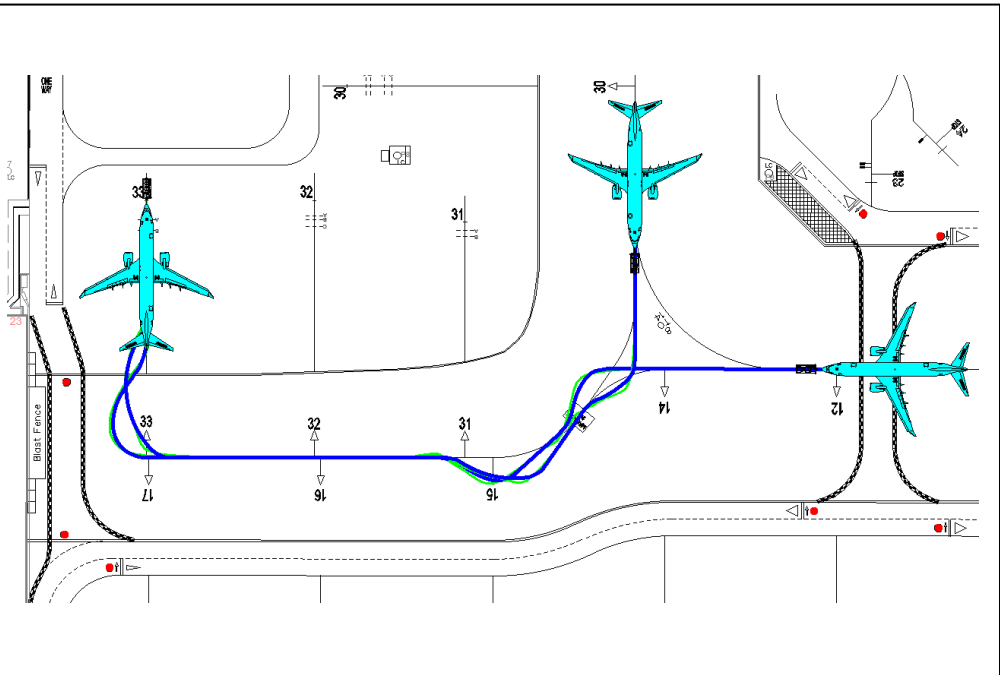


MAX SPAN	36.00 metres
MAX LENGTH	39.48 metres
A	A319 A320 ATR72 B737-MAX8 EMB175 EMB195
B	ATR42
C	N/A
D	N/A

Pushback to Charlie to face West – nose gear on stand 12 lead-in arrow

Pushback to Quebec to face South – main gear abeam lighting column

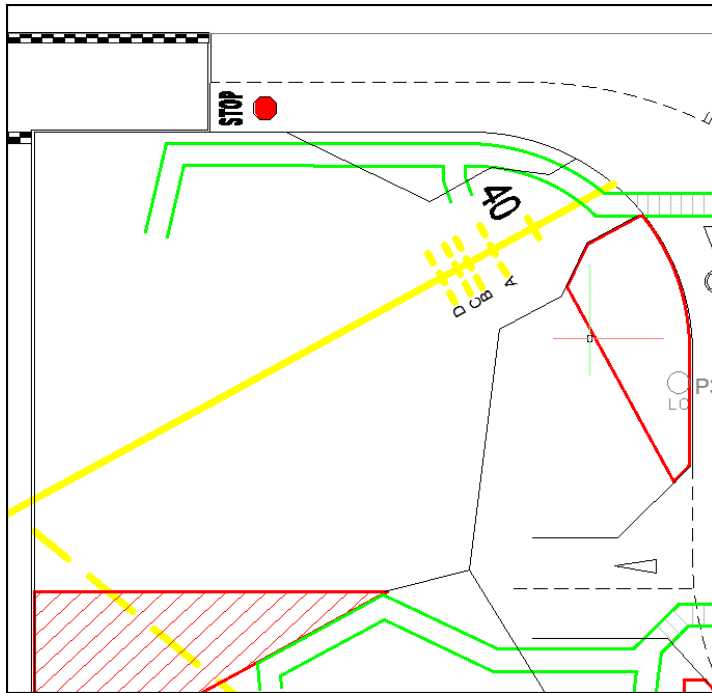
Due to Apron Congestion, there may be times where ATC instruct aircraft to pushback from stand 33 to face West but initially to hold short of Quebec. In these cases, ATC will instruct crews to hold nose wheel abeam stand 16. Pushback crews must ensure that aircraft are not pushed any further back until ATC instruct the flight deck to complete the pushback.



CENTRAL WEST APRON STANDS

Stands 40 to 46

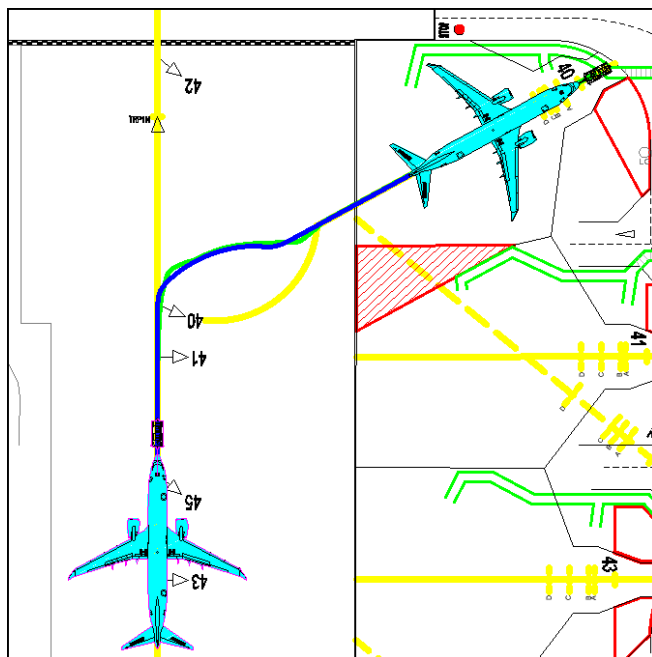
Stand 40



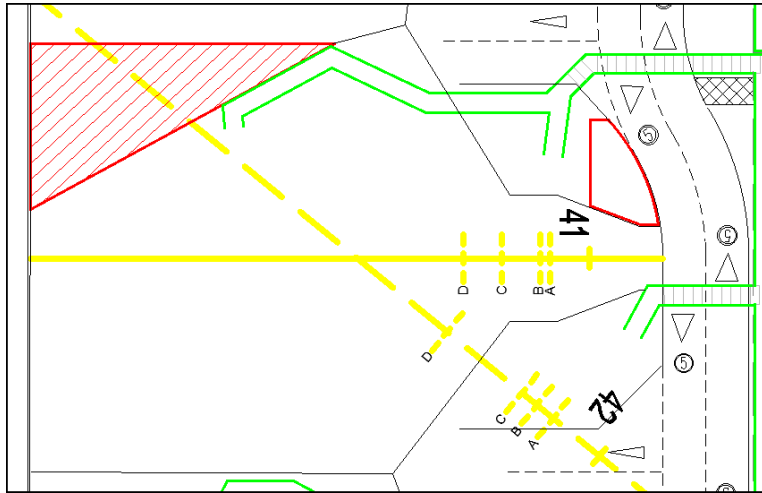
MAX SPAN	36.00 metres
MAX LENGTH	39.50 metres
A	B737-MAX8 B737-800W EMB195
B	B737-MAX7 B737-700W EMB190
C	A320 DHC8-Q400
D	A318 / A319 B737-600 ATR72/42 EMB170/175
Nose-Tip	All other a/c types that fit this stand

Pushback to November to face North – nose gear on stand 45 lead-in arrow

Blue = nosewheel track
Green = tug track



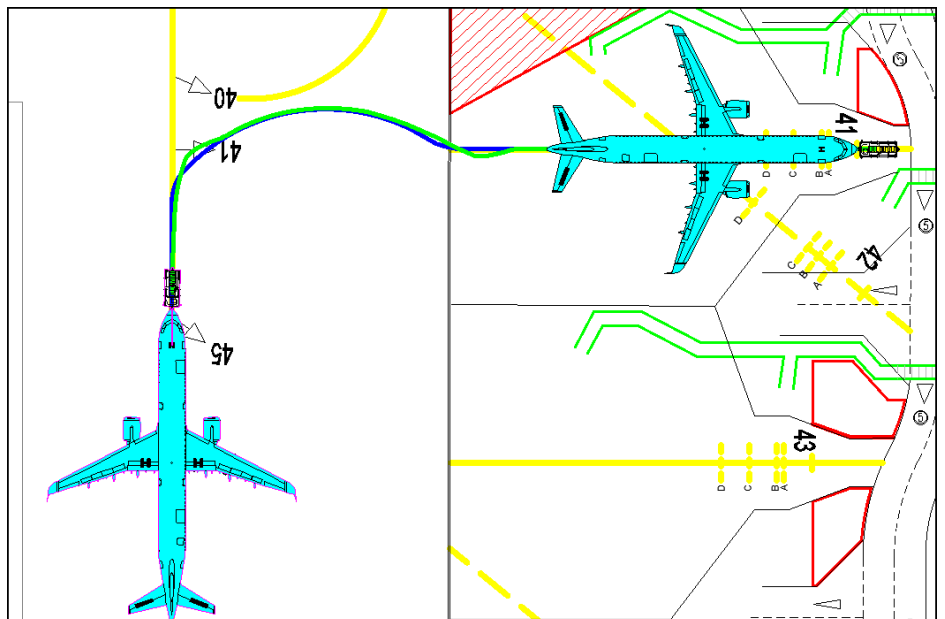
Stand 41



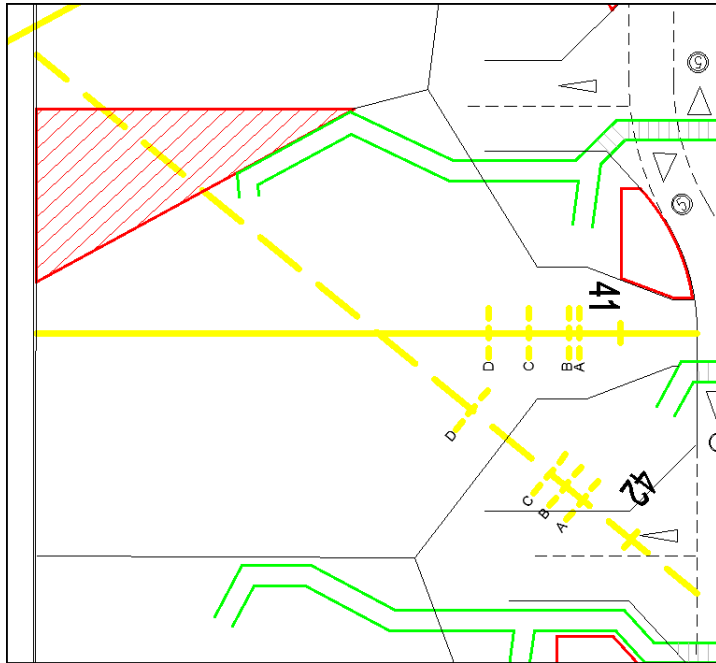
MAX SPAN	36.00 metres
MAX LENGTH	44.51 metres
A	B737-MAX9/10 B737-900W
B	A321 B737-MAX8 B737-800W
C	A320 B737-MAX7 EMB190/195
D	A318/319 ATR42/72 EMB170/175
Nose-Tip	All other a/c types that fit this stand

Pushback to November to face North – main gear on stand 43 lead-in arrow

Blue = nosewheel track
Green = tug track



Stand 42



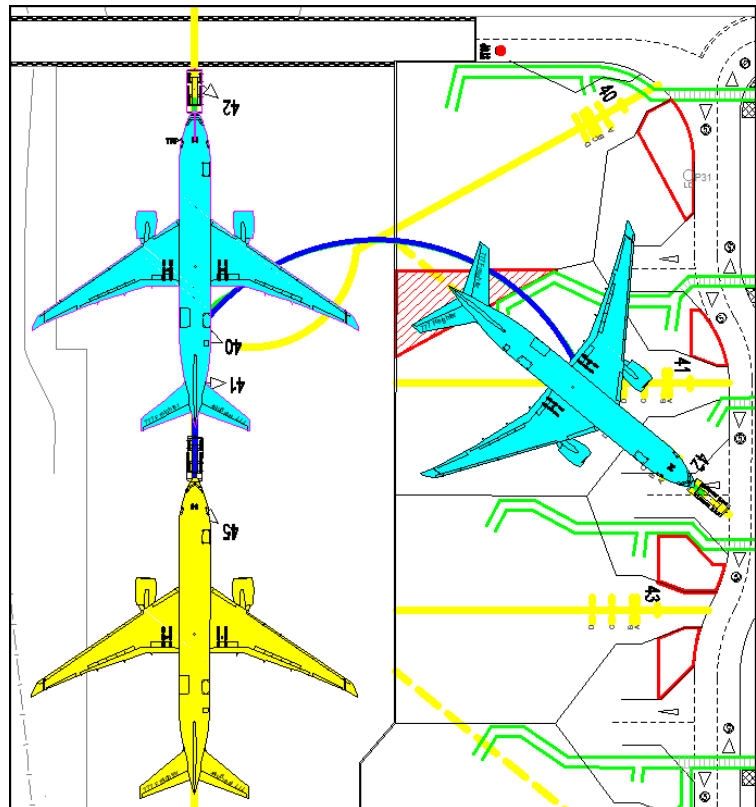
MAX SPAN	64.80 metres
MAX LENGTH	63.73 metres
A	B777-200
B	B787-9
C	A330-200
D	B757-200W
Nose-Tip	All other a/c types that fit this stand

Pushback to November to face North
 – nose gear on stand 45 lead-in arrow.

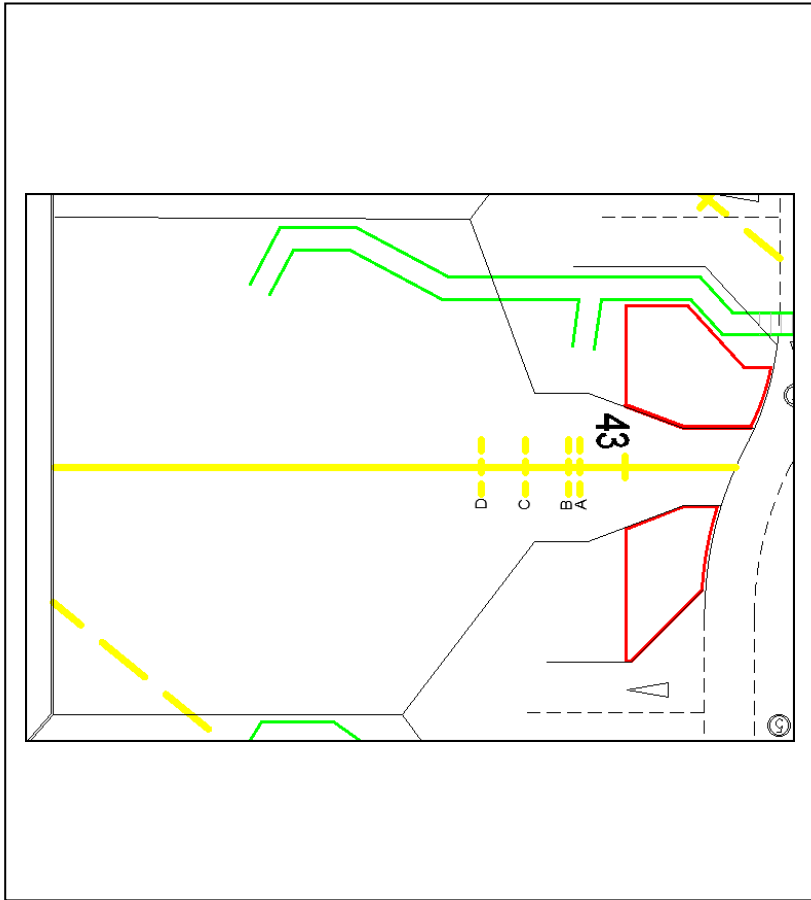
Pull forward to TRP1N

ATC will only instruct the flight deck crew to pushback. Ground crews are expected to carry out the pull forward as detailed.

Blue = nosewheel track
 Green = tug track



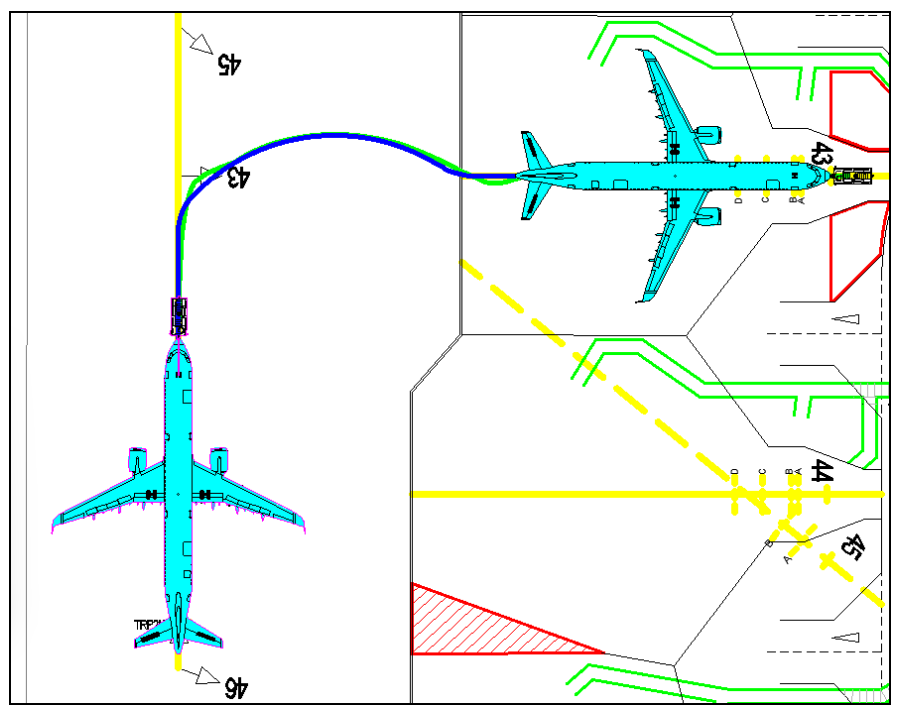
Stand 43



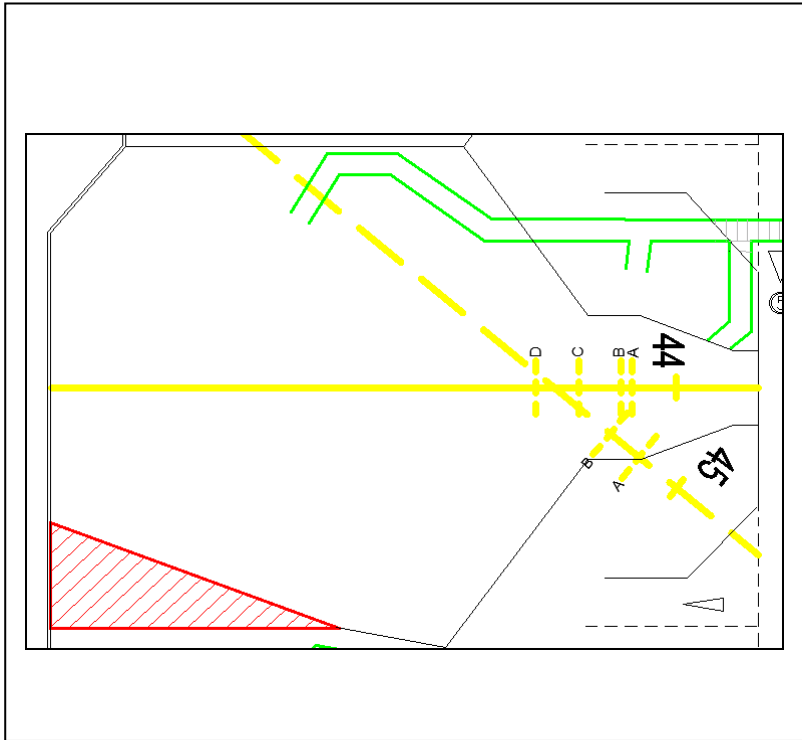
MAX SPAN	36.00 metres
MAX LENGTH	44.51 metres
A	B737-MAX9/10 B737-900W
B	A321 B737-MAX8 B737-800W
C	A320 B737-MAX7 EMB190/195
D	A318/319 ATR42/72 EMB170/175
Nose-Tip	All other a/c types that fit this stand

Pushback to November to face North – main gear on stand 44 lead-in arrow

Blue = nosewheel track
Green = tug track



Stand 44

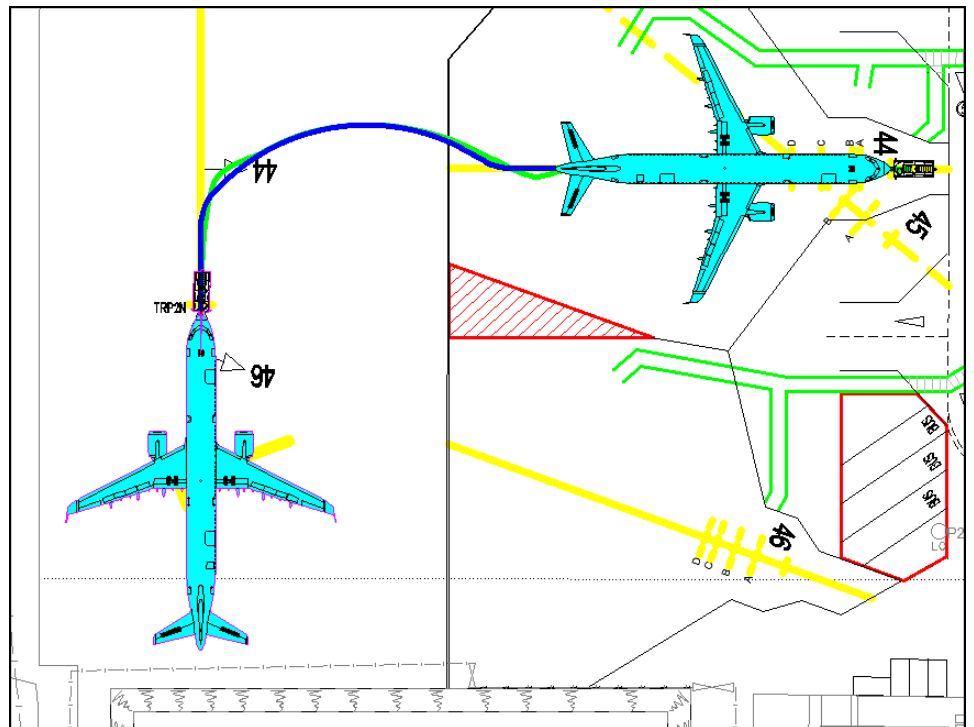


MAX SPAN	36.00 metres
MAX LENGTH	44.51 metres
A	B737-MAX9/10 B737-900W
B	A321 B737-MAX8 B737-800W
C	A320 B737-MAX7 EMB190/195
D	A318/319 ATR42/72 EMB170/175
Nose-Tip	All other a/c types that fit this stand

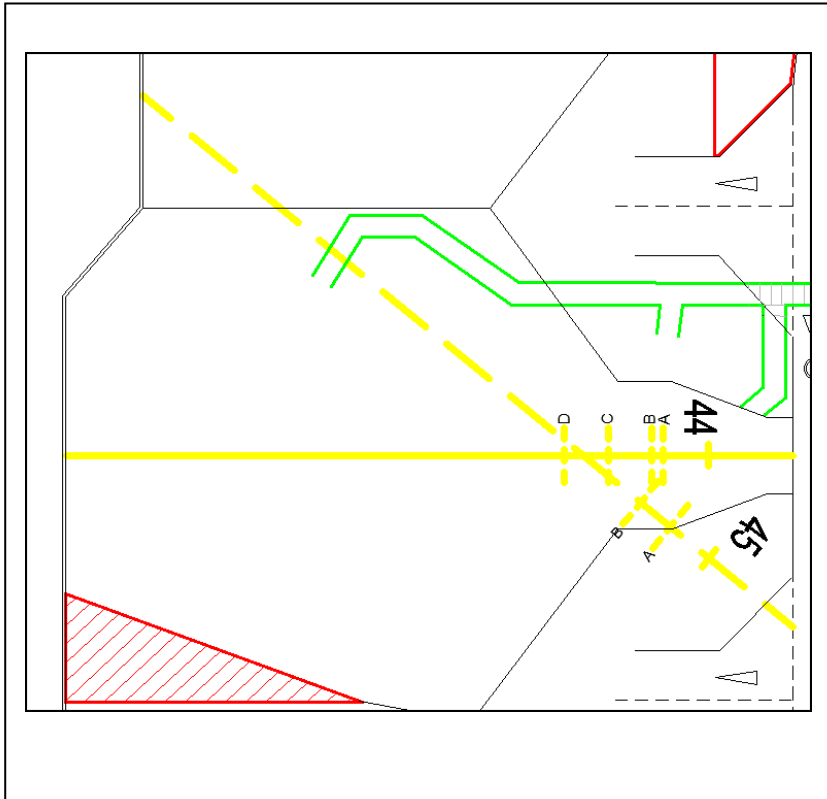
Pushback to November to face North – pull forward if required to TRP2N

ATC will only instruct the flight deck crew to pushback. Ground crews are expected to carry out the pull forward as detailed.

Blue = nosewheel track
Green = tug track



Stand 45

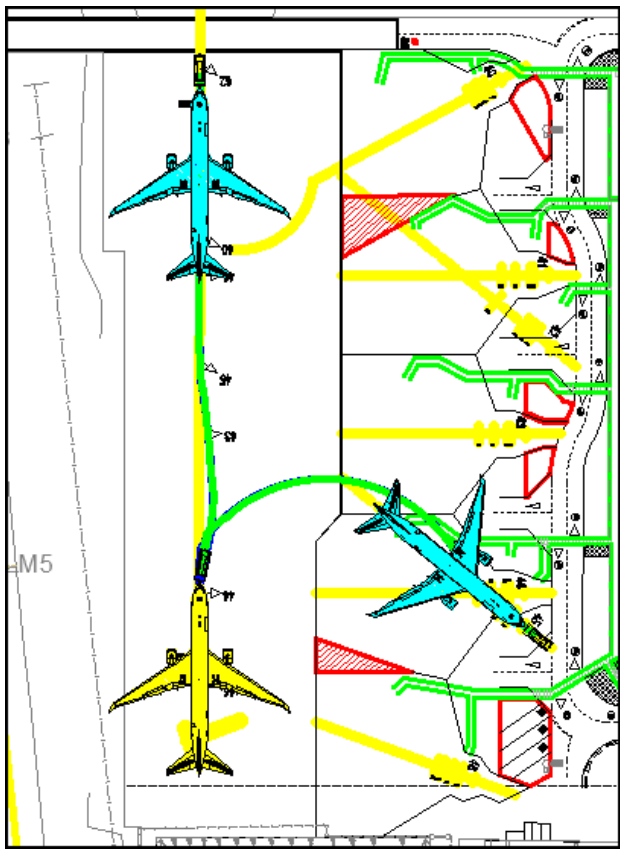


MAX SPAN	50.90 metres
MAX LENGTH	54.94 metres
A	B767-300W
B	B757-200W
Nose-Tip	All other a/c types that fit this stand

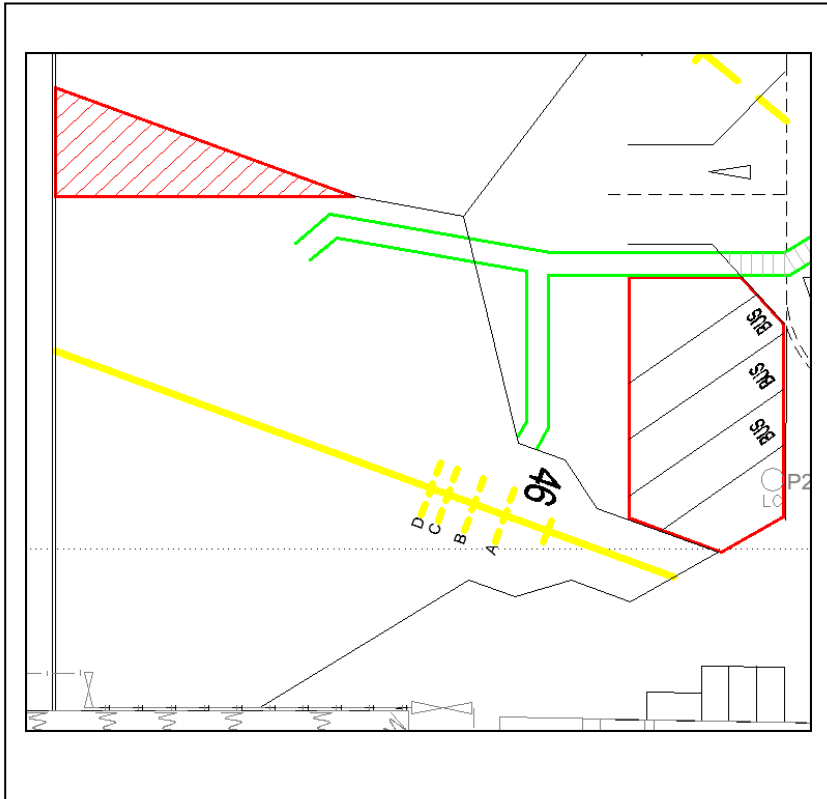
Pushback to November to face North – main gear on stand 46 lead-in line.
Pull forward to TRP1N

ATC will only instruct the flight deck crew to pushback. Ground crews are expected to carry out the pull forward as detailed.

Blue = nosewheel track
Green = tug track



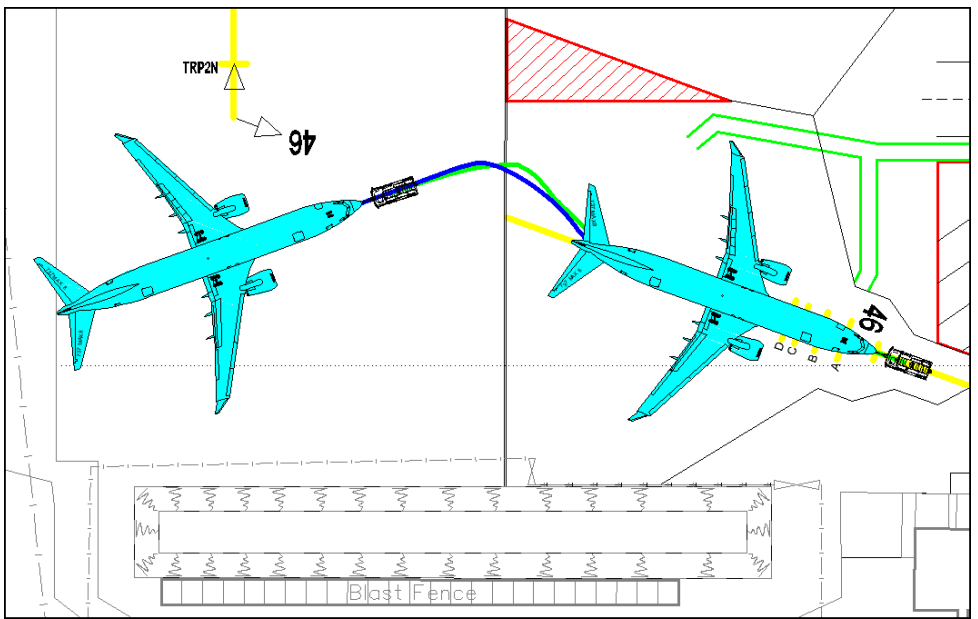
Stand 46



MAX SPAN	36.00 metres
MAX LENGTH	39.48 metres
A	B737-MAX8 EMB195
B	A320 B737-MAX7 EMB190
C	A319 EMB170/175
D	A318 ATR42/72
Nose-Tip	All other a/c types that fit this stand

Pushback to November to face North-East.
Nose and main gear on the pushback 'T' as shown
Aircraft taxis away under its own power.

Blue = nosewheel track
Green = tug track



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APPENDIX 1 – Stand Capacity Matrices

The stand matrix below details the size and capacity of each stand on the Central and Central West aprons when the Central apron remark is complete.

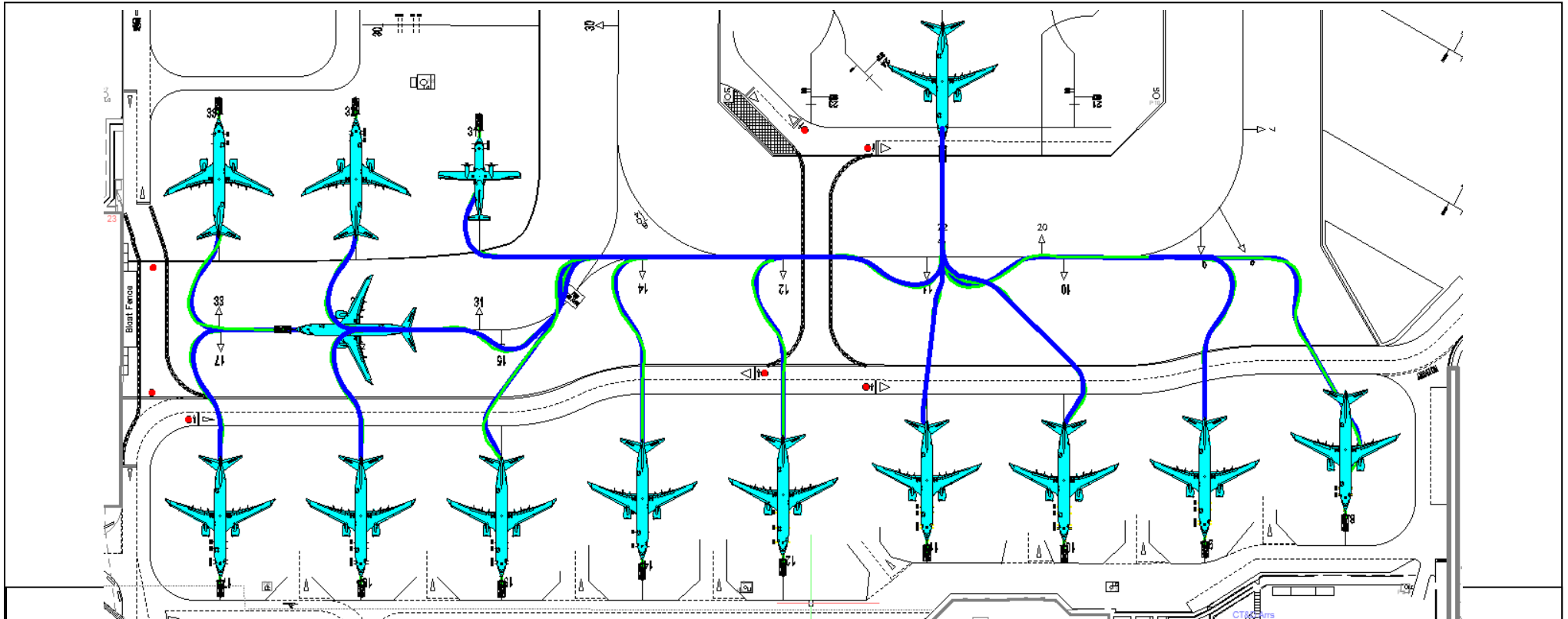
Apr-25				CENTRAL & CENTRAL WEST APRONS	Changes in Red or highlighted in Yellow
Stand No.	MAX. WIDTH (m)	MAX. LENGTH (m)	LARGEST TYPES	COMMENTS / REMARKS	A321neo = A321neo & A320neo with Sharklets B737-800SW = B737-800 with Scimitar winglets
4	30.63	31.68	ATP; ATR72; E175LR	Nose-In / Push-Back	
5	36.00	39.48	B737-800SW; B737-MAX8; A320neo	Nose-In / Push-Back	
6	36.00	39.48	B737-800SW; B737-MAX8; A320neo	Nose-In / Push-Back	
7	36.00	39.48	B737-800SW; B737-MAX8; A320neo	Nose-In / Push-Back	
8	36.00	39.48	B737-800SW; B737-MAX8; A320neo	Nose-In / Push-Back	
9	36.00	44.51	A321neo; B737-800SW; B737-MAX8 & MAX10	Nose-In / Push-Back	
10	36.00	44.51	A321neo; B737-800SW; B737-MAX8 & MAX10	Nose-In / Push-Back	
11	36.00	44.51	A321neo; B737-800SW; B737-MAX8 & MAX10	Nose-In / Push-Back	
12	36.00	44.51	A321neo; B737-800SW; B737-MAX8 & MAX10	Nose-In / Push-Back	
14	36.00	44.51	A321neo; B737-800SW; B737-MAX8 & MAX10	Nose-In / Push-Back	
15	36.00	44.51	A321neo; B737-800SW; B737-MAX8 & MAX10	Nose-In / Push-Back	
16	36.00	44.51	A321neo; B737-800SW; B737-MAX8 & MAX10	Nose-In / Push-Back	
17	36.00	44.51	A321neo; B737-800SW; B737-MAX8 & MAX10	Nose-In / Push-Back	
20	50.90	54.94	B767-300W	Taxi-in up to Code C (737/A321) only / Push-back; not to be used if 21 or 22 in use	*** B767 Tow -on, Tow -off via Q only ***
21	36.00	44.51	A321neo; B737-800SW; B737-MAX8 & MAX10	Taxi-in / Taxi-out; not to be used if 20 in use	Access via bellmouth ROMEO only; exit via bellmouth QUEBEC only
22	36.00	44.51	A321neo; B737-800SW; B737-MAX8 & MAX10	Nose-in / Push-back; not to be used 20 or 24 in use	
23	36.00	44.51	A321neo; B737-800SW; B737-MAX8 & MAX10	Taxi-in / Taxi-out; not to be used if 24 in use	Access via bellmouth QUEBEC only; exit via bellmouth ROMEO only
24	41.10	47.90	B757-200W	Taxi-in / Taxi-out up to Code C (737/A321) only; taxi out via Quebec; not to be used if 22 or 23 in use	*** B757 Tow -on, Tow -off via Q only ***
30	36.00	44.51	A321neo; B737-800SW; B737-MAX8 & MAX10	Nose-In / Push-Back	
31	27.05	27.17	ATR72; ATF; EMB135	Nose-In / Push-Back	
32	36.00	39.48	B737-800SW; B737-MAX8; A320neo	Nose-In / Push-Back	
33	36.00	39.48	B737-800SW; B737-MAX8; A320neo	Nose-In / Push-Back	
40	36.00	39.48	B737-800SW; B737-MAX8; A320neo	Nose-In / Push-Back; not to be used if 42 in use	
41	36.00	44.51	A321neo; B737-MAX10	Nose-In / Push-Back; not to be used if 42 in use	
42	64.80	63.73	B777-200; A330-900; B787-9; A340-300	Nose-In / Push-Back; not to be used if 40 or 41 in use	
43	36.00	44.51	A321neo; B737-MAX10	Nose-In / Push-Back; not to be used if 45 in use	
44	36.00	44.51	A321neo; B737-MAX10	Nose-In / Push-Back; not to be used if 45 in use	
45	50.90	54.94	B767-300W; B757-200W	Nose-In / Push-Back; not to be used if 43 or 44 in use	
46	36.00	39.48	B737-800SW; B737-MAX8; A320neo	Nose-In / Push-Back	

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APPENDIX 3 – PUSH and GO

In addition to the 'push and park' procedure outlined in Appendix 2, stand 22 may also be used by ATC for 'push and go' operations. This procedure requires the aircraft to depart immediately rather than parking on the stand for up to 30 minutes. The plan below details the pushback procedure for this stand.

Stand 22



Stands 21 and 23 must be either unoccupied or occupied by aircraft which are fully 'closed up' with no GSE or staff/vehicles present (except steps). This is to mitigate jet blast implications when the aircraft departs stand 22 under power. ATC to request minimum power when taxiing.

Pushbacks from stands 8-17 and 31-33 may use stand 22. Aircraft must depart stand 22 as soon as possible after tug release.

Nosewheel tug release point (TRP) is marked on stand 22 to avoid tail infringing Alpha taxiway strip.

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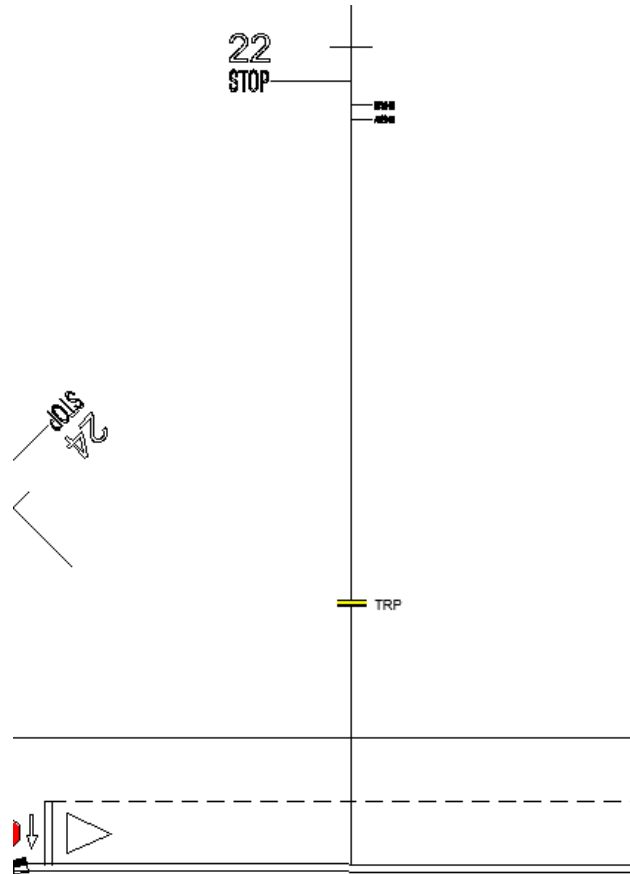
APPENDIX 4 – TUG RELEASE POINTS (TRP's)

The plans below show the location of tug release points on the Central and Central-West aprons. Each TRP is named and should be used to position the aircraft nosewheel in the correct location.

CENTRAL APRON

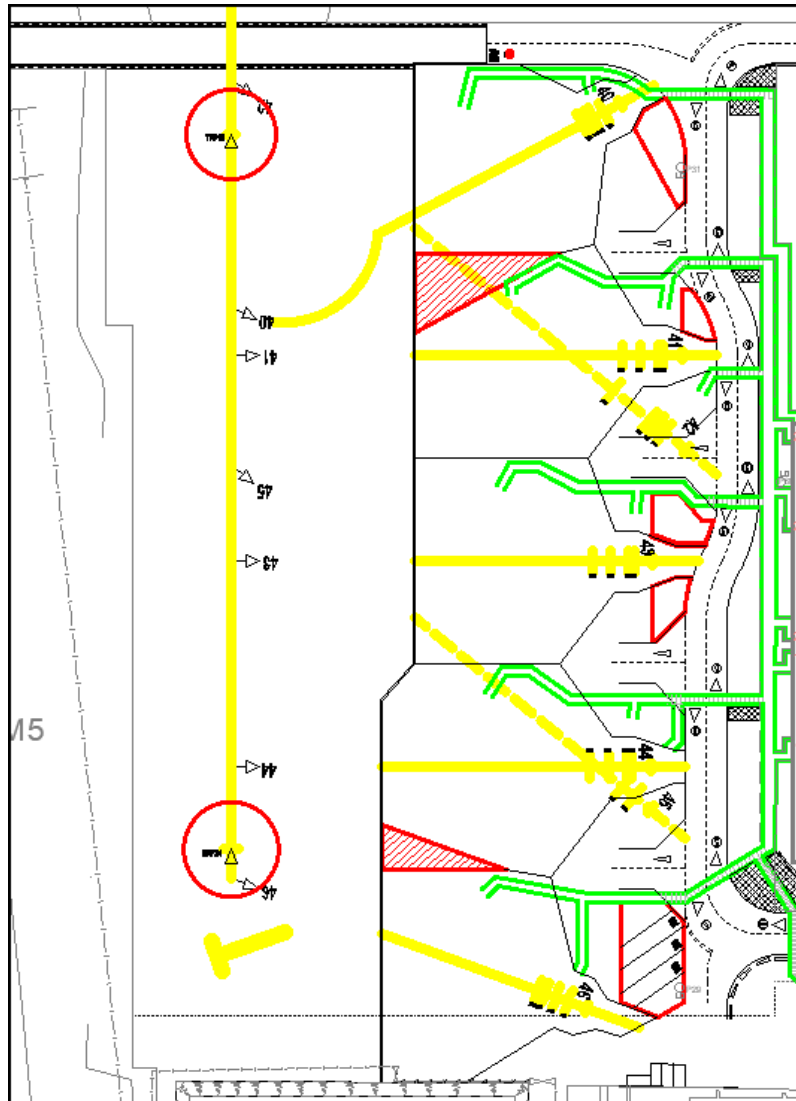
Stand 22

Located 10m north of the head of stand road.

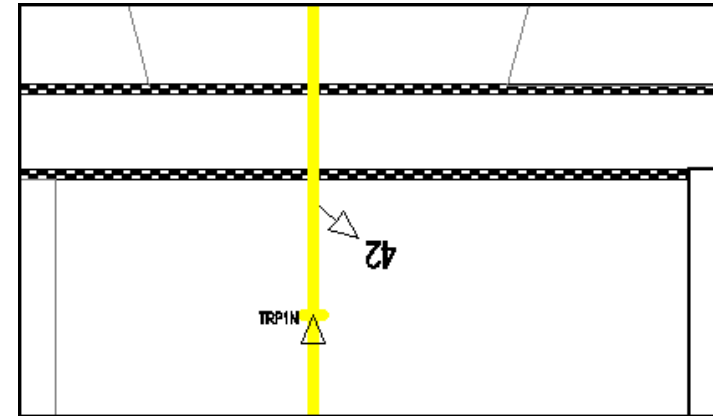


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NOVEMBER APRON

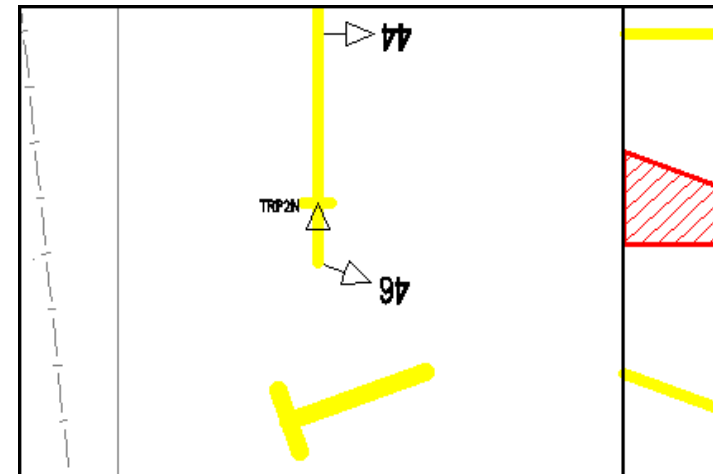


Located 15 metres south of the uncontrolled crossing



Tug Release Point – TRP2N

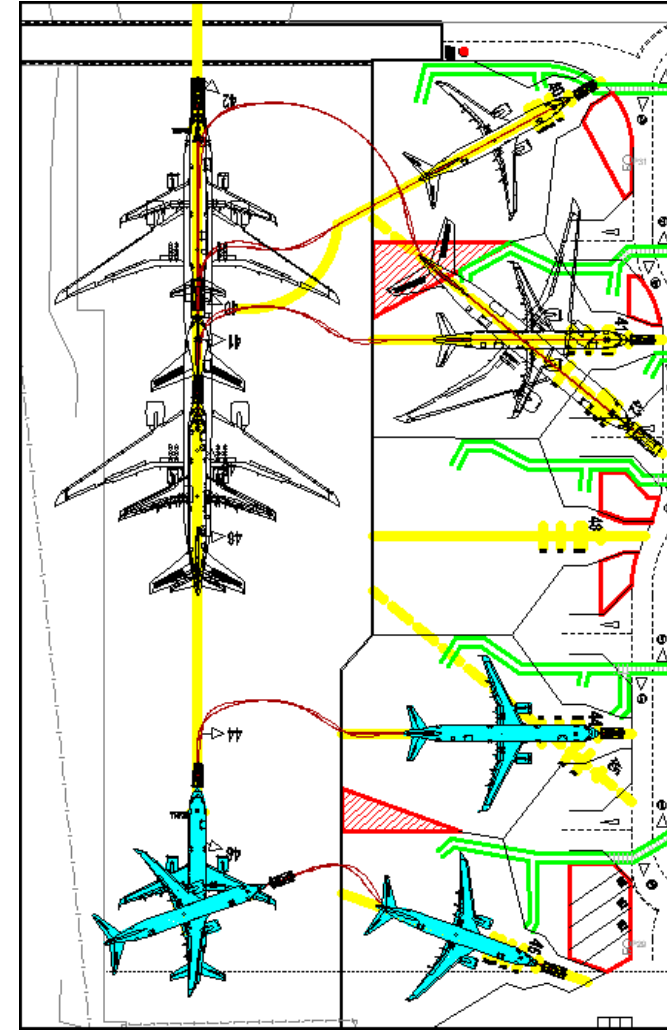
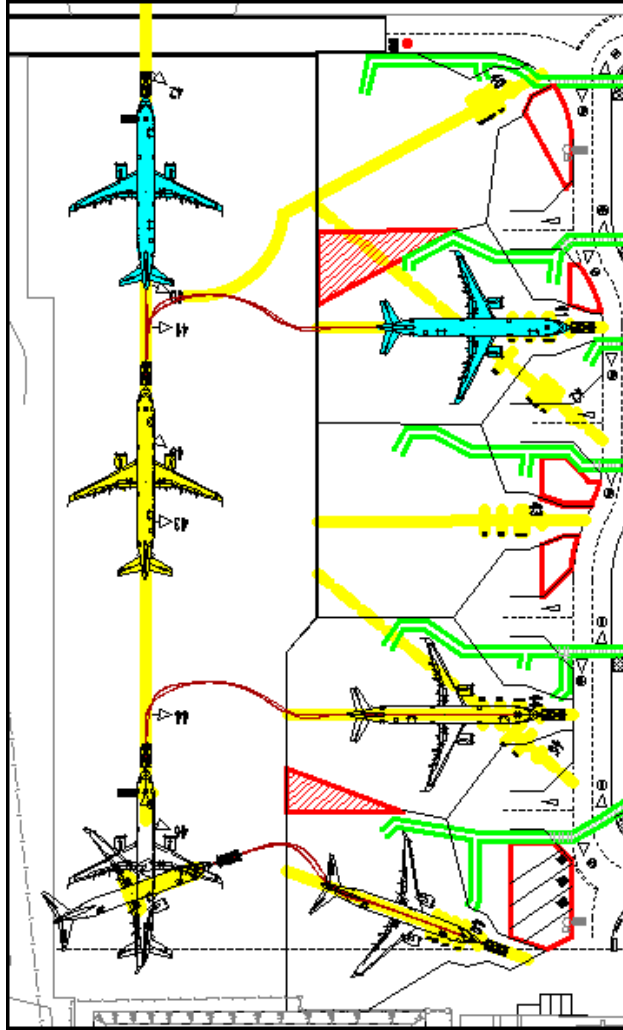
Located 20 metres south of the stand 44 lead-in line



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APPENDIX 5 – NOVEMBER – Simultaneous Pushbacks

At peak times ATC may instruct aircraft in the NOVEMBER cul-de-sac to undertake simultaneous pushbacks. Various pushback combinations are available to ATC. In all cases the aircraft on TRP1N can start engines during the push (idle thrust only) but must not commence taxi (breakaway thrust) until the 2nd aircraft is fully positioned on TRP2N and the tug released. Examples of simultaneous pushbacks below.



ATC will only instruct the flight deck crew to pushback to face North. Ground crews are expected to carry out the pull forward as detailed.

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When an aircraft is instructed to pushback and pull-forward to tug release point TRP1N only aircraft on stands 43 & 44 will be instructed to undertake a simultaneous pushback to TRP2N. Likewise, when an aircraft is instructed to pushback to tug release point TRP2N only aircraft on stands 40, 41 & 42 will be instructed to undertake a simultaneous pushback and pull-forward to TRP1N. Engines can be started prior to, or on, the pushback but only idle power is to be used. Once both aircraft are fully established on the TRP's the aircraft on TRP1N then apply breakaway thrust to commence its departure.

