

SUPPLEMENTARY INSTRUCTION (SI) – AERODROME MANUAL / AIRSIDE OPERATIONAL INSTRUCTION

AOI 5 APRON MANAGEMENT

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AERODROME MANUAL	/ AOI BEE(s) -	AOI	5, section 1Aircraf	t Pushback Procedures	and Section 2. Air	craft Parking and Safety
ALKODROWE WIANGAL	./ AOTREF(3) -	Prac	tices			

AOI 5, Section 1. Aircraft Pushback procedures
Please see below replacement Stand directories for the Central, Central West, East Aprons and the
Maintenance Area.

Appendix A: Central and Central West Apron Stand Directory

App	ene	dix	A :	C	en	tra	l a	nc	l C	en	tra	al W	Ve	st	Αŗ	orc	on	St	an	d I	Diı	rec	cto	ry												
421	45	1 2	43	42'	41	40	33	32	31	Stand 30 A319NW	Stand 30 A320NW	Stand 30 Nose "T"	30	24	23	22	21	20	17	16	15	148	141	12R	12L	=	10	9		7	o	Sh.	4	Stand No.		Aug-21
64.92	30.80	35.80	35.80	60.93	35.80	35.80	35.80	35.80	23.60	MNE	MNC	7	35.80	41.10	36.00	36.00	36.00	50.90	36.00	41.10	41.10	41.10	50.90	36.00	28.42	36.00	36.00	36.00	36.00	36.00	36.00	36.00	28.72	WIDTH (m)	MAX.	
70.67	19.01	4.5	4.5	63.73	44.51	39.50	39.50	39.50	32.50	(Length up to 33.80m)	(Length 33.81m to 37.57m)	(Length 37.58m to 45.06m)	45.06	47.90	4.51	44.51	4.51	2.2	44.51	47.90	47.90	47.90	54.94	39.47	32.84	39.47	39.47	39.47	4.51	39.47	39.47	39.47	38.69	LENGTH (m)	MAX	
8747-400	B/3/-800W ([A321]	B737-800W ; A321neo	B737-800W; A321neo	B777-200; B787-900; A330/340-300	B737-800W; A321neo	B737-800W	B737-800W	B737-800W	CRJ700 ; EMB145 ; Js41	33.80m)	m to 37.57m)	im to 45.06m)	A321 : B737-800W : MD-80	B757-200W	A321neo; B737-800SW; B737-MAX8	A321neo ; B737-800SW ; B737-MAX8	A321neo; B737-800SW; B737-MAX8	B767-300W	A321neo; B737-800SW; B737-MAX8	B757-200W	B757-200W	B757-200W	B767-300W	B737-800SW; B737-MAX8	DHC-8-Q400	B737-800SW; B737-MAX8	B737-800SW: B737-MAX8	B737-800SW; B737-MAX8	A321neo; B737-800SW; B737-MAX8	B737-800SW; B737-MAX8	B737-800SW: B737-MAX8	B737-800SW; B737-MAX8	ENB-195	LENGTH (m) LARGEST TYPES		
Nose-In / Push-Back; Not to be used if stands 40, 41 or	Nose-In / Push-Back ; Suitable for A321 but pushback m	Nose-In / Push-Back	Nose-In / Push-Back	Nose-In / Push-Back; Not to be used if 40 or 41 in use	Nose-In / Push-Back; Not to be used if stand 42 in use	Nose-In / Push-Back ; Not to be used if stand 42 in use	Nose-In / Push-Back	Nose-In / Push-Back	Nose-In / Push-Back; Up to Js41 can self-manoeuvre if	A319; AT-42/72; B146-100/200; B737-300/500/600; H	A320; B146-300; B737-400; B737-700W; CRJ-900; D	A321 ; B717-200 ; B727-100/200 ; B737-800W ; B737-800 ; MD80/81/82/83 ; MD87 - pull front of nose to "T"	Nose-In / Push-Back	Taxi-in / Taxi-out; not to be used if 22 or 23 in use	Taxi-in / Taxi-out ; not to be used if 24 in use	Nose-in / Push-back; not to be used 20 or 24 in use	Taxi-in / Taxi-out; not to be used if 20 in use	Nose-in / Push-back ; not to be used if 21 or 22 in use	Nose-In / Push-Back	Nose-In / Push-Back	Nose-In / Push-Back	Nose-In / Push-Back ; use in conjunction with stand 12R	Nose-In / Push-Back ; use in conjunction with stand 12L	Nose-In / Push-Back ; use in conjunction with stand 14R	Nose-In / Push-Back ; use in conjunction with stand 14L	Nose-In / Push-Back	Nose-In / Push-Back	Nose-In / Push-Back	Nose-In / Push-Back	Nose-In / Push-Back	Nose-In / Push-Back	Nose-In / Push-Back	Nose-In / Push-Back	COMMENTS / REMARKS		CENTRAL & CENTRAL WEST APRONS
Nose-In / Push-Back ; Not to be used if stands 40, 41 or 43 in use. November apron closed when B747 present on stand	ndse in rush-baok, Sullable for ASCI but pusinoars may be dimourt use pusinoaex i Tor b/31-buver ideal positioning.	The state of the s							Nose-In / Push-Back ; Up to Js41 can self-manoeuvre if held-back on JS41NW TT and minimal breakaway power used	A319; AT-42/72; B145-100/200; B737-300/500/600; HS748; CRJ-700; DHC-8-100; EMB.135/145 - use nosewhee "T" for nosewheel	A320 ; B146-300 ; B737-400 ; B737-700W ; CRJ-900 ; DHC-8-400 ; Fk.100 ; YAK42 - use nosewheel mark for nosewheel	10 ; MD80/81/82/83 ; MD87 - pull front of nose to "T"		Access via belimouth QUEBEC only	Access via bellmouth QUEBEC only		Access via bellmouth ROMEO only																		873	
4										or nosewheel																									B737-800SW = B737-800 with Scimitar winglets	Changes in Red







SUPPLEMENTARY INSTRUCTION (SI) – AERODROME MANUAL / AIRSIDE OPERATIONAL INSTRUCTION

Appendix A: East Apron Stand Directory

nose on by dimen district the state of the s					
ENGITH LARGEST TYPES (m) 21.58 SH360 : SF340 36.40 B737-400 : BA& ATP 47.32 B757-200W : B737-800W : A321 36.40 B737-400 : BA& ATP 47.32 B757-200W : B737-800W : A321 36.40 B737-400 47.32 B757-200 : B737-800W : A321 36.40 B737-400 47.32 B757-200 : B737-800W : A321 36.40 B737-400 : AN-26 : Fk50 : F27 54.94 B767-300W 36.40 B737-400 : AN-26 : Fk50 : F27 54.94 B767-300W 61.40 MD11 : C17 : DC10 : B767-400 36.40 B737-400 : AN-26 : Fk50 : F27 54.94 B767-300W 61.40 B737-400 : AN-26 : Fk50 : F27 54.94 B767-300W 36.50 BA& ATP : B737-400 36.60 BA& ATP : B737-400 36.70 BA& ATP : B737-		MAX	WAN.		
21.58 SH360: SF340 36.40 B737-400: BAe ATP 47.32 B757-200W : B737-800W : A321 36.40 B737-400 : BAe ATP 47.32 B757-200W : B737-800W : A321 36.40 B737-400 47.32 B757-200 : B737-800W : A321 36.40 B737-400 : AN-26 : Fk50 : F27 54.94 B767-300W 36.40 B737-400 : AN-26 : Fk50 : F27 54.94 B767-300W 61.40 MD11 : C17 : DC10 : B767-400 36.40 B737-400 : AN-26 : Fk50 : F27 54.94 B767-300W 61.40 MD11 : C17 : DC10 : B767-400 36.40 B737-400 : AN-26 : Fk50 : F27 54.94 B767-300W 61.40 MD11 : C17 : DC10 : B767-400 36.50 BAe ATP : B737-400 54.94 B767-300W 36.50 BAE ATP : B737-400 557-300 during B747 pushback from stand 83Wing B747 pushback from stand 83Wing B737-300 during B747 pushback	Stand No.	WIDTH (m)			COMMENTS / REMARKS
36.40 B737-400 : BAe ATP 47.32 B757-200W : B737-800W : A321 36.40 B737-400 : BAe ATP 47.32 B757-200W : B737-800W : A321 36.40 B737-400 47.32 B757-200 : B737-800W : A321 36.40 B737-400 47.32 B757-200 : B737-800W : A321 36.40 B737-400 : AN-26 : Fk50 : F27 54.94 B767-300W 36.40 B737-400 : AN-26 : Fk50 : F27 54.94 B767-300W 61.40 MD11 : C17 : C07 : B737-400 36.40 B737-400 : AN-26 : Fk50 : F27 54.94 B767-300W 61.40 MD11 : C17 : C07 : B737-400 36.40 B737-400 : AN-26 : Fk50 : F27 54.94 B767-300W 76.30 B767-300W 8767-300W : B737-400 36.50 BAe ATP :	70R	22.81	21.58	SH360; SF340	Self-manoeuvring; Not to be used if Stands 70; 70L or 71 in use
47.32 B757-200W : B737-800W : A321 68.30 B737-400 : BA& ATP 47.32 B757-200W : B737-800W : A321 36.40 B737-400 47.32 B757-200 : B737-800W : A321 36.40 B737-400 47.32 B757-200 : B737-800W : A321 36.40 B737-400 : AN-26 : Fk50 : F27 54.94 B767-300W 36.40 B737-400 : AN-26 : Fk50 : F27 54.94 B767-300W 61.40 MD11 : C17 : DC10 : B767-400 36.40 B737-400 : AN-26 : Fk50 : F27 54.94 B767-300W 97.30 BA& ATP : B737-400 36.50 BA& ATP : B737-400 36.60 B	70	30.63	36.40	B737-400; BAe ATP	Not to be used if Stands 70R or 70L in use
68.30 B737-400 ; BAe ATP 47.32 B757-200W ; B737-800W ; A321 36.40 B737-400 47.32 B757-200 ; B737-800W ; A321 54.94 B767-300 36.40 B737-400 ; AN-26 ; Fk50 ; F27 54.94 B767-300 36.40 B737-400 ; AN-26 ; Fk50 ; F27 54.94 B767-300W 61.40 B737-400 ; AN-26 ; Fk50 ; F27 36.40 B737-400 ; AN-26 ; Fk50 ; F27 36.40 B737-400 ; AN-26 ; Fk50 ; F27 54.94 B767-300W 61.40 MD11 ; C17 ; DC10 ; B767-400 36.40 B737-400 ; AN-26 ; Fk50 ; F27 54.94 B767-300W 61.40 MD11 ; C17 ; DC10 ; B767-400 36.40 B737-400 ; AN-26 ; Fk50 ; F27 54.94 B767-300W 61.40 MD11 ; C17 ; DC10 ; B760 ; F27 36.50 BAe ATP ; B737-400 36.50 BAe ATP ; B737-400 36.50 BAe ATP ; B737-400 54.94 B767-300W 36.50 BAe ATP ; B737-400 557-500 during B747 pushback from stand 83Wibits suits and 83Wibits suits	70L	41.10	47.32	B757-200W; B737-800W; A321	Not to be used if Stands 70R, 70 or 71 in use
47.32 B757-200W; B737-800W; A321 36.40 B737-400 47.32 B757-200; B737-800W; A321 54.94 B767-300 47.32 B757-200; B737-800W; A321 47.32 B757-200; B737-800W; A321 47.32 B757-200; B737-800W; A321 47.32 B757-200; B737-800W; A321 54.94 B767-300W 61.40 B737-400; AN-26; FK50; F27 54.94 B767-300W 61.40 MD11; C17; DC10; B767-400 36.40 B737-400; AN-26; FK50; F27 54.94 B767-300W 61.40 MD11; C17; DC10; B767-400 36.40 B737-400; AN-26; FK50; F27 54.94 B767-300W 61.94 B767-300W 61.94 B767-300W 61.95 BAe ATP; B737-400 36.50 BAe ATP; B737-400 54.94 B767-300W 36.50 BAe ATP; B737-400 54.95 B747 Pushback from stand 83Wises B737-800W during B747 pushback from stand 83Wises B737-300 during B747 pushback from stand 83Wises B737-800W during B747 pushba	71+	30.63	68.30	B737-400 : BAe ATP	Not to be used if Stands 70L or 72 in use
38.40 B737-400 47.32 B757-200 : B737-800W : A321 54.94 B767-300 47.32 B757-200 : B737-800W : A321 38.40 B737-400 : AN-28 : FK50 : F27 54.94 B767-300W 38.40 B737-400 : AN-28 : FK50 : F27 54.94 B767-300 38.40 B737-400 : AN-28 : FK50 : F27 54.94 B767-300W 61.40 MD11 : C17 : DC10 : B767-400 38.40 B737-400 : AN-28 : FK50 : F27 54.94 B767-300W 61.40 MD11 : C17 : DC10 : B767-400 38.50 B737-400 : AN-28 : FK50 : F27 38.40 B737-400 : AN-28 : FK50 : F27 38.50 BAe ATP : B737-400 38.50 BAe ATP : B737-400 54.94 B767-300W 54.94 B767-300W 54.94 B767-300W 55.90 BAe ATP : B737-400 56.90 BAE ATP : B737-400 57.300 Guinng B747 pushback from stand 83Willes B737-3000 duinng B747 pushback from stand 83Willes B737-300	72	41.10	47.32	B757-200W : B737-800W : A321	Not to be used if Stands 71, 73 or 73L in use
4.7.32 B157-200 : B137-800W : A321 47.32 B757-200 : B737-800W : A321 36.40 B737-400 : AN-26 : Fk50 : F27 54.94 B767-300W 36.40 B737-400 : AN-26 : Fk50 : F27 54.94 B767-300W 61.40 B737-400 : AN-26 : Fk50 : F27 36.40 B737-400 : AN-26 : Fk50 : F27 36.50 BAe ATP : B737-400 36.50 BAE	73@	28.89	36.40	B737-400	Not to be used if Stand 72 or 73L in use
47.32 B757-200: B737-800W : A321 36.40 B737-400 : AN-26 : Fk50 : F27 54.94 B767-300W 36.40 B737-400 : AN-26 : Fk50 : F27 54.94 B767-300 36.40 B737-400 : AN-26 : Fk50 : F27 54.94 B767-300W 61.40 MD11 : C17 : DC10 : B767-400 36.40 B737-400 : AN-26 : Fk50 : F27 36.40 B737-400 : AN-26 : Fk50 : F27 36.40 B737-400 : AN-26 : Fk50 : F27 54.94 B767-300W 61.30 B737-400 : AN-26 : Fk50 : F27 36.50 BAe ATP : B737-400 36.50 BAE ATP	74.0	47 57	54 04	B787-300	Not to be used if Stands 731 or 741 in use
36.40 B737-400 : AN-26 : FK50 : F27 54.94 B767-300W 38.40 B737-400 : AN-26 : FK50 : F27 54.94 B767-300 38.40 B737-400 : AN-26 : FK50 : F27 54.94 B767-300W 61.40 MD11 : C17 : DC10 : B767-400 38.50 BAc ATP : B737-400 54.94 B767-300W 38.50 BAc ATP : B737-400 54.94 B767-300W 38.50 BAc ATP : B737-400 54.94 B767-300W 38.50 BAc ATP : B737-400 55.90 BAc ATP : B737-400 56.90 BAc ATP : B737-400 57.30 B747-90 B747 pushback from stand 83W stands 83W stands 83W stands 83W stands 837-300 during B747 pushback from stand 83W stands 83W stands 837-300 during B747 pushback from stand 83W stands 83	74	38.08	47 32	B757-200 - B737-800W - A321	Not to be need if Stand 74 in use
54.94 B767-300W 38.40 B737-400 : AN-28 : Fk50 : F27 54.94 B767-300 38.40 B737-400 : AN-28 : Fk50 : F27 38.40 B737-400 : AN-28 : Fk50 : F27 38.40 B767-300W 61.40 MD11 : C17 : DC10 : B767-400 38.40 B767-300W 61.40 MD11 : C17 : DC10 : B767-400 38.50 BAC ATP : B737-400 : AN-28 : Fk50 : F27 54.94 B767-300 38.50 BAC ATP : B737-400 54.94 B767-300W 38.50 BAC ATP : B737-400 54.94 B767-300W 38.50 BAC ATP : B737-400 54.94 B767-300W 38.50 BAC ATP : B737-400 55.90 BAC ATP : B737-400 56.90 BAC ATP : B737-400 57.90 B767-300 Warring B747 pushback from stand 83W B767-2000 during B747 pushback from stand 83W B737-800W during B747 pushback from stand 83W B737-800 Warring B747 p	75R	29.20	36.40	B737-400 : AN-28 : Fk50 : F27	Not to be used if Stand 75 in use: B737-400 nosewheel on 'T'
36.40 B737-400 ; AN-26 ; Fk50 ; F27 54.94 B767-300 36.40 B737-400 ; AN-26 ; Fk50 ; F27 36.40 B737-400 ; AN-26 ; Fk50 ; F27 36.40 B737-400 ; AN-26 ; Fk50 ; F27 54.94 B767-300W 61.40 MD11 ; C17 ; DC10 ; B767-400 36.40 B737-400 ; AN-26 ; Fk50 ; F27 54.94 B767-300W ; B737-400 36.50 BAe ATP : B737-400 54.94 B767-300W 36.50 BAe ATP : B737-400 54.94 B767-300W 36.50 BAe ATP : B737-400 54.94 B767-300W 36.50 BAe ATP : B737-400 54.94 B767-300W 36.50 BAe ATP : B737-400 550 BAe ATP : B737-400 561 Push-back stands e used for most Code D aircraft but this renders Stand 83Wide B767-2000 during B747 pushback from stand 83Wide B737-800W during B747 pushback from stand 83Wide B737-300 during B747 pushback from stand 83Wide B737-800W during B747 pushback from stand 83Wide B737	75	51.00	54.94	B767-300W	Not to be used if Stands 75R or 76R in use
54.94 B767-300 54.94 B737-400 ; AN-26 ; FK50 ; F27 38.40 B737-400 ; AN-26 ; FK50 ; F27 54.94 B767-300W 61.40 MD11 ; C17 ; DC10 ; B787-400 38.40 B737-400 ; AN-26 ; FK50 ; F27 54.94 B767-300W 61.40 MD11 ; C17 ; DC10 ; B787-400 38.40 B737-400 ; AN-26 ; FK50 ; F27 38.50 BAe ATP ; B737-400 54.94 B767-300W 98.50 BAe ATP ; B737-400 38.50 BAE ATP ; B737-400 54.94 B767-300W 38.50 BAE ATP ; B737-400 55.70 BAE ATP ; B737-400 56.70 BAE ATP ; B737-400 57.50 BAE ATP ; B737-400 57.50 BAE ATP ; B737-400 57.70 during B747 pushback from stand 83Wige B737-800W during B747 pushback from stand 83Wige B737-800W during B747 pushback from stand 83Wige B737-800W during B747 pushback from stand 83Wige B737-300 during B747 pushback from stand 83Wige B737-300 during B747 pushback from stand 83Wige B737-800W during B747 pushb	76R	29.20	36.40	8737-400 : AN-28 : Fk50 : F27	Not to be used if Stands 75 or 76 in use : B737-400 nosewheel on 'T'
36.40 B737-400 ; AN-26 ; Fk50 ; F27 36.40 B737-400 ; AN-26 ; Fk50 ; F27 54.94 B767-300W 61.40 MD11 ; C17 ; DC10 ; B767-400 36.40 B737-400 ; AN-26 ; Fk50 ; F27 54.94 B767-300 47.32 B757-200W ; B737-400 36.50 BAe ATP ; B737-400 54.94 B767-300W 36.50 BAe ATP ; B737-400 55.94 B767-300W 36.50 BAe ATP ; B737-400 56.94 B767-300W 36.50 BAe ATP ; B737-400 57.90 BAE ATP ; B737-400 57.90 BAE ATP ; B737-400 57.700 during B747 pushback from stand 83W in push-back from stand	76	47.57	54.94	B767-300	Not to be used if Stand 76R or 76L in use
36.40 B737-400 ; AN-26 ; Fk50 ; F27 54.94 B767-300W 61.40 MD11 ; C17 ; DC10 ; B767-400 36.40 B737-400 ; AN-26 ; Fk50 ; F27 54.94 B767-300 47.32 B757-200W : B737-800W ; A321 36.40 B737-400 ; AN-26 ; Fk50 ; F27 36.40 B737-400 ; AN-26 ; Fk50 ; F27 36.50 BAe ATP : B737-400 54.94 B767-300W 36.50 BAe ATP : B737-400 54.94 B767-300W 36.50 BAe ATP : B737-400 54.94 B767-300W 36.50 BAe ATP : B737-400 55.90 BAE ATP : B737-400 56.90 BAE ATP : B737-400 57.90 B767-300 by B767 pushback from stand 83Winde B767-2000 during B747 pushback from stand 83Winde B737-300 during B747 pushback from stand 83Winde	761	29 20	36 40	B737-400 : AN-28 : Fk50 : F27	Not to be used if Stand 78 in use: B737-400 nosewheel on T
54.94 B767-300W 61.40 MD11: C17: DC10: B767-400 38.40 B737-400: AN-26: FK50: F27 54.94 B767-300 47.32 B757-200W: B737-800W: A321 36.40 B737-400: AN-26: FK50: F27 36.50 BAe ATP: B737-400 54.94 B767-300W 36.50 BAe ATP: B737-400 54.94 B767-300W 36.50 BAe ATP: B737-400 54.94 B767-300W 36.50 BAe ATP: B737-400 55.00 BAe ATP: B737-400 56.00 BAe ATP: B737-400 57.90 BAE AT	77R	29.20	36.40	B737-400 : AN-28 : Fk50 : F27	Not to be used if Stand 77 or 77L in use: 8737-400 nosewheel on 'T'
61.40 MD11: C17: DC10: B787-400 38.40 B737-400; AN-28: FK50: F27 54.44 B767-300 47.32 B757-200W: B737-800W: A321 38.40 B737-400: AN-28: FK50: F27 38.50 BAe ATP: B737-400 54.94 B767-300W 38.50 BAe ATP: B737-400 55.50 BAE ATP: B737-400 56.94 B767-300W 38.50 BAE ATP: B737-400 56.95 BAE ATP: B737-400 57.50 BAE ATP: B737-400 57.50 BAE ATP: B737-400 57.50 BAE ATP: B737-400 57.50 BAE ATP: B737-400 57.70 Guning B747 pushback from stand 83Wige B737-500W during B747 pushback from stand 83Wige B737-300 during B747 p	77	51.00	54.94	B767-300W	Not to be used if Stand 77R, 77L or 78R in use
36.40 B737-400 ; AN-26 ; Fk50 ; F27 54.94 B757-300 47.32 B757-200W : B737-800W ; A321 36.40 B737-400 ; AN-26 ; Fk50 ; F27 36.50 BAe ATP : B737-400 54.94 B767-300W 36.50 BAe ATP : B737-400 54.94 B767-300W 36.50 BAE ATP : B737-400 55.90 BAE ATP : B737-400 56.90 BAE ATP : B737-400 57.90 Guinng B747 pushback from stand 83Wilde B737-300 Guinng B747 pushback from stand 83Wilde	771	E 3 00	61.40	MD11: C17: DC10: 8767-400	Not to be used if stands 77R, 77, 78R or 78 in use
54.94 B767-300 47.32 B757-200W . B737-800W . A321 38.40 B737-400 : AN-26 : Fk50 : F27 38.50 BAe ATP : B737-400 54.94 B767-300W 38.50 BAe ATP : B737-400 55.94 BAE ATP : B737-400 56.94 B77-700W 56.94 B77-700W 56.94 B77-700 Jump B747 pushback from stand 83W 5737-300 Jump	78R	00.00	36.40	B737-400; AN-26; Fk50; F27	Not to be used if Stand 77, 77L, 78 or 78X in use; B737-400 nosewheel on 'T'
47.32 B757-200W : B737-800W : A321 Not to be used if Stands 78R, 78 or 78L in use 36.50 BAe ATP : B737-400 30.50 BAe ATP : B737-400 Not to be used if Stand 81 in use 54.94 B767-300W Not to be used if Stand 81 in use 59.50 BAe ATP : B737-400 Not to be used if Stands 81 or 83Wide in use 59.50 BAe ATP : B737-400 Not to be used if Stands 81 or 83Wide in use 59.50 BAe ATP : B737-400 Not to be used if Stands 81 or 83Wide in use 59.50 BAe ATP : B737-400 Not to be used if Stands 81 or 83Wide in use 59.50 BAe ATP : B737-400 Not to be used if Stands 81 stands 81 or 83Wide in use 59.50 BAe ATP : B737-400 Not to be used if Stands 83Wide or 85 in use 59.50 BAe ATP : B737-400 Not to be used if Stands 83Wide, 84 or 85 in use 59.50 BAe ATP : B737-400 Not to be used if Stands 83Wide, 84 or 86 in use 59.50 BAe ATP : B737-400 Not to be used if Stands 83Wide, 84 or 86 in use 59.50 BAe ATP : B737-400 Not to be used if Stands 83Wide, 84 or 86 in use 59.50 BAE ATP : B737-400 Not to be used if Stands 83Wide, 84 or 86 in use 59.50 BAE ATP : B737-400 Not to be used if Stands 83 Wide, 84 or 86 in use 59.50 BAE ATP : B737-400 Not to be used if Stands 83 Wide, 84 or 86 in use 59.50 BAE ATP : B737-400 Not to be used if Stands 83 Wide, 84 or 86 in use 59.50 BAE ATP : B737-400 Not to be used if Stands 83 Wide, 84 or 86 in use 59.50 BAE ATP : B737-400 Not to be used if Stands 83 Wide, 84 or 86 in use 59.50 BAE ATP : B737-400 Not to be used if Stands 83 Wide, 84 or 86 in use 59.50 BAE ATP : B737-400 Not to be used if Stands 83 Wide, 84 or 86 in use 59.50 BAE ATP : B737-400 Not to be used if Stands 83 Wide in use 59.50 BAE ATP : B737-400 Not to be used if Stands 83 Wide in use 59.50 BAE ATP : B737-400 Not to be used if Stands 83 Wide in use 59.50 BAE ATP : B737-400 Not to be used if Stands 83 Not to 59.50 BAE ATP : B737-400 N	78 ++1	29.20	54.94	B767-300	Not to be used if Stand 77L, 78R or 78L in use
36.40 B737-400 : AN-26 : FK50 : F27 Not to be used if Stand 78 or 78X in use : B737-400 and 50.50 BAe ATP : B737-400 Not to be used if Stand 81 in use S4.94 B767-300W Not to be used if Stand 81 in use S4.94 B767-300W Not to be used if Stands 80, 82 or 83Wide in use 36.50 BAe ATP : B737-400 Not to be used if Stands 81 or 83Wide in use Not to be used if Stands 81 or 83Wide in use S4.94 B767-300W Not to be used if Stands 83Wide in use Not to be used if Stands 83Wide in use Not to be used if Stands 83Wide or 85 in use S6.50 BAe ATP : B737-400 Not to be used if Stands 83Wide or 85 in use Not to be used if Stands 83Wide or 85 in use Not to be used if Stands 83Wide Ad or 86 in use Not to be used if Stands 83Wide, 84 or 86 in use Not to be used if Stands 83Wide, 84 or 86 in use Not to be used if Stands 83Wide, 84 or 86 in use Not to be used if Stands 83Wide, 84 or 86 in use Not to be used if Stands 83Wide, 84 or 86 in use Not to be used if Stands 83Wide, 84 or 86 in use Not to be used if Stands 83Wide, 84 or 86 in use S670.00 during B747 pushback from stand 83Wide Not to be used if Stands 85 in use S737-800 during B747 pushback from stand 83Wide Not to be used if Stands 85 in use S737-300 during B747 pushback from stand 83Wide Not to be used if Stands 85 in use S737-300 during B747 pushback from stand 83Wide Not to be used if Stands 85 in use S737-300 during B747 pushback from stand 83Wide Not to be used if Stands 85 in use S737-300 during B747 pushback from stand 83Wide Not to be used if Stands 85 in use S737-300 during B747 pushback from stand 83Wide Not to be used if Stands 85 in use S737-300 during B747 pushback from stand 83Wide Not to be used if Stands 85 in use S737-300 during B747 pushback from stand 83Wide Not to be used if Stands 85 in use S737-300 during B747 pushback from stand 83Wide Not to be used if Stands 85 in use S737-300 during B747 pushback from stand 83Wide Not to be used if Stands 85 in use S737-300 during B747 pushback from stand 83Wide Not to be used if Stands 85 in use S737-300 during B747 push	78X ++2	29.20	47.32	B757-200W ; B737-800W ; A321	Not to be used if Stands 78R, 78 or 78L in use
38.50 BAe ATP : B737-400 38.50 BAE ATP : B7	78L ++3	29.20 47.57	36.40		Not to be used if Stand 78 or 78X in use ; B737-400 nosewheel on 'T'
50.50	-	29.20 47.57 41.10 29.20		8737-400 : AN-28 : Fk50 : F27	
36.50 BAe ATP : B737-400 36.50 BAe ATP : B737-400 36.50 BAe ATP : B737-400 36.50 BY17-8F : B747-400 : B777 : MD11 Not to be used if Stands 83Wide in use 36.50 BAe ATP : B737-400 36.50 BAe ATP : B737-400 Not to be used if Stands 83Wide or 85 in use 36.50 BAe ATP : B737-400 Not to be used if Stands 83Wide or 85 in use 36.50 BAe ATP : B737-400 Not to be used if Stands 83Wide or 85 in use 36.50 BAe ATP : B737-400 Not to be used if Stands 83Wide or 85 in use 36.50 BAe ATP : B737-400 Not to be used if Stands 83Wide or 85 in use 36.50 BAe ATP : B737-400 Not to be used if Stands 83Wide or 85 in use 36.50 BAe ATP : B737-400 Not to be used if Stands 83Wide or 85 in use 36.50 BAe ATP : B737-400 Not to be used if Stands 83Wide or 85 in use 36.50 BAe ATP : B737-400 Not to be used if Stands 83Wide or 85 in use 36.50 BAe ATP : B737-400 Not to be used if Stands 83Wide or 85 in use 36.50 BAe ATP : B737-400 Not to be used if Stands 83Wide or 85 in use 36.50 BAe ATP : B737-400 Not to be used if Stands 83Wide or 85 in use 36.50 BAe ATP : B737-400 Not to be used if Stands 83Wide or 85 in use 36.50 BAe ATP : B737-400 Not to be used if Stands 83Wide or 85 in use 36.50 BAe ATP : B737-400 Not to be used if Stands 83Wide or 85 in use 36.50 BAe ATP : B737-400 Not to be used if Stands 83Wide or 85 in use 36.50 BAe ATP : B737-400 Not to be used if Stands 83Wide or 85 in use 36.50 BAe ATP : B737-400 Not to be used if Stands 83Wide or 85 in use 36.50 BAe ATP : B737-400 Not to be used if Stands 83Wide or 85 in use 36.50 BAe ATP : B737-400 Not to be used if Stands 83Wide or 85 in use 36.50 BAe ATP : B737-400 Not to be used if Stands 83Wide or 85 in use 36.50 BAe ATP : B737-400 Not to be used if Stands 83Wide or 85 in use 36.50 BAe ATP : B737-400 Not to be used if Stands 83Wide or 85 in use 36.50 BAe ATP : B737-400 Not to be used if Stands 83Wide or 85 in use 36.50 BAe ATP : B737-400 Not to be used if Stands 83Wide or 85 in use 36.50 BAe ATP : B737-400 Not to be used if Stands 83Wide or 85 in use 36.50 BAe ATP : B737-400 Not to be used if Stand	79 ++4	29.20 47.57 41.10 29.20 30.63	00.00	B737-400 : AN-26 : Fk50 : F27 BAe ATP : B737-400	
36.50 BAe ATP : B737-400 76.30 B747-8F : B747-400 : B777 : MD11 Not to be used if Stands 81, 82, 83, 84 or 85 in use 36,50 BAe ATP : B737-400 50.50 BAe ATP : B737-400 Not to be used if Stands 81, 82, 83, 84 or 85 in use 36,50 BAe ATP : B737-400 Not to be used if Stands 83Wide or 86 in use 36,50 BAe ATP : B737-400 In / push-back stands in / push-back stands e used for most Code D aircraft but this renders Stands 70R, 70, 70L, 72, 73 and 73L unuseable sions - width 64,99m, length 70,7m B747 pushback from stand 83Wide B737-3000 during B747 pushback from stand 83Wide B737-300 during B747 pushback from stand 83W	79 ++ ⁴ 80	29.20 47.57 41.10 29.20 30.63 30.63	36.50	B737-400 : AN-26 : FK50 : F27 BAE ATP : B737-400 BAE ATP : B737-400 B767-900W	Not to be used if Stand 81 in use
76.30 B747-8F : B747-400 : B777 : MD11 Not to be used if Stands 81, 82, 83, 84 or 85 in use 36.50 BAe ATP : B737-400 Not to be used if Stands 83Wide or 85 in use 36.50 BAe ATP : B737-400 Not to be used if Stands 83Wide, 84 or 86 in use 36.50 BAe ATP : B737-400 Not to be used if Stands 83Wide, 84 or 86 in use in / push-back stands e used for most Code D aircraft but this renders Stands 70R, 70, 70L, 72, 73 and 73L unuseable sions - width 64.99m, length 70.7m B707-2000 during B747 pushback from stand 83Wide B737-800W during B747 pushback from stand 83Wide e during B747 pushback from stand 83Wide B737-800W during B747 pushback from stand 83Wide B737-800W during B747 pushback from stand 83Wide B737-3000 during B747	79 ++4 80 81	29.20 47.57 41.10 29.20 30.63 30.63	38.50	B737-400 : AN-28 : FK50 : F27 BAs ATP : B737-400 BAs ATP : B737-400 B767-300W B767-300W	Not to be used if Stand 81 in use Not to be used if Stands 80, 82 or 83Wide in use
36.50 BAe ATP : B737-400 Not to be used if Stands 83Wide or 85 in use 54.94 B767-300W Not to be used if Stands 83Wide, 84 or 86 in use 36.50 BAe ATP : B737-400 Not to be used if Stands 85Wide, 84 or 86 in use in / push-back stands e used for most Code D aircraft but this renders Stands 70R, 70, 70L, 72, 73 and 73L unuseable sisons - width 64.98m, length 70.7m B747-200 during B747 pushback from stand 83Wide 6737-200 during B747 pushback from stand 83Wide 6737-3000 during 8747 pushback from stand 83Wide 6737-3000 during 87	79 ++4 80 81 82	29.20 47.57 41.10 29.20 30.63 30.63 50.90 30.63	36.50 36.50	B737-400: AN-28: FK50: F27 BAs ATP: B737-400 BAs ATP: B737-400 B767-300W BAS ATP: B737-400 BAS ATP: B737-400	Not to be used if Stand 81 in use Not to be used if Stands 80, 82 or 83Wide in use Not to be used if Stands 81 or 83Wide in use
54.94 B767-300W 36.50 BAe ATP : B737-400 Not to be used if Stands 83Wide, 84 or 86 in use in I push-back stands in I push-back stands e used for most Code D aircraft but this renders Stands 70R, 70, 70L, 72, 73 and 73L unuseable sions - width 64.99m, length 70.7m B767-200 during B747 pushback from stand 83Wide B737-900 during B747 pushback from stand 83Wide E737-900 during B747 pushback from stand 83Wide B737-300 during B747 pushback from stand 83Wide E737-300 during B747 pushback from stand 83Wide B737-300 during B747 pushback from stand 83Wide E737-300 during B747 pushback from stand 83Wide E737-200W during B747 pushback from stand	79 ++ ⁴ 80 81 82 83 83 83Wide ++	29.20 47.57 41.10 29.20 30.63 30.63 30.63 30.63	36.50 36.50 36.50 76.30	B737-400 : AN-28 : FK50 : F27 BAs ATP : B737-400 BAs ATP : B737-400 B767-300W BAs ATP : B737-400 BAs ATP : B737-400 BAs ATP : B737-400 BAs ATP : B737-400	Not to be used if Stands 81 in use Not to be used if Stands 80, 82 or 83Wide in use Not to be used if Stands 81 or 83Wide in use Not to be used if Stands 83Wide in use
36.50 BAe ATP : B737-400 Not to be used if Stand 85 in use in / push-back stands e used for most Code D aircraft but this renders Stands 70R, 70, 70L, 72, 73 and 73L unuseable sions - width 64 99m, length 70.7m B767-2000 during B747 pushback from stand 83Wilde B737-800W during B747 pushback from stand 83Wilde B737-300 during B747 pushback from stand 83Wilde B737-200W during B747 pushback from stand 83Wilde B737-	79 ++ ⁴ 80 81 82 83 83Wide ++	29.20 47.57 41.10 29.20 30.63 30.63 30.63 30.63 30.63 30.63	36.50 36.50 36.50 36.50 76.30	B737-400 : AN-28 : Fk50 : F27 BAE ATP : B737-400 BAE ATP : B737-400 B767-300W BAE ATP : B737-400 BAE ATP : B737-400 BAE ATP : B737-400 B767-8787-8737-400 B767-878 : B747-400 : B777 : MD11 BAE ATP : B737-400	Not to be used if Stands 81 in use Not to be used if Stands 80, 82 or 83Wide in use Not to be used if Stands 81 or 83Wide in use Not to be used if Stands 83Wide in use Not to be used if Stands 83Wide in 84 or 85 in use Not to be used if Stands 83Wide or 85 in use
in / push-back stands e used for most Code D aircraft but this renders Stands 70R, 70, 70L, 72, 73 and 73L unuseable sitions - width 64.99m, length 70.7m B787-200 during B747 pushback from stand 83Wide B737-800W during B747 pushback from stand 83Wide B737-900 during B747 pushback from stand 83Wide during B747 pushback from stand 83Wide B737-300 during B747 pushb	79 ++ ⁴ 80 81 82 83 83 83 83 84 85	29.20 47.57 41.10 29.20 30.63 30.63 30.63 30.63 30.63 30.63 30.63 50.90	54.94 54.94 54.94 54.94	B737-400 : AN-26 : Fk50 : F27 BAE ATP : B737-400 BAE ATP : B737-400 B767-300W BAE ATP : B737-400 BAE ATP : B737-400 B767-8F : B747-400 : B777 : MD11 BAE ATP : B737-400 B767-300W	Not to be used if Stands 81 in use Not to be used if Stands 80, 82 or 83Wide in use Not to be used if Stands 81 or 83Wide in use Not to be used if Stand 83Wide in use Not to be used if Stand 83Wide in 84 or 85 in use Not to be used if Stands 83Wide or 85 in use Not to be used if Stands 83Wide or 85 in use Not to be used if Stands 83Wide or 85 in use
e used for most Code D aircraft but this renders Stands 70R, 70, 70L, 72, 73 and 73L unuseable sions - width 64.99m, length 70.7m B707-200 during B747 pushback from stand 83Wide B737-900W during B747 pushback from stand 83Wide I during B747 pushback from stand 83Wide B737-900 during B747 pushback from stand 83Wide B737-900 during B747 pushback from stand 83Wide B737-300 during B747 pushback from stand 83Wide B737-200W then 73 can increase to 737-400 B737-300 then 74-787-200/300 (not W) but if 74-757-200W then 73 can increase to 737-400 B737-300 then 74-787-200/300 (not W) but if 74-757-200W then 73 can increase to 737-400 B737-300 then 74-787-200/300 (not W) but if 74-757-200W then 73 can increase to 737-400 B737-300 then 74-787-200/300 (not W) but if 74-757-200W then 73 can increase to 737-400 B737-300 then 74-787-200/300 (not W) but if 74-757-200W then 73 can increase to 737-400 B737-300 then 74-787-200/300 (not W) but if 74-757-200W then 73 can increase to 737-400 B737-300 then 74-787-200/300 (not W) but if 74-757-200W then 73 can increase to 737-400 B737-300 then 74-787-200/300 (not W) but if 74-757-200W then 73 can increase to 737-400 B737-300 then 74-787-200/300 (not W) but if 74-757-200W then 73 can inc	79 ++* 80 81 82 83 83Wide ++ 84 85	29.20 29.20 47.57 41.10 29.20 30.63 30.63 30.63 30.63 30.63 30.63 30.63 30.63 30.63	36.50 36.50 36.50 36.50 36.50 36.50 36.50	B737-400 : AN-28 : Fk50 : F27 BA¢ ATP : B737-400 BA¢ ATP : B737-400 B767-300W BA¢ ATP : B737-400 BA¢ ATP : B737-400 BA¢ ATP : B737-400 B747-8F : B747-400 : B777 : MD11 BA¢ ATP : B737-400 B767-300W BA¢ ATP : B737-400	Not to be used if Stands 81 in use Not to be used if Stands 80, 82 or 83Wide in use Not to be used if Stands 81 or 83Wide in use Not to be used if Stand 83Wide in use Not to be used if Stands 81, 82, 83, 84 or 85 in use Not to be used if Stands 81, 82, 83, 84 or 85 in use Not to be used if Stands 83Wide or 85 in use Not to be used if Stands 83Wide, 84 or 86 in use Not to be used if Stands 83Wide, 84 or 86 in use
B787-200 during B747 pushback from stand 83Wide B737-800W during B747 pushback from stand 83Wide B737-800W during B747 pushback from stand 83Wide during B747 pushback from stand 83Wide B737-300 during B747 pushback from stand 83Wide B737-200W then 73 can increase to 737-400 F74/74L (733+ATP+734+763) F74/74L (733+ATP+752W-763) F74/74L (733+ATP+752W-763) F75/74/752W-752W-752Y-752) F763+763) F763+763+763+763+763+763+763+763+763+763+	79 +44 80 81 82 83 83Wide ++ 84 85 86 85 86 Notes:	29.20 47.57 41.10 29.20 30.63 30.63 50.90 30.63 30.63 30.63 30.63 30.63 30.63 30.63 30.63 80.40 30.63	36.50 54.94 36.50 36.50 76.30 36.50 54.94 36.50	B737-400; AN-26; FK50; F27 BA¢ ATP: B737-400 BA¢ ATP: B737-400 B767-300W BA¢ ATP: B737-400 BA¢ ATP: B737-400 BA¢ ATP: B737-400 BA¢ ATP: B737-400 B767-8F: B747-400: B777: MD11 BA¢ ATP: B737-400 B767-300W BA¢ ATP: B737-400	Not to be used if Stands 81 in use Not to be used if Stands 80, 82 or 83Wide in use Not to be used if Stands 81 or 83Wide in use Not to be used if Stands 81 lor 83Wide in use Not to be used if Stands 81, 82, 83, 84 or 85 in use Not to be used if Stands 81, 82, 83, 84 or 85 in use Not to be used if Stands 83Wide or 85 in use Not to be used if Stands 83Wide, 84 or 86 in use Not to be used if Stands 83Wide, 84 or 86 in use
B737-900W during B747 pushback from stand 83Wide I during B747 pushback from stand 83Wide B737-300 during B747 pushback from stand 83Wide B737-300 during B747 pushback from stand 83Wide B737-300 during B747 pushback from stand 83Wide B737-300W then 73 can increase to 737-400 mbos - 73=737-300 then 74=787-200/300 (not W) but if 74=757-200W then 73 can increase to 737-400 mbos - 73=737-300 then 74=787-200/300 (not W) but if 74=757-200W then 73 can increase to 737-400 mbos - 73=737-300 then 74=787-200/300 (not W) but if 74=757-200W then 73 can increase to 737-400 mbos - 73=737-300 then 74=787-200/300 (not W) but if 74=757-200W then 73 can increase to 737-400 mbos - 73=734-734+734+734+734-734-734-734-734-734-734-734-734-734-	79 +4 80 81 82 83 83Wide ++ 84 85 86 85 86 85 86 81 85 86 86 87 88 87 88 88 88 88 88 88 88 88 88 88	29.20 47.57 41.10 29.20 30.63 30.63 50.90 30.63 30.63 30.63 30.63 30.63 30.63 30.63 30.63 30.63 30.63 50.90 30.63 50.90 30.63 50.90 50 50.90 50.90 50.90 50.90 50.90 50.90 50 50.90 50 50 50 50 50 50 50 50 50 50 50 50 50	36.50 54.94 36.50 36.50 36.50 36.50 36.50 36.50 36.50 54.94 36.50 54.94 36.50	B737-400 : AN-26 : Fk50 : F27 BA¢ ATP : B737-400 BA¢ ATP : B737-400 B767-300W BA¢ ATP : B737-400 BA¢ ATP : B737-400 BA¢ ATP : B737-400 BA¢ ATP : B737-400 B747-8F : B747-400 : B777 : MD11 BA¢ ATP : B737-400 B767-300W BA¢ ATP : B737-400 B767-300W BA¢ ATP : B737-400 B767-300W BA¢ ATP : B737-400	Not to be used if Stands 81 in use Not to be used if Stands 80, 82 or 83Wide in use Not to be used if Stands 81 or 83Wide in use Not to be used if Stands 83Wide in use Not to be used if Stands 81, 82, 83, 84 or 85 in use Not to be used if Stands 83Wide or 85 in use Not to be used if Stands 83Wide, 84 or 86 in use Not to be used if Stands 83Wide, 84 or 86 in use Not to be used if Stands 85 in use Not to be used if Stands 85 in use
I during B747 pushback from stand 83Wide B737-300 during B747 pushback from stand 83Wide B737-300 during B747 pushback from stand 83Wide mbos - 73=737-300 then 74=767-200/300 (not W) but if 74=757-200W then 73 can increase to 737-400 r74/74L (733+ATP+734+763) 80+82+83+84+86 (734+734+734+734-734-734-734-734-734-734-734-752/W-752/W-752/W-752+752) 81+83+85 (734+747-8+734-734-734-734-734-734-734-734-734-734-	79 +4 80 81 82 83 83Wide ++ 84 85 86 85 86 87 10 to	29.20 47.57 41.10 29.20 30.63 30.63 30.63 30.63 30.63 30.63 30.63 30.63 30.63 30.63 50.90 30.63 50.90 30.63 50.90 30.63 50.90 30.63 50.90 50 50.90 50.90 50.90 50.90 50.90 50.90 50 50.90 50 50 50 50 50 50 50 50 50 50 50 50 50	36.50 54.94 36.50 36.50 36.50 76.30 36.50 76.30 36.50 54.94 36.50 54.94 36.50 54.94 36.50 54.94 36.50	B737-400 : AN-26 : Fk50 : F27 BA¢ ATP : B737-400 BA¢ ATP : B737-400 B767-300W BA¢ ATP : B737-400 BA¢ ATP : B737-400 BA¢ ATP : B737-400 BA¢ ATP : B737-400 B747-8F : B747-400 : B777 : MD11 BA¢ ATP : B737-400 B767-300W BA¢ ATP : B737-400	Not to be used if Stands 81 in use Not to be used if Stands 80, 82 or 83Wide in use Not to be used if Stands 81 or 83Wide in use Not to be used if Stands 81 81 82, 83, 84 or 85 in use Not to be used if Stands 83Wide or 85 in use Not to be used if Stands 83Wide or 85 in use Not to be used if Stands 83Wide, 84 or 86 in use Not to be used if Stands 83Wide, 84 or 86 in use Not to be used if Stands 83Wide, 84 or 86 in use Not to be used if Stands 83Wide, 84 or 86 in use Not to be used if Stands 85 in use
mbos - 73=737-300 then 74=767-200/300 (not W) but if 74=757-200W then 73 can increase to 737-400 mbos - 73=737-300 then 74=767-200/300 (not W) but if 74=757-200W then 73 can increase to 737-400 mbos - 73=737-300 then 74=767-200/300 (not W) but if 74=757-200W then 73 can increase to 737-400 mbos - 73=734-734+734+734+734+734+734+734+734+734+734+	79 +4 80 81 82 83 83Wide ++ 84 85 86 Stands 70 to Notes: + + + +	29.00 47.57 41.10 29.20 30.63 30.63 30.63 30.63 30.63 30.63 30.63 30.63 30.63 30.63 50.90 30.63 50.90 30.63 50.90 30.63 50.90 30.63 50.90 50 50.90 50 50.90 50 50 50 50 50 50 50 50 50 50 50 50 50	36.50 54.94 36.50 36.50 76.30 76.30 36.50 36.50 54.94 36.50 54.94 36.50 54.94 36.50 54.94 36.50	B737-400 : AN-26 : Fk50 : F27 BAE ATP : B737-400 B747-8F : B747-400 : B777 : MD11 BAE ATP : B737-400 B767-300W	Not to be used if Stands 81 in use Not to be used if Stands 80, 82 or 83Wide in use Not to be used if Stands 81 or 83Wide in use Not to be used if Stands 83Wide in use Not to be used if Stands 83Wide or 85 in use Not to be used if Stands 83Wide or 85 in use Not to be used if Stands 83Wide, 84 or 86 in use Not to be used if Stands 83Wide, 84 or 86 in use Not to be used if Stands 83Wide, 84 or 86 in use Not to be used if Stands 83Wide, 84 or 86 in use Not to be used if Stands 85 in use
mbos - 73=737-300 then 74=767-200/300 (not W) but if 74=757-200W then 73 can increase to 737-400 74-7474L (733+ATP+734+763) 80+82+83+84+86 (734+734+734+734-734,	79 +4 80 81 82 83 83Wide ++ 84 85 86 86 Stands 70 to Notes: + + + + + + + + + + + +	29.00 47.57 41.10 29.20 30.63 30.63 30.63 30.63 30.63 30.63 30.63 30.63 30.63 50.90 30.63 50.90 30.63 50.90 30.63 50.90 30.63 50.90 30.63 50.90 30.63 50.90 50 50.90 50.90 50.90 50.90 50.90 50.90 50 50.90 50 50 50 50 50 50 50 50 50 50 50 50 50	36.50 54.94 36.50 36.50 36.50 76.30 76.30 36.50 54.94 36.50 54.94 36.50 54.94 36.50 54.94 36.50 54.94 36.50 54.94 36.50	B737-400 : AN-26 : Fk50 : F27 BAE ATP : B737-400 B747-8F : B747-400 : B777 : MD11 BAE ATP : B737-400 B767-300W B767-300W BAE ATP : B737-400 B767-300W B767-300	Not to be used if Stands 81 in use Not to be used if Stands 80, 82 or 83Wide in use Not to be used if Stands 81 or 83Wide in use Not to be used if Stands 83Wide in use Not to be used if Stands 83Wide or 85 in use Not to be used if Stands 83Wide or 85 in use Not to be used if Stands 83Wide, 84 or 86 in use Not to be used if Stands 83Wide, 84 or 86 in use Not to be used if Stands 83Wide, 84 or 86 in use Not to be used if Stands 83Wide, 84 or 86 in use Not to be used if Stands 85 in use
774/74L (733+ATP+734+783) 80+82+83+84+88 (734+734+734+734	79 +4 80 81 82 83 83Wide ++ 84 85 86 86 86 86 86 87 80 81 81 82 83 84 85 86 86 86 86 86 86 86 86 86 86	29.00 47.57 41.10 29.20 30.63 30.63 30.63 30.63 30.63 30.63 30.63 30.63 30.63 30.63 30.63 50.90 30.63 50.90 30.63 50.90 30.63 50.90 30.63 50.90 30.63 50.90 30.63 50.90 50.90 30.63	36.50 54.94 36.50 36.50 76.30 76.30 36.50 36.50 54.94 36.50 36.50 an be used to mensions - mensions - d to B737-3 d to B737-3	B737-400 : AN-26 : Fk50 : F27 BAE ATP : B737-400 B747-8F : B747-400 : B777 : MD11 BAE ATP : B737-400 B747-8F : B747-400 B747-300W BAE ATP : B737-400 B767-300W BAE ATP : B737-400 B767-300W	Not to be used if Stands 81 in use Not to be used if Stands 80, 82 or 83Wide in use Not to be used if Stands 81 or 83Wide in use Not to be used if Stand 83Wide in use Not to be used if Stands 81, 82, 83, 84 or 85 in use Not to be used if Stands 83Wide or 85 in use Not to be used if Stands 83Wide, 84 or 86 in use Not to be used if Stands 83Wide, 84 or 86 in use Not to be used if Stands 83Wide, 84 or 86 in use Not to be used if Stand 85 in use Not to be used if Stand 85 in use
+71+73+7474L (733+ATP+734+763)	79 +4 80 81 82 83 83Wide ++ 84 84 84 85 86 86 86 86 86 88 88	29.20 47.57 41.10 29.20 30.63 30.63 30.63 30.63 30.63 30.63 30.63 30.63 30.63 30.63 50.90 30.63 30.63 50.90 30.63 50.90 30.63 50.90 30.63 50.90 30.63 50.90 30.63 50.90 50	36.50 54.94 36.50 36.50 76.30 76.30 36.50 54.94 36.50 54.94 36.50 65.50	B737-400 : AN-26 : Fk50 : F27 BAE ATP : B737-400 B747-8F : B747-400 : B777 : MD11 BAE ATP : B737-400 B767-300W BAE ATP : B737-400 B773-300W BAE ATP : B737-400 B773-400W B773-	Not to be used if Stands 81 in use Not to be used if Stands 80, 82 or 83Wide in use Not to be used if Stands 81 or 83Wide in use Not to be used if Stand 83Wide in use Not to be used if Stands 81, 82, 83, 84 or 85 in use Not to be used if Stands 83Wide or 85 in use Not to be used if Stands 83Wide, 84 or 86 in use Not to be used if Stands 83Wide, 84 or 86 in use Not to be used if Stands 83Wide, 84 or 86 in use Not to be used if Stands 83Wide, 84 or 86 in use Not to be used if Stand 85 in use Not to be used if Stand 85 in use Not to be used if Stand 85 in use
2+74/74L (755W+752W+763) 81+83+85 (763W+734/ATP+763W) 1+71+73L+74L (733+ATP+752+752) 80+83WIDE+86 (734+747-8+7348 8L+74L (752W+752+752) (763+763) 8R+78L (734+734)	79 + 4 80 81 82 83 83 83Wide ++ 84 84 85 86 86 87 10 to 10 10 to 1	29.00 47.57 41.10 29.20 30.63 30.63 30.63 30.63 30.63 30.63 30.63 30.63 30.63 30.63 50.90 30.63 50.90 30.63 50.90 30.63 50.90 30.63 50.90 30.63 50.90 50 50 50 50 50 50 50 50 50 50 50 50 50	36.50 54.94 36.50 36.50 36.50 76.30 76.30 36.50 54.94 36.50 54.94 36.50 64.94 36.50 65.70 40 60 60 60 60 60 60 60 60 60 60 60 60 60	B737-400 : AN-26 : Fk50 : F27 BAE ATP : B737-400 B767-300W BAE ATP : B737-400 B767-300W B767-300W BAE ATP : B737-400 B773-300 then 74-767-200/300 (not V	Not to be used if Stands 81 in use Not to be used if Stands 80, 82 or 83Wide in use Not to be used if Stands 81 or 83Wide in use Not to be used if Stands 83Wide in use Not to be used if Stands 83Wide or 85 in use Not to be used if Stands 83Wide or 85 in use Not to be used if Stands 83Wide, 84 or 86 in use Not to be used if Stands 83Wide, 84 or 86 in use Not to be used if Stands 83Wide, 84 or 86 in use Not to be used if Stands 85 in use Not to be used if Stand 85 in use Not to be used if Stand 85 in use Not to be used if Stand 85 in use
9.+714-73L+74L (733+ATP+752+752) 80+83WIDE+86 (734+747-8+734 9L+74L (752W+752+752) (763+763) (763+763) (763+764) (763+764)	79 +4 80 81 82 83 83Wide ++ 84 85 86 86 Notes: + + + + + + + + (®)	29.20 47.57 41.10 29.20 30.63 30.63 30.63 30.63 30.63 30.63 30.63 30.63 30.63 88.40 30.63 50.90 30.63 50.90 30.63 50.90 30.63 50.90 30.63 50.90 30.63 50.90 50.90 30.63 50.90 30.63 50.90 50 50 50 50 50 50 50 50 50 50 50 50 50	36.50 54.94 36.50 36.50 76.30 36.50 36.50 54.94 36.50 54.94 36.50 ose-in / put an be used the mensions - d to B737-9 d to B737-9 4 combos -	B737-400 : AN-28 : Fk50 : F27 BAE ATP : B737-400 B747-8F : B747-400 : B777 : MD11 BAE ATP : B737-400 B767-300W	· · · · · · · · · · · · · · · · · · ·
3L+74L (752W+752+752) (763+763) 8R+78L (734-734-734)	79 + 4 80 81 82 83 83Wide + 4 84 85 86 86 86 1 + 2 1 + 2 1 + 4 88 84 84 86 86 86 86 86 86 86 86 86 86 86 86 86	29.20 47.57 41.10 29.20 30.63 30.63 30.63 30.63 30.63 30.63 30.63 30.63 80.40 30.63 30.63 80.40 30.63 80.40 30.63 80.40 30.63 50.90 30.63 80.40 10.63 50.90 30.63 50.90 50	36.50 54.94 36.50 36.50 36.50 36.50 36.50 36.50 36.50 64.94 36.50 seein / pu: mensions - d to B767-2 d to B767-2 d to B737-8 4 combos -	B737-400 : AN-28 : Fk50 : F27 BAE ATP : B737-400 B767-300W B777-300W	· The state of the
8R+78L	79 + 4 80 81 82 83 83Wide + + 84 85 86 86 86 87 884 89 885 886 886 886 886 886 886 886 886 886	29.20 47.57 41.10 29.20 30.63 30.63 30.63 30.63 30.63 30.63 30.63 30.63 30.63 30.63 80.40 30.63 30.63 50.90 30.63 50.90 30.63 50.90 30.63 50.90 30.63 50.90 30.63 50.90 30.63 50.90 30.63 50.90 50 50 50 50 50 50 50 50 50 50 50 50 50	36.50 54.94 36.50 36.50 76.30 76.30 36.50 36.50 36.50 36.50 36.50 36.50 4 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	B737-400 : AN-26 : Fk50 : F27 BAE ATP : B737-400 BAE ATP : B737-400 B767-300W B777-300W B767-300W B777-300W B	· ·
8R+78L	79 +4 80 81 82 83 83Wide ++ 84 85 86 86 86 870 to: Notes: + + + + + + + + # # # # # # # # # # #	29.20 47.57 41.10 29.20 30.63 30.63 30.63 30.63 30.63 30.63 30.63 30.63 30.63 30.63 80.40 30.63 30.63 80.90 30.63 80.90 30.63 80.90 30.63 50.90 30.63 80.90 30.63 50.90 30.63 50.90 30.63 50.90 30.63 50.90 30.63 50.90 30.63 50.90 30.63 50.90 30.63 50.90 30.63 50.90 30.63 50.90 30.63 50.90 30.63 50.90 30.63 50.90 30.63 50.90 30.63 50.90 50	36.50 54.94 36.50 36.50 76.30 36.50 36.50 36.50 36.50 36.50 36.50 64.94 36.50 36.50 64.94 36.50 40.00 64.94 36.50 40.00 64.94 36.50 40.00 64.94 64.94	B737-400 : AN-26 : Fk50 : F27 BAE ATP : B737-400 BAE ATP : B737-400 B767-300W BAE ATP : B737-400 BAE ATP : B737-400 BAE ATP : B737-400 B767-300W B76	· ·
70/1	79 +4 80 81 82 83 83Wide ++ 84 85 86 86 86 86 87 81 84 85 86 86 86 86 86 86 86 86 86 86 86 86 86	29.200 47.57 41.10 29.20 30.63 30.63 30.63 30.63 30.63 30.63 30.63 80.40 30.63 30.63 80.40 30.63 80.40 30.63 50.90 30.63 80.40 80 are all no Stand 71 di Downgrade Downgrade Composite to Composite to Composite to Composite to Composite to Composite Stand 73+7 Combinatio Combinatic Combi	36.50 54.94 36.50	B737-400 : AN-26 : Fk50 : F27 BAE ATP : B737-400 B767-300W B747 pushback from stand 83 00W during B747 pushback from stand 83 0752-737-300 then 74=767-200/300 (not \) 733+ATP+734+763) (733+ATP+752+752) (752W+752+752)	
(/L+/8X (MUT+/5/W)	79 +4 80 81 82 83 83 83 83 84 85 86 86 86 86 86 86 86 86 86 86 86 86 86	29.00 47.57 41.10 29.20 30.63 30.63 30.63 30.63 30.63 30.63 30.63 30.63 30.63 30.63 30.63 80.40 30.63 30.63 50.90 30.63 50.90 30.63 50.90 30.63 50.90 30.63 50.90 30.63 50.90 30.63 50.90	36.50 54.94 36.50 36.50 76.30 76.30 36.50 36.50 54.94 56.50 56	B737-400 : AN-26 : Fk50 : F27 BAE ATP : B737-400 BAE ATP : B737-400 B767-300W BAE ATP : B737-400 BAE ATP : B737-400 B767-300W BAE ATP : B737-400 B767-300W B767-300W BAE ATP : B737-400 B767-300W B76	· · · · · · · · · · · · · · · · · · ·







SUPPLEMENTARY INSTRUCTION (SI) – AERODROME MANUAL / AIRSIDE OPERATIONAL INSTRUCTION

Appendix B: Maintenance Area Stand Directory

	65 40.41 AAMB1 11.00 AAMB2 11.00 DON1-30 22.04 GA1-6 22.04 GA7-10 36.00 GA11-15 31.70 IAGWA8-10 - IAGWA8-10 - IAGWA8-10 - IAGWA8-10 1.53 RRHGR1-8 31.70 RVL1-25 # 17.65 H145RVL1-5 21.44 BCTHGR - ABCHGR(N) - ABCHGR(N) -						.7 10	-7 10	-7 10	7		30 12	30 2	MB1 MB2 N1-30	MB1 MB2	MB1			64 30.63	63WP 47.57	62 40.41	61 34.32	60LAEGRA 30.63	No. WIDTH (m)	MAX.	Maintenance Area Capacities	
	CL604; F2000; C680+ A321; B737-800W GS650; BAe146; GX8000 B757-200W B737-800 BBJ8; Gulfstream 650 BB58 Baron; SF260 Marchetti GS650; GX8000 Cessna 406; King Air 350 Saab 340 A321 B737-400W B757-200W	CL604; F2000; C680+ A321; B737-800W GS650; BAe146; GX8000 B757-200W B737-800 BBJ8; Gulfstream 650 B58 Baron; SF260 Marchetti GS650; GX8000 Cessna 406; King Air 350 Saab 340 A321 B737-400W	CL604; F2000; C680+ A321; B737-800W GS650; BAe146; GX8000 B757-200W B737-800 BBJ8; Gulfstream 650 BB58 Baron; SF260 Marchetti GS650; GX8000 Cessna 406; King Air 350 Saab 340 A321	CL604; F2000; C680+ A321; B737-800W GS650; BAe146; GX8000 B757-200W B737-800 BBJ8; Gulfstream 650 BB58 Baron; SF260 Marchetti GS650; GX8000 Cessna 406; King Air 350 Saab 340	CL604 ; F2000 ; C680+ A321 ; B737-800W GS650 ; BAe146 ; GX8000 B757-200W B737-800 BBJ8 ; Gulfstream 650 BB58 Baron ; SF260 Marchetti GS650 ; GX8000 Cessna 406 ; King Air 350	CL604; F2000; C680+ A321; B737-800W GS650; BAe146; GX8000 B757-200W B737-800 BBJ8; Gulfstream 650 BS8 Baron; SF260 Marchetti GS650; GX8000	CL604 ; F2000 ; C680+ A321 ; B737-800W GS650 ; BAe146 ; GX8000 B757-200W B737-800 BBJ8 ; Gulfstream 650 B58 Baron ; SF260 Marchetti	CL604; F2000; C680+ A321; B737-800W GS650; BAe146; GX8000 B757-200W B737-800 BBJ8; Gulfstream 650	CL604; F2000; F900; C680+ A321; B737-800W GS650; BAe146; GX8000 B757-200W B737-800	CL604; F2000; F900; C680+ A321; B737-800W GS650; BAe146; GX8000 B757-200W	CL604; F2000; F900; C680+ A321; B737-800W GS650; BAe146; GX8000	CL604; F2000; F900; C680+ A321; B737-800W	CL604; F2000; F900; C680+		Citation C.680 Sovereign+	Augusta A.109	Augusta A.109	A321; B737-800W; C130 Hercules	ATP; AN-26	B767-300 (not -300W)	C130 Hercules	A320; B737-700	ATP; AN-26	LARGEST TYPES			
MAX. LENGTH (m) LARGEST TYPES 26.01 ATP; AN-26 37.57 A320; B737-700 34.37 C130 Hercules 54.94 B767-300 (not-300W) 26.01 ATP; AN-26 45.00 A321; B737-800W; C130 Hercules 13.04 Augusta A.109 13.04 Augusta A.109	Caution jet blast Caution jet blast Caution jet blast Under tow only Under tow only Caution jet blast Under tow only	Caution jet blast Caution jet blast Caution jet blast Under tow only Under tow only Caution jet blast Under tow only	Caution jet blast Caution jet blast Caution jet blast Under tow only Under tow only Caution jet blast Under tow only Under tow only Caution jet blast Under tow only	Caution jet blast caution jet blast Caution jet blast that Caution jet blast Under tow only Under tow only Caution jet blast Caution jet blast	Caution jet blast ; taxi-in, tow-out Caution jet blast ; taxi-in, tow-out Caution jet blast Under tow only Under tow only Caution jet blast	Caution jet blast ; taxi-in, tow-out Caution jet blast ; taxi-in, tow-out Caution jet blast Under tow only Under tow only Caution jet blast	Caution jet blast caution, tow-out Caution jet blast taxi-in, tow-out Caution jet blast Under tow only Under tow only Caution jet blast	Caution jet blast Caution jet blast; taxi-in, tow-out Caution jet blast Caution jet blast Under tow only Under tow only Caution jet blast	Caution jet blast Caution jet blast; taxi-in, tow-out Caution jet blast Under tow only Under tow only	Caution jet blast Caution jet blast; taxi-in, tow-out Caution jet blast Under tow only	Caution jet blast Caution jet blast; taxi-in, tow-out Caution jet blast;	Caution jet blast Caution jet blast ; taxi-in, tow-out	Caution jet blast	Canton let plast	Caution let blact			Caution aircraft on 64		Caution a/c on 60/61/62/64/65	Tow from / to abeam Finger 60		Light Aircraft engine ground running	COMMENTS / REMARKS			
(C130 Hercules	Up to W/span 22.04m, Length 20.85m maximum Up to W/span 22.04m, Length 20.85m maximum W/span 31.7m, Length 34m maximum (GS650/GX7500/GX8000) B58/SF260 C406/KA350 N/A N/A	Up to W/span 22.04m, Length 20.85m maximum Up to W/span 22.04m, Length 20.85m maximum W/span 31.7m, Length 34m maximum (GS650/GX7500/GX8000) B58/SF260 C406/KA350 N/A	Up to W/span 22.04m, Length 20.85m maximum Up to W/span 22.04m, Length 20.85m maximum W/span 31.7m, Length 34m maximum (GS650/GX7500/GX8000) B58/SF260 C406/KA350	Up to W/span 22.04m, Length 20.85m maximum Up to W/span 22.04m, Length 20.85m maximum W/span 31.7m, Length 34m maximum (GS650/GX7500/GX8000) B58/SF260 C406/KA350	Up to W/span 22.04m, Length 20.85m maximum Up to W/span 22.04m, Length 20.85m maximum W/span 31.7m, Length 34m maximum (GS650/GX7500/GX8000) B58/SF260 C406/KA350	Up to W/span 22.04m, Length 20.85m maximum Up to W/span 22.04m, Length 20.85m maximum W/span 31.7m, Length 34m maximum (GS650/GX7500/GX8000) B58/SF260	Up to W/span 22.04m, Length 20.85m maximum Up to W/span 22.04m, Length 20.85m maximum W/span 31.7m, Length 34m maximum (GS650/GX7500/GX8000) B58/SF260	Up to W/span 22.04m, Length 20.85m maximum Up to W/span 22.04m, Length 20.85m maximum W/span 31.7m, Length 34m maximum (GS650/GX7500/GX8000)	Up to W/span 22.04m, Length 20.85m maximum Up to W/span 22.04m, Length 20.85m maximum W/span 31.7m, Length 34m maximum (GS650/GX7500/GX8000)	Up to W/span 22.04m, Length 20.85m maximum Up to W/span 22.04m, Length 20.85m maximum W/span 31.7m, Length 34m maximum (GS650/GX7500/GX8000)	Up to W/span 22.04m, Length 20.85m maximum Up to W/span 22.04m, Length 20.85m maximum W/span 31.7m, Length 34m maximum (GS650/GX7500/GX8000)	Up to W/span 22.04m, Length 20.85m maximum Up to W/span 22.04m, Length 20.85m maximum	Up to W/span 22.04m, Length 20.85m maximum		Up to W/span 22.04m. Length 20.85m maximum	N/A	NA	NA	N/A	W/span 28.7m, Length 29.5m maximum (GS5/GX5000/GX5500)	N/A	N/A	N/A	SELF-MANOEUVRING		Dec-2	

AOI 5, Section 2. Aircraft Parking and Safety Practices, 2.2 Maintenance Area Operations

K. The largest aircraft that can self-manoeuvre on taxiway MA is a King Air 350 (w/s 17.65m). Aircraft up to a maximum wingspan of 21.45m / length 19.73m (Saab 340B) can be towed along the MA taxiway to from Hangar 21

Originator - Developments & Confirmed By - Developments and Safeguarding Officer
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