

AOI 5 APRON MANAGEMENT

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AERODROME MANUAL/ AOI REF(s) -	AOI 5, section 1 Aircraft Pushback Procedures and Section 2. Aircraft Parking and Safety Practices				

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

Aug 21				CENTRAL & CENTRAL WEST APRONS	
Stand No.	MAX. WIDTH (m)	MAX. LENGTH (m)	LARGEST TYPES	COMMENTS / REMARKS	
4	28.72	38.89	EMB-195	Nose-in / Push-Back	A321neo = A321neo & A320neo with Sharklets B737-800SW = B737-800 with Sharklet winglets
5	36.00	39.47	B737-300SW ; B737-MAX8	Nose-in / Push-Back	
6	36.00	39.47	B737-300SW ; B737-MAX8	Nose-in / Push-Back	
7	36.00	39.47	B737-300SW ; B737-MAX8	Nose-in / Push-Back	
8	36.00	44.51	A321neo ; B737-300SW ; B737-MAX8	Nose-in / Push-Back	
9	36.00	38.47	B737-300SW ; B737-MAX8	Nose-in / Push-Back	
10	36.00	39.47	B737-300SW ; B737-MAX8	Nose-in / Push-Back	
11	36.00	39.47	B737-300SW ; B737-MAX8	Nose-in / Push-Back	
12L	28.42	32.84	DHC-8-Q400	Nose-in / Push-Back ; use in conjunction with stand 14L	
12R	36.00	39.47	B737-300SW ; B737-MAX8	Nose-in / Push-Back ; use in conjunction with stand 14R	
14L	50.90	54.94	B767-300W	Nose-in / Push-Back ; use in conjunction with stand 12L	
14R	41.10	47.80	B767-300W	Nose-in / Push-Back ; use in conjunction with stand 12R	
15	41.10	47.80	B767-300W	Nose-in / Push-Back	
16	41.10	47.80	B767-300W	Nose-in / Push-Back	
17	36.00	44.51	A321neo ; B737-300SW ; B737-MAX8	Nose-in / Push-Back	
20	50.90	54.94	B767-300W	Nose-in / Push-Back ; not to be used if 21 or 22 in use	Access via beltmouth ROULE only
21	36.00	44.51	A321neo ; B737-300SW ; B737-MAX8	Tail-in / Tail-out ; not to be used if 20 in use	
22	36.00	44.51	A321neo ; B737-300SW ; B737-MAX8	Nose-in / Push-Back ; not to be used 20 or 24 in use	
23	36.00	44.51	A321neo ; B737-300SW ; B737-MAX8	Tail-in / Tail-out ; not to be used if 24 in use	Access via beltmouth QUEBEC only
24	41.10	47.80	B767-300W	Tail-in / Tail-out ; not to be used if 22 or 23 in use	Access via beltmouth QUEBEC only
30	35.50	45.06	A321 ; B737-300W ; MD-80	Nose-in / Push-Back	
Stand 30 Nose TT	(Length 37.55m to 45.06m)			A321 ; B737-300 ; B737-300W ; MD-80/81/82/83 ; MD-87 - pull front of nose to TT	
Stand 30 A320NW	(Length 33.81m to 37.57m)			A320 ; B737-300 ; B737-400 ; B737-700W ; CRJ-900 ; DHC-8-400 ; F4U ; YAK42 - use nosewheel mark for nosewheel	
Stand 30 A319NW	(Length up to 33.80m)			A319 ; A320 ; B737-300 ; B737-400 ; CRJ-900 ; CRJ-100 ; DHC-8-100 ; EMB-135/145 - use nosewheel TT for nosewheel	
31	23.50	32.50	CRJ-700 ; EMB-145 ; J441	Nose-in / Push-Back ; Up to J441 can self-manoeuvre if held back on J441NW TT and minimal breakaway power used	
32	35.50	39.50	B737-300W	Nose-in / Push-Back	
33	35.50	39.50	B737-300W	Nose-in / Push-Back	
40	35.50	39.50	B737-300W	Nose-in / Push-Back ; Not to be used if stand 42 in use	
41	35.50	44.51	B737-300W ; A321neo	Nose-in / Push-Back ; Not to be used if stand 42 in use	
42*	60.93	63.73	B777-300 ; B787-900 ; A350-900-300	Nose-in / Push-Back ; Not to be used if 40 or 41 in use	
43	35.50	44.51	B737-300W ; A321neo	Nose-in / Push-Back	
44	35.50	44.51	B737-300W ; A321neo	Nose-in / Push-Back	
45	35.50	44.51	B737-300W ; A321neo	Nose-in / Push-Back ; Suitable for A321 but pushback may be difficult. Use pushback TT for B737-300W ideal positioning.	

Appendix A: East Apron Stand Directory

December 2021				EAST APRON		Changes in red
Stand No.	MAX. WIDTH (m)	MAX. LENGTH (m)	LARGEST TYPES	COMMENTS / REMARKS		
70R	22.81	21.58	SH360 ; SF340	Self-maneuvring ; Not to be used if Stands 70 ; 70L or 71 in use		Not to be used if Stand 71 used for a wide-bodied (Code D) aircraft
70	30.63	36.40	B737-400 ; BAe ATP	Not to be used if Stands 70R or 70L in use		
70L	41.10	47.32	B757-200W ; B737-800W ; A321	Not to be used if Stands 70R, 70 or 71 in use		
71+	30.63	68.30	B737-400 ; BAe ATP	Not to be used if Stands 70L or 72 in use		
72	41.10	47.32	B757-200W ; B737-800W ; A321	Not to be used if Stands 71, 73 or 73L in use		
73 @	28.89	36.40	B737-400	Not to be used if Stand 72 or 73L in use		
73L	38.06	47.32	B757-200 ; B737-800W ; A321	Not to be used if Stands 72, 73 or 74 in use		
74 @	47.57	54.94	B767-300	Not to be used if Stands 73L or 74L in use		
74L	38.06	47.32	B757-200 ; B737-800W ; A321	Not to be used if Stand 74 in use		
75R	29.20	36.40	B737-400 ; AN-28 ; FA50 ; F27	Not to be used if Stand 75 in use ; B737-400 nosewheel on 'T'		
75	51.00	54.94	B767-300W	Not to be used if Stands 75R or 76R in use		
76R	29.20	36.40	B737-400 ; AN-28 ; FA50 ; F27	Not to be used if Stands 75 or 76 in use ; B737-400 nosewheel on 'T'		
76	47.57	54.94	B767-300	Not to be used if Stand 76R or 76L in use		
76L	29.20	36.40	B737-400 ; AN-28 ; FA50 ; F27	Not to be used if Stand 76 in use ; B737-400 nosewheel on 'T'		
77R	29.20	36.40	B737-400 ; AN-28 ; FA50 ; F27	Not to be used if Stand 77 or 77L in use ; B737-400 nosewheel on 'T'		
77	51.00	54.94	B767-300W	Not to be used if Stand 77R, 77L or 78R in use		
77L	52.00	61.40	MD11 ; C17 ; DC10 ; B767-400	Not to be used if Stand 77R, 77L or 78R in use		
78R	29.20	36.40	B737-400 ; AN-28 ; FA50 ; F27	Not to be used if Stand 77, 77L, 78 or 78X in use ; B737-400 nosewheel on 'T'		
78 ++1	47.57	54.94	B767-300	Not to be used if Stand 77L, 78R or 78L in use		
78X ++2	41.10	47.32	B757-200W ; B737-800W ; A321	Not to be used if Stand 77L, 78R or 78L in use		
78L ++3	29.20	36.40	B737-400 ; AN-28 ; FA50 ; F27	Not to be used if Stand 78R, 78 or 78L in use		
79 ++4	30.63	36.50	BAe ATP ; B737-400	Not to be used if Stand 78 or 78X in use ; B737-400 nosewheel on 'T'		
80	30.63	36.50	BAe ATP ; B737-400	Not to be used if Stand 81 in use		
81	50.90	54.94	B767-300W	Not to be used if Stands 80, 82 or 83Wide in use		
82	30.63	36.50	BAe ATP ; B737-400	Not to be used if Stands 81 or 83Wide in use		
83	30.63	36.50	BAe ATP ; B737-400	Not to be used if Stand 83Wide in use		
83Wide ++	68.40	76.30	B747-6F ; B747-400 ; B777 ; MD11	Not to be used if Stands 81, 82, 83, 84 or 85 in use		
84	30.63	36.50	BAe ATP ; B737-400	Not to be used if Stands 83Wide or 85 in use		
85	50.90	54.94	B767-300W	Not to be used if Stands 83Wide, 84 or 86 in use		
86	30.63	36.50	BAe ATP ; B737-400	Not to be used if Stand 85 in use		
Stands 70 to 80 are all nose-in / push-back stands						
Notes:						
Stand 71 can be used for most Code D aircraft but this renders Stands 70R, 70, 70L, 72, 73 and 73L unuseable						
+						
Stand 71 dimensions - width 64.90m, length 70.7m						
++1						
Downgraded to B767-200 during B747 pushback from stand 83Wide						
++2						
Downgraded to B737-800W during B747 pushback from stand 83Wide						
++3						
Cannot be used during B747 pushback from stand 83Wide						
++4						
Downgraded to B737-300 during B747 pushback from stand 83Wide						
@						
Stand 73+74 combos - 73=737-300 then 74=767-200/300 (not W) but if 74=757-200W then 73 can increase to 737-400						
Stand Usage Combinations:						
70R/70+71+73+74/74L				(733+ATP+734+763)		Not to be used if Stand 71 used for a wide-bodied (Code D) aircraft
70L+72+74/74L				(752W+752W+763)		
70R/70+71+73L+74L				(733+ATP+752+762)		
70L+73L+74L				(752W+752+762)		
77+78				(763+763)		
77R+78R+78L				(734+734+734)		
77L+78X				(MD11+757W)		

Appendix B: Maintenance Area Stand Directory

Maintenance Area Capacities					
No.	MAX. WIDTH (m)	MAX. LENGTH (m)	LARGEST TYPES	COMMENTS / REMARKS	SELF-MANOEUVRING
60/LA/ERA	30.63	26.01	ATP, AN-26	Light Aircraft engine ground running	N/A
61	34.32	37.57	A320, B737-700		N/A
62	40.41	34.37	C130 Hercules	Tow from / to abeam Finger 60	N/A
63WP	47.57	54.94	B767-300 (not 300W)	Caution a/c on 60/61/62/64/65	W/SPAN 28.7m, Length 29.5m maximum (GS5/GX5000/GX5500)
64	30.63	26.01	ATP, AN-26		N/A
65	40.41	45.00	A321, B737-800W, C130 Hercules	Caution aircraft on 64	N/A
AAMB1	11.00	13.04	Augusta A.109		N/A
AAMB2	11.00	13.04	Augusta A.109		N/A
DOM-30	22.04	20.85	Citation C.680 Sovereign+	Caution jet blast	Up to W/SPAN 22.04m, Length 20.85m maximum
GAT-6	22.04	20.85	CL604, F2000, F900, C880+	Caution jet blast	Up to W/SPAN 22.04m, Length 20.85m maximum
GAT-10	36.00	44.51	A321, B737-800W	Caution jet blast, taxi-in, tow-out	Up to W/SPAN 22.04m, Length 20.85m maximum
GAT-15	31.70	34.00	GS650, BAe146, GX8000	Caution jet blast	W/SPAN 31.7m, Length 34m maximum (GS650/GX7500/GX8000)
IAGHGR1-7	-	-	B757-200W	Under tow only	
IAGWAB-10	-	-	B737-800	Under tow only	
JCB1-6	36.00	34.00	BBJ8, Gulfstream 650	Caution jet blast	
MA1-4	11.53	9.09	B680 B680, SF260 Marchetti		B680/SF260
RRHGR1-8	31.70	34.00	GS650, GX8000		
RVL1-25 #	17.65	13.34	Cessna 406, King Air 350		C406/K350
HI45RVL1-5	21.44	19.73	Saab 340	Under tow only	
BCTHR	-	-	A321	Under tow only	N/A
ABCHGR(N)	-	-	B737-400W	Under tow only	N/A
ABCHGR(S)	-	-	B757-200W	Under tow only	N/A
#	21.45	19.73	Saab 340B	Under tow only (MA taxiway to/from Hgr 21)	

Dec-21

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 & Safeguarding Projects Officer	Confirmed By -	Developments and Safeguarding Officer
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