

PUSH BACK PROCEDURES		TWR 118.655 MHZ GND 126.180 MHZ ATIS 119.080 MHZ	SANDEFJORD, TORP NORWAY	
Mandatory pushback from all stands on Main Apron based on approval from ATC. Self manouvering for certain aircraft types may be allowed from stands 1 and 15 (normally only when a neighbor stand is empty). Aircraft will be pushed back to different disconnect positions (DPSN) on apron TWY T according to stand and aircraft type (ICAO code letter). Pushback patterns and DPSNs are indicated on map Parking/Docking Chart. Note that most of the DPSNs (except 1, 1E, 1N and 5S) are located abeam Parking Stand with the same number to improve situational awareness when marking on ground is obscured by snow or ice. Pushback to DPSN 1, 2, 3, 4 and 5 implies use of the paved area east of TWY T. This area has the same surface and PCN value as TWY T, and all TWY edge lights are inset in the surface. Alternative pushback procedures (incl. instructions to perform long pushback or to pull forward) will be used to allow arriving aircraft to park in front of aircraft being pushed, or to allow other departing aircraft on adjacent stands to perform pushback in sequence. DPSN identifier will normally only be included in ATC approval for ACFT with code letter D and for alternative pushbacks.				
Stand	ACFT code letter	Standard pushback to: (DPSN will normally not be included in ATC approval)	1st alternative pushback to:	2nd alternative pushback to:
5	C	DPSN 5	DPSN 5S (ACFT facing south)	NIL
4	C	DPSN 4	NIL	NIL
3	C	DPSN 3	NIL	NIL
2	C	DPSN 2	NIL	NIL
1	C	DPSN 1	DPSN 1N (ACFT facing north)	DPSN 1E (ACFT facing east)
1	D	DPSN 1N (ACFT facing north)	NIL	NIL
10	C	DPSN 11	DPSN 12 (via long pushback)	DSPN 10/1E (via pull forward)
11	C	DPSN 12	DPSN 13 (via long pushback)	DPSN 11/10/1E (via pull forward)
12	C	DPSN 13	DPSN 14 (via long pushback)	DPSN 12/11/10/1E (via pull forward)
13	C	DPSN 14	DPSN 12/11/10/1E (via pull forward)	NIL
14	C	DPSN 14 (via pull forward)	DPSN 12/11/10/1E (via pull forward)	NIL
15	C	DPSN 14 (via pull forward)	DPSN 12/11/10/1E (via pull forward)	NIL
Important notes: • Pushback pattern for ACFT with code letter C from stand 1 to DPSN 1/1N includes a straight segment to ensure that ACFT with wingspan less than 30M being pushed is separated from ACFT with code letter C taxiing on apron TWY T between Stands 10-15 and TWY W2. • Pushback pattern for ACFT with code letter D from stand 1 to DPSN 1N will follow taxi pattern to this parking stand. Special safety arrangements apply to ensure adequate distances to traffic on internal road and to parked aircraft on Stand 2. • Pushback pattern from stand 5 to DPSN 5S will follow taxi pattern to this parking stand.				

CHANGES: NEW FREQUENCIES.