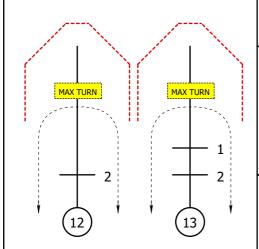
PUSH BACK PROCEDURES

TWR 118.355 MHZ GND 121.755 MHZ ATIS 126.005 MHZ

# STAVANGER LUFTHAVN, SOLA NORWAY



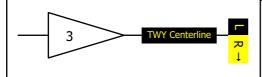
Aircraft will be pushed to different disconnection positions (DPSN) according to stand and aircraft type.

ACFT length nose gear — tail end  $\leq$  38.5 M. This includes:

DPSN 1 A318/319/320, AT43/44/45/72/76, ATP, B732/3/4/5/6/7/8/9, B37M/8M/9M, BCS1/3, CRJ9/X, DH8A/B/C/D, E120/145/170, E75L/S, E190/195, E275, E290/295, RJ85, SF34, SW4.

DPSN 2  $\begin{array}{l} \text{ACFT code} \leq \text{C with length nose gear -} \\ \text{tail end} > 38.5 \text{ M and all ACFT code D unless} \\ \text{DPSN 3 is required (see DPSN 3).} \\ \text{This includes, but is not limited to:} \\ \text{A21N/321, B752/3, MD81/2/3/7/8, MD90.} \\ \end{array}$ 

DPSN 3 All ACFT code  $\geq$  E and ACFT code D if mentioned below or instructed by ATC. This includes, but is not limited to: A-332/3/8/9, A342/3/5/6, A359/1, B742/3/4/8, B762/3/4, B772/L/3/W, B788/9/J.



## Stand 7-12 and 20-21

Aircraft mentioned under DPSN1 and DPSN2 shall request "long push and start". This implies straight pushback. There is only one marked DPSN on these stands. Adjacent TWY will be closed for ACFT movement.

### Stand 13-19 for ACFT using DPSN 1 and DPSN 2

DPSN 1: Request "push and start". This implies straight pushback to DPSN 1.

DPSN 2: Request "long push and start". This implies straight pushback to DPSN 2. Adjacent TWY will be closed for ACFT movement.

DPSN 2 ("long push") is available for ACFT normally using DPSN 1 on request, DSPN 2 is available on request when surface is contaminated or slippery.

# Stand 7-19 for ACFT using DPSN 3

Request "long push and start to align with TWY L". This implies that ACFT will be pushed to the centerline of TWY L, facing towards TWY R. Disconnect close to gate information sign. No marking.

### Stand 22-24 for ACFT using DSPN 1 and DSPN 1L

DPSN 1: Request "push and start". This implies straight pushback to DPSN 1.

DPSN 1L: Request "push to 1L and start". This implies curved pushback and pull towards holdingline TWY L1 to DPSN 1L. Adjacent TWY will be closed for ACFT movement.

## **All ACFT**

When taxing from DPSN 1 and 2, immediate max turn left or right. Minimum use of thrust is required.

DPSN 3 is available for all ACFT on request.

Longitudinal slope at disconnection positions stand 11-19 varies between 1.8 % and 3 %.

CHANGES: NEW FREQUENCIES.

20 MAR 2025