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Following supplement is issued for information, guidance and necessary action.

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STANDARD PROCEDURES FOR
PUSHBACK AND STARTUP OF AIRCRAFT
CHHATRAPATI SHIVAJI INTERNATIONAL AIRPORT
MUMBAI (VABB)

1. INTRODUCTION

- 1.1 The purpose of this AIP Supplement is to inform all external & internal stakeholders of Mumbai International Airport Pvt. Ltd.(MIAPL) of the Standard Pushback and Start up Procedures for aircraft and commissioning of two additional Links, one between TWY B1 & Y1 and second between TWY B4 & Y4 at Apron V at Chhatrapati Shivaji International Airport, Mumbai.
- 1.2 The objective of the pushback and start up procedure is to reduce ground conflicts in pushback and startup of aircraft, reduce ground delays and reduce radiotelephony congestion thereby enhancing the operational efficiency of Mumbai Airport.
- 1.3 The objective of commissioning of two additional Links as stated in Para 1.1 above is to reduce ground delays and ground conflict after push back of aircraft from specific aircraft parking stands at Apron V thereby enhancing the operational efficiency of Mumbai Airport.
- 1.4 These procedures shall apply to activities of all agencies involved in aircraft pushback and start-up at Mumbai Airport.

2. Refer Annexure 1 for specific conditions for Pushback and Start-up of aircraft.
3. Refer Annexure 2-1 to 2-49 for pushback procedure/charts from each Apron during specific runway in use.
4. Refer Annexure 3 for details of newly commissioned link.

NOTE: At South East Pier of Apron V, the majority of aircraft operations consists of Code C type, whereas the aircraft parking stands provided are MARS which can accommodate parking of two Code C or one Code E type alternatively. Therefore, as a measure to differentiate between pushback Charts for Code C and Code E type of aircraft from this part of apron, specifically from parking stands V23 to V32 and parking stands K3 to K6, Pushback Charts are numbered with a suffix of A for Code E type of aircraft, e.g. Chart at Annexure 2-42 is for Code C and Annexure 2-42A is for Code E, Annexure 2-43 for Code C and Annexure 2-43A for Code E etc.

5. Amendments/Cancellation

- 5.1 Cancel AIP Supplement 49/2014
- 5.2 Cancel NOTAM No. A1706/14 VABBYNYX
- 5.3 Insert text of Annexure 1 and Annexure 2 in VABB AD 2.20 of eAIP India.
- 5.4 Insert text of Annexure 3 in VABB AD 2.23, Taxiways.
- 5.5 Insert Charts of Annexure 2-1 to Annexure 2-49 in VABB AD 2.24 of eAIP India

ANNEXURE 1

1. Aircraft on all stands at CSI Airport, except on stands 25 to 31, shall be pushed back from the stand towards the taxilane/taxiway centerline, taking into account the taxi route to be followed.
2. MUMBAI GROUND (frequency 121.9/121.75 MHz, or any alternate frequency) shall be contacted for pushback and startup permission only after the Pilot-In-Command has established that the aircraft is 'ready' for pushback/start up.

Note: For the purpose of clarity, 'ready' means all doors of the aircraft are closed, the Passenger Boarding Bridge (s) (PBB) / Step Ladder (s) are disconnected / withdrawn, the tug is connected to the aircraft and the ground engineer is in position and in contact with the Pilot-In-Command (PIC).

3. On receiving the above mentioned information, ATC will allow pushback and startup of the aircraft depending on the traffic.
4. ATC may deviate from the standard pushback procedures as stated vide Annexure 2-1 to 2-49 for reasons such as traffic or work in progress.
5. Simultaneous push back from adjacent stands is not permitted.

Note: Adjacent stands shall include associated 'L' (left) and 'R' (right) stands except wherever specified otherwise.

6. Simultaneous startup of aircraft engine(s) at adjacent stands may be allowed subject to the airline operator / GHA ensuring safety of personnel / aircraft / property.
7. To approve the pushback and startup request from pilot, phraseology used by ATC may be as given below:

“ATC: [Call sign of Aircraft] GROUND, RUNWAY--, PUSHBACK AND STARTUP APPROVED”

8. When deviating from the standard pushback procedure due to any reason, ATC may use any other phraseology other than the one mentioned above.
9. The pilot shall adhere strictly to SOP by aircraft manufacturer/ relevant operational manuals for starting up engine(s) at idle power or breakaway at locations as described below.
10. At all times ground crew must strictly follow the safety instructions on hazard zones set out by aircraft manufacturer / relevant operational manuals.

11. Deployment of wing walkers/wing guards by airline is mandatory prior to undertaking pushback from any stand at CSI Airport.
12. On receipt of the clearance, the PIC shall read back the pushback clearance given by ATC, then co-ordinate with the ground crew for the pushback and start-up of the aircraft. The ground crew must ensure that the area in the front, behind and around the aircraft is clear of personnel, vehicles, equipment and other obstructions before commencing pushback and startup of the aircraft.
13. The PIC may start one engine, on idle power, before commencing pushback on the aircraft stand, in coordination with the ground crew.
14. Starting of 2nd engine on idle power, before commencing pushback on the aircraft stand, shall be permitted after PIC confirms to ATC that the 2nd engine is being started with appropriate power unit and necessary ground precautions have been ensured.
15. No cross-bleed startup by aircraft is permitted till the pushback and/or pull ahead procedure is complete and the Aircraft is aligned with the taxilane / taxiway centerline marking. Prior to starting the cross bleed, PIC shall seek confirmation from the ground crew for hazard free zone. At all times ground crew must follow the safety instructions on hazard zones set out by aircraft manufacturer/ relevant Operational manuals.
16. Ground crew of aircraft intending to do a cross bleed start must assess the clearance behind and in-front of aircraft and in case they feel that there is insufficient clearance, they shall request SMC for repositioning the aircraft to a position from where cross bleed start can take place. As a broad guideline a separation distance equivalent to 3 (three) aircraft length should be clear behind the aircraft so that there is no jet blast impact behind the aircraft due to cross bleed start.
17. Vehicle or movement of personnel is NOT permitted behind the aircraft once the anti-collision beacons of the aircraft have been switched ON.
18. For aircraft stands without dedicated pushback lines, stand lead-in line may be used for pushback guidance.
19. Tug Release Points have been provided, wherever necessary, for ease of identifying the point for releasing tug.
20. Nomenclature for Tug release points begins with letter 'T' followed by a numeral.
21. Pilots shall adhere to the pushback and startup procedures and will use minimum breakaway power.

ANNEXURE- 2

Pushback and Startup Procedures

Apron A

Stand	RWY	Push back procedure	Caution	Refer Pushback Chart/ Annexure No
A1 & A2	RWY 09	• Push back deep on TWY L4 and pull ahead up to Tug Release Point (T2). • Taxi out via TWY L1	• Only one aircraft to push back between stands A1 to A4 (both stands inclusive) at any point of time. • Aircraft pushing back deep on TWY- L4 will prohibit aircraft taxiing on TWY- N	Annexure 2-1
A3		• Push back facing West on Taxilane L and pull ahead up to Tug Release Point (T2). • Taxi out via TWY L1		
A4		• Push back facing West on Taxilane L up to Tug Release Point (T2). • Taxi out via TWY L1		
A5 to A12		• Pushback facing west on Taxilane L. • Taxi out via TWY L1.	• Pushback from alternate parking stands, A5 to A9 is permitted. • Stands A10, A11 & A12 are interdependent	Annexure 2-2
A1 to A4	RWY 14 RWY 27 RWY 32	• Aircraft on Stand A1 and A2 to pushback facing East on Taxilane L, up to TUG release point T1. • Aircraft on Stand A3 & A4 to pushback facing East on Taxilane L, up to Tug Release Point T2. • Taxi out via TWY L4.	• Stands A1 & A3 are interdependent. • Stands A3 & A5 are interdependent.	Annexure 2-3
A5 to A8		• Pushback facing East on Taxilane L. • Taxi out via TWY L4.	• Stands A5 & A3 are interdependent.	Annexure 2-4
A9 to A11		• Aircraft on Stand A9 to push back facing East on Taxilane L up to Tug Release Point T3. • Aircraft on stands A10 and A11 to push back and pull ahead up to Tug Release Point T3. • Taxi out via TWY L4.	• Only one aircraft to pushback between stands A9 to A12 (both stands inclusive) at any point of time. • Deep pushback on TWY L1 will prohibit another aircraft taxiing on TWY N.	Annexure 2-5
A12		• Push back deep on TWY L1 and pull ahead up to Tug Release Point T3. • Taxi out via TWY L4.		

Apron C

Stand	RWY	Push back procedure	Caution	Refer Pushback Chart/ Annexure No
1 to 3	RWY 32	• Pushback facing South-West on Taxilane K1 and pull ahead till abeam stand No. 3. • Taxi out via Taxilane K1.	• Aircraft on Stands 1 to 3 not to commence pushback until the aircraft pushing back from Stand 4 has taxied out.	Annexure 2-6
4 to 11		• Pushback facing South-West on Taxilane K1. • Taxi out via Taxilane K1.	• Aircraft on Stand 4 not to commence pushback until the aircraft pushing back from Stand 1 to 3 has taxied out. • Stands 10, 11 and 12 are interdependent.	Annexure 2-7
12		• Pushback deep on TWY K1 facing south till abeam stand 10 clear of TWY N. • Taxi out via Taxilane K1.		
1 to 10	RWY 09	• Pushback facing South-West on Taxilane K1. • Taxi out via Taxilane K1.	• Nil	Annexure 2-8
11 & 12		• Pushback deep on TWY N facing West. • Taxi out via TWY N		Annexure 2-9
1 to 8	RWY 14 RWY 27	• Pushback facing North-East on Taxilane K1. • Taxi out via Taxilane K1.	• Aircraft on stand 8 not to commence pushback until the aircraft pushing back from stands 9 or 10 has taxied out.	Annexure 2-10
9 to 11		• Pushback facing North-East on Taxilane K1 and pull ahead up to Tug Release Point (T4). • Taxi out via Taxilane K1.	• Pushback from stands 9, 10, 11 and 12 are interdependent.	Annexure 2-11
12		• Pushback on TWY N facing east. • Pull ahead up to till Tug release point T4 on Taxilane K1 • Taxi out via Taxilane K1		
25 to 31	RWY 09 RWY 14 RWY 27	• Power out facing North-West on Taxilane K1. • Taxi out via Taxilane K1.	• Nil	Annexure 2-12
25 & 26	RWY 32	• Push back deep facing North East on Taxilane K3 till abeam stand 37. • Taxi via stand 36 → TWY U	• Pushback from stands 25, 26, 27, 28, 34, 35, 37 and 38 are interdependent. • Pushback from stands 29, 30, 39 and 40 are Interdependent.	Annexure 2-13
27 & 28		• Pushback facing North East on Taxilane K3. • Taxi via stand 36 → TWY U		

29		• Pushback facing North East on Taxilane K3 to TUG Release point T6. • Taxi via stand 36 → TWY U	• Pushback from stand 30 will prohibit aircraft taxiing on TWY N Note: Stand 36 is kept vacant	Annexure 2-14
30		• Push back facing North East on Taxilane K3 and pull forward to TUG Release point T6. • Taxi via stand 36 → TWY U		
31		• Pushback deep on TWY N facing East. • Taxi out via TWY N	• Nil	
34 & 35	RWY 14 RWY 27	• Pushback facing North-East on Taxilane K3 & to remain clear of stand 36 behind. • Taxi out via Taxilane K3.	Note: Stand 36 is kept vacant	Annexure 2-15
37 & 38		• Pushback facing North-East on Taxilane K3. • Taxi out via Taxilane K3.	• Aircraft on Stand 38 not to commence pushback until the aircraft pushing back from Stands 39 or 40 have taxied out. Note: Stand 36 is kept vacant	
39 & 40		• Pushback facing North-East on Taxilane K3 and pull ahead up to Tug Release Point T6. • Taxi out via Taxilane K3.	• Aircraft on Stand 39 and 40 not to commence pushback until the aircraft pushing back from Stand 38 has taxied out.	
34, 35 and 37 to 40	RWY 09	• Pushback facing South- West on Taxilane K3. • Taxi out via Taxilane K3.	Note: Stand 36 is kept vacant	Annexure 2-17
34 & 35	RWY 32	• Pushback deep facing North-East on Taxilane K3 till abeam stand 37. • Taxi via stand 36 → TWY U	• Pushback from stands 25, 26, 27, 28, 34, 35, 37, 38 and 39 are interdependent. • Pushback from stands 29, 30, 39 & 40 are interdependent. Note: Stand 36 is kept vacant	Annexure 2-18
37 & 38		• Pushback facing North-East on Taxilane K3. • Taxi via stand 36 → TWY U		
39 & 40		• Pushback facing North-East on Taxilane K3 and pull ahead up to Tug Release Point T6. • Taxi via stand 36 → TWY U		

Apron D

Stand	RWY	Push back procedure	Caution	Refer Pushback Chart/ Annexure No
80	RWY 09 RWY 14 RWY 27 RWY 32	• Pushback facing South-East on TWY U up to Tug Release Point T7. • Taxi out via TWY N.	• Aircraft on Stand 80 not to commence pushback until the aircraft pushing back from	Annexure 2-19

			Stands 81, 82 or 86 has taxied out.	
81 to 85	RWY 09 RWY 14	• Pushback facing North-West on TWY U. • Taxi out via Stand 36.	• Aircraft on Stands 81, 82 or 86 not to commence pushback until the aircraft pushing back from Stand 80 has taxied out. Note: Stand 36 is kept vacant	Annexure 2-20
81 to 85	RWY 27 RWY 32	• Pushback facing South-East on TWY U. • Taxi out via TWY U.		Annexure 2-21
86 to 88	RWY 09 RWY 14	• Pushback facing North-West on TWY U. • Taxi out via Stand 36.	• Aircraft on Stands 81, 82 or 86 not to commence pushback until the aircraft pushing back from Stand 80 has taxied out. Note: Stand 36 is kept vacant	Annexure 2-22
86 to 88	RWY 27 RWY 32	• Pushback facing South-East on TWY U. • Taxi out TWY U.		Annexure 2-23

Apron G

Stand	RWY	Push back procedure	Caution	Refer Pushback Chart/ Annexure No
G1 to G3	RWY 09 RWY 14 RWY 27 RWY 32	• Pushback facing South-West on Taxilane P up to Tug Release Point T9. • Taxi out via Taxilane P.	• Pushback from stand G1, G2, G3, G4, G5 are interdependent. • Pushback from stand S3, G1, G2 & G3 are interdependent.	Annexure 2-24
G4 & G5		• Pushback facing South-West on Taxilane P, pull forward to Tug Release Point T9 • Taxi out via Taxilane P.		

Apron K

Stand	RWY	Push back procedure	Caution	Refer Pushback Chart/ Annexure No
K1, K2, K3R & K3L	RWY 09 RWY 14 RWY 27 RWY 32	• Aircraft from stand K1 and K2 to pushback facing South-West on TWY Y1 up to Tug Release Point T25 for start. • Aircraft from stands K3L and K3R to pushback facing South-West on TWY Y1 and pull forward up to Tug Release Point T25 for start. • Taxi out via TWY Y1→TWY M4.	• Pushback from stand K3L will prohibit the use of TWY Link-5. • At SE Pier Apron from stands V23 up to V31 and from stands K3 up to K6 Aircraft code D & E will Tow /Taxi under follow me service only.	Annexure 2-25
K3 (Code D,E)		• Aircraft to pushback facing South West on Taxilane H1 and pull forward until short of Link 4. • Taxi out via taxilane H1→TWY M4.	• Pushback from stands K3 and V25 are interdependent. • At SE Pier Apron from stands V23 up to V31 and from stands K3 up to K6 Aircraft code D & E will Tow / Taxi under follow me service only.	Annexure 2-25A

K4R, K4L, K5R, K5L, K6R, & K6L	RWY 09 RWY 14 RWY 27 RWY 32	• Aircraft on stand K6L, K6R & K5L to push back facing South East on taxilane Y3. • Aircraft on stand K5R, K4L & K4R to push back deep facing South East on Taxilane Y3 to Tug release point T27. • Taxi out via TWY Y1→TWY M4.	• Pushback from stands K5R & K4R are interdependent. • Pushback from stands K4L & K4R will prohibit use of TWY Link- 5.	Annexure 2-26
K4, K5 & K6 (Code D,E)		• Aircraft from stand K5 and K6 to Push back facing South East on Taxilane Y3 and pull forward to TUG Release Point T- 27. • Aircraft from stand K4 to Push back facing South East on Taxilane Y3 to TUG Release Point T 27. • Taxi out via Taxilane Y3→Taxilane H1→TWY M4.	• Push back from stands K4, K5 & K6 are interdependent. • Push back from stands K6, V27, V28, V29 is interdependent. • Push back from any of the stands V26, V27 or V28, pilot to take caution to ensure clearance from aircraft pushing back from any of the stands K4, K5 or K6	Annexure 2-26A

Apron L

Stand	RWY	Push back procedure	Caution	Refer Pushback Chart/ Annexure No
L1 - L5	RWY 09 RWY 14 RWY 27 RWY 32	• Pushback facing South-East on TWY W1 • Taxi out via TWY W1.		Annexure 2-27
L6 - L10		• Push back facing South -East on TWY W1 and pull ahead up to Tug Release Point (T19) • Taxi out via TWY W1		Annexure 2-28

Apron R

Stand	RWY	Push back procedure	Caution	Refer Pushback Chart/ Annexure No
R1 - R2	RWY 09 RWY 14 RWY 27 RWY 32	• Pushback facing North West on Taxilane H and pull forward to Tug release point T23 • Taxi out via Taxilane H → TWY M7.	• Push back from stands V19, V20, V21, V22, R1 and R2 are interdependent. • Push back from stands V22, R2, R2L and R3 are interdependent. • Aircraft pushing back from stand R2 and R2L to remain clear of TWY M5/H1 junction.	Annexure 2-29
R1L, R1R, R2L & R2R		• Pushback facing North West on Taxilane H • Taxi out via Taxilane H → TWY M7.		
R3		• Pushback deep facing South East on taxilane H clear of TWY M5/H1 junction to taxi out via TWY M5.	• Pushback from stands V22, R2, R2L and R3 are interdependent.	Annexure 2-30
R4 – R5		• Pushback facing South on Taxilane H. • Taxi out via Taxilane H → TWY M7.	• Pushback from R4, R5 and V16 are Interdependent. • Pushback from R4 and V15 are interdependent.	Annexure 2-31

Apron S

Stand	RWY	Push back procedure	Caution	Refer Pushback Chart/ Annexure No
S1L, S1, S1R, S2, S2R, S3L and S3R	RWY 09 RWY 14	- Aircraft pushing back from Stands S1L, S1, S1R, S2, S2R, S3L and S3R to pushback facing North -West on Taxilane H. - Aircraft from Stand S3 to pushback facing North -West on Taxilane H up to abeam S2 for start. - Taxi out via Taxilane H.	- Pushback from stands S1, S2 and V12 are interdependent. - Pushback from stands S3 and V11 are interdependent.	Annexure 2-32
S1L, S1, S1R, S2, S2R, S3L and S3R	RWY 27 RWY 32	- Aircraft from Stands S1L, S1 and S1R to pushback facing South-East on Taxilane H. - Aircraft from Stands S2, S2R, S3L, S3 & S3R to pushback facing South-East on taxilane H pull ahead up to Tug Release Point T14. - Taxi out via Taxilane H.	- Pushback from stand, S1, S2, S3, V11 & V12 are interdependent. - Pushback from stand S3, G1, G2 and G3 are interdependent	Annexure 2-33

Apron V

Stand	RWY	Push back procedure	Caution	Refer Pushback Chart/ Annexure No
V4L to V5	RWY 09 RWY 14 RWY 27 RWY 32	- Pushback facing South-West on Taxilane T and pull ahead abeam stand V7 to Tug Release Point T11. - Taxi out via Taxilane T.	- Push back from V4, V5 V6, V7 & V8 are interdependent. - Simultaneous movement of aircraft to/from stands V4R, V5, V6L and V6 is not permitted.	Annexure 2-34
V6L to V7R		- Pushback facing South-West on Taxilane T and pull ahead up to Tug Release Point T11. - Taxi out via Taxilane H.		
V8L & V8R		- Pushback facing South-West on Taxilane T up to Tug Release Point T11. - Taxi out via Taxilane H.		
V9 & V10		- Pushback facing South-West on Taxilane T and pull ahead up to T12. - Taxi out via Taxilane T.	Push back from stands V9, V10 & V11 are interdependent	Annexure 2-35
V11		- Pushback facing South-West on Taxilane T to Tug Release Point T12. - Taxi out via Taxilane H	- Push back from stands V9, V10 & V11 are interdependent - Push back from stands V11, S3 & S2 are interdependent.	Annexure 2-36
V12	RWY 09 RWY 14	- Pushback facing North-West on Taxilane H. - Taxi out via Taxilane H.	Push back from stands V12, S1 and S2 are interdependent.	Annexure 2-37

V13-V15		• Pushback facing West on Taxilane H up to Tug Release Point T15. • Taxi out via Taxilane H	• Push back from stands R4 and V15 are interdependent.	
V12	RWY 27 RWY 32	• Pushback facing South-East on Taxilane H. • Taxi out via Taxilane H	• Pushback from stand V12, S1, S2 & S3 are interdependent.	Annexure 2-38
V13		• Pushback facing East on Taxilane H. • Taxi out via Taxilane H → TWY M8/ TWY M7	• Pushback from stands V13 & S1 are interdependent.	
V14 & V15		• Aircraft pushing back from V14 and V15 to pushback facing East up to Tug release point T16. • Taxi out via Taxilane H		
V16	RWY 09 RWY 14 RWY 27 RWY 32	• Push back facing South-West on Taxilane H and pull forward to Tug Release point T21 • Taxi out via Taxilane H → TWY M7.	• Pushback from stand V16, R4 and R5 are interdependent.	Annexure 2-39
V17L, V17, V17R		• Push back facing South-West on Taxilane H and pull forward to Tug Release point T22 • Taxi out via Taxilane H → TWY M7.	• Simultaneous pushback from V17 and V19 is not permitted.	
V18L, V18 & V18R	RWY 09 RWY 14 RWY 27 RWY 32	• Pushback facing South West on Taxilane H and pull forward to Tug release point T22. • Taxi out via Taxilane H → TWY M7	• Pushback from stands V17, V18, V19, and V20 are interdependent. • Pushback from stands V19, V20, V21, V22, R1, R2 are interdependent.	Annexure 2-40
V19		• Pushback facing North West on Taxilane H to Tug Release point T23. • Taxi out via Taxilane H → TWY M7.	• Simultaneous movement of aircraft to/from stands V18, V18R, V19, V20 and V20L is not permitted. • Simultaneous pushback from V19 and V17 is not permitted.	
V20L, V20 & V20R	RWY 09 RWY 14 RWY 27 RWY 32	• Pushback facing North West on Taxilane H to Tug Release Point T23. • Taxi out via Taxilane H → TWY M7.	• Pushback from stands V19, V20, V21, V22, R1, R2 and R3 are interdependent. • Simultaneous movement of aircraft to/from stands V18, 18R, V19, V20 and V20L is not permitted.	Annexure 2-41
V21L, V21, V21R & V22		• Pushback facing North West on Taxilane H and pull forward to Tug Release Point T23. • Taxi out via Taxilane H → TWY M7.	• Pushback from stands V19, V20, V21, V22, R1, R2 and R3 are interdependent.	

V23 & V24	RWY 09 RWY 14 RWY 27 RWY 32	• Aircraft from V23 to Pushback facing South West on TWY B1 up to TUG Release Point T24. • Aircraft from V24 to Pushback facing south west on TWY B1 and to pull forward up to TUG Release Point T24 • Taxi out via Link C1 to join TWY Y1 →TWY M4.	• At SE Pier Apron from stands V23 up to V31 and from stands K3 up to K6 Aircraft code D & E will Tow /Taxi under follow me service only.	Annexure 2-42
V23 , V24 (Code D,E)		• Aircraft from V23 to Pushback deep facing South West on Taxilane H1 • Taxi out Via TWY M4. • Aircraft from V24 to Pushback facing South west on Taxilane H1 • Taxi out Via TWY M4.	• At SE Pier Apron from stands V23 up to V31 and from stands K3 up to K6 Aircraft code D & E will Tow /Taxi under follow me service only.	Annexure 2-42A
V25	RWY 09 RWY 14 RWY 27 RWY 32	• Aircraft to Pushback facing South West on TWY B1, to remain clear of TWY Link 5. • Taxi out via TWY B1→ Link 4→ TWY Y1 → TWY M4.	• Pushback from stands V25 and K3 are interdependent. • At SE Pier Apron from stands V23 up to V31 and from stands K3 up to K6 Aircraft code D & E will Tow /Taxi under follow me service only.	Annexure 2-43
V25 (Code D, E)		• Aircraft to Pushback facing South west on Taxilane H1 and pull forward till short of Link 4. • Taxi out via taxilane H1→ TWY M4.	• Pushback from stands V25 and K3 are interdependent. • At SE Pier Apron from stands V23 up to V31 and from stands K3 up to K6 Aircraft code D & E will Tow /Taxi under follow me service only.	Annexure 2-43A
V26L, V26R V27L & V27R	RWY 09 RWY 14 RWY 27 RWY 32	• Aircraft on V26L & V26R to Pushback on taxilane B3 and to pull forward up to Tug Release Point T26. • Aircraft on V27L to Pushback on taxilane B3 up to Tug Release Point T28. • Aircraft on V27R to Pushback on taxilane B3 and to pull forward to Tug Release Point T28. • Taxi out via taxilane B3 →Link5 → TWY Y1	• Pushback from stands V26R, V27L, V27R, V28L & V28R are interdependent • Simultaneous movement of aircraft to/from stands V27L, V27, V27R, V28L and V28 is not permitted.	Annexure 2-44
V26 & V27 (Code D, E)		• Aircraft on V26 to pushback on Taxilane B3 and to pull forward to TUG Release point T26 for start. • Aircraft on V27 to pushback on Taxilane B3 and to pull forward to TUG release point T26 for start.	• Pushback from stands V26 & V28 are interdependent • Simultaneous movement of aircraft to/from stands V27 and V28 is not permitted. • Pushback from any of the stands, V26, V27, V28 pilot to take	Annexure 2-44A

		Taxi out via taxilane B3 → taxilane H1	caution to ensure clearance from aircraft pushing back from any of the stands K4, K5 or K6	
V28L & V28R	RWY 09 RWY 14 RWY 27 RWY 32	- Aircraft to Pushback facing South West on TWY B4, pull forward to Tug Release Point T28. - Taxi out via taxilane B3→ TWY Link5→ TWY Y1	- Pushback from stands V26R, V27L, V27R, V28L & V28R are interdependent - Simultaneous movement of aircraft to/from stands V27L, V27, V27R, V28L and V28 is not permitted. - At SE Pier Apron from stands V23 up to V31 and from stands K3 up to K6 Aircraft code D & E will Tow /Taxi under follow me service only.	Annexure 2-45
V28 (Code D, E)		- Aircraft to Pushback facing South West on Taxilane H3. - Taxi out via taxilane B3→ - Taxilane H1→ TWY M4	- Pushback from stands V28, V30 & K6 are interdependent. - At SE Pier Apron from stands V23 up to V31 and from stands K3 up to K6 Aircraft code D & E will Tow /Taxi under follow me service only.	Annexure 2-45A
V29, V30L, V30R, V31L	RWY 09 RWY 14 RWY 27 RWY 32	- Aircraft from V29 & V30L to pushback deep facing South West on TWY B4 to Tug Release Point T29 - Aircraft from V30R & V31L to pushback facing South West on TWY B4, and pull ahead to Tug Release Point T29. - Taxi out via Link C3 and join taxilane Y3 →TWY Y1.	- Pushback from stands V29, V30L, V30R and V31L are interdependent. - Pushback from stand V31L will prohibit use of TWY Link 7. - At SE Pier Apron from stands V23 up to V31 and from stands K3 up to K6 Aircraft code D & E will Tow /Taxi under follow me service only.	Annexure 2-46
V29, V30 & V31 (code D, E)		- Aircraft from stand V29 to Pushback deep facing South West on Taxilane H3 to TUG release point T30. - Aircraft from stand V30 and V31 to Pushback facing South West on Taxilane H3 and to pull forward up to TUG release point T30. - Taxi out via taxilane H3→ Taxilane Y3→ taxilane H1.	- Pushback from stands V29 & V31 are interdependent. - Pushback from stands V29 & K6 are interdependent. - At SE Pier Apron from stands V23 up to V31 and from stands K3 up to K6 Aircraft code D & E will Tow /Taxi under follow me service only.	Annexure 2-46A
V31R	RWY 09 RWY 14 RWY 27 RWY 32	- Aircraft to pushback facing South West on Taxiway B4 up to Tug Release Point T31. - Taxi out via TWY Y4 →Taxilane Y3.	Pushback from stands V31R, V32L, V32R are interdependent	Annexure 2-47

			• Aircraft holding on Tug Release Point T31 will prohibit use of TWY Link 7	
V32L & V32R		• Aircraft to pushback facing South West on Taxiway B4 and to pull forward up to Tug Release Point T31. • Taxi out via TWY Y4→Taxilane Y3.		

General Aviation Apron

Stand	RWY	Push back procedure	Caution	Refer Pushback Chart/ Annexure No
General Aviation Apron	RWY 09 RWY 14	• Aircraft to be towed to the designated position (marked on ground as 'engine start up') provided on TWY 'R', facing West. After positioning the aircraft on the said marking, Pilot will obtain start-up clearance from ATC. • Taxi out via TWY R →TWY S7	• Nil	Annexure 2-48
General Aviation Apron	RWY 27 RWY 32	• Aircraft to be towed to the designated position ((marked on ground as 'engine start up') provided to the west of TWY 'Q' facing East. After positioning the aircraft on the said marking, Pilot will obtain start-up clearance from ATC. • Taxi out via TWY Q/ TWY S	• Nil	Annexure 2-49

ANNEXURE- 3

Commissioning of two additional Links at South East Pier apron:

Designation	Width/ Shoulders (M)	PCN	Location	Lighting system	Remarks/ Length (M)
Link C1	18/3	110/R/C/W/T	Behind parking stand V23 linking TWY B1 & Y1	C/L: None Edge lights: None	Code C TWY/ Length : 99 M.
Link C3	18/3	110/R/C/W/T	Behind parking stand V30 linking TWY B4 & Y4.	C/L: None Edge lights: None	Code C TWY / Length : 89 M.

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AIRCRAFT PUSHBACK PROCEDURE

MUMBAI INDIA

Runway 09

Stands - A1, A2, A3 & A4

CHHATRAPATI SHIVAJI INTL

- A1 – A2**
- Pushback deep on TWY L4 and pull ahead up to Tug Release Point T2.
 - Taxi out via TWY L1.

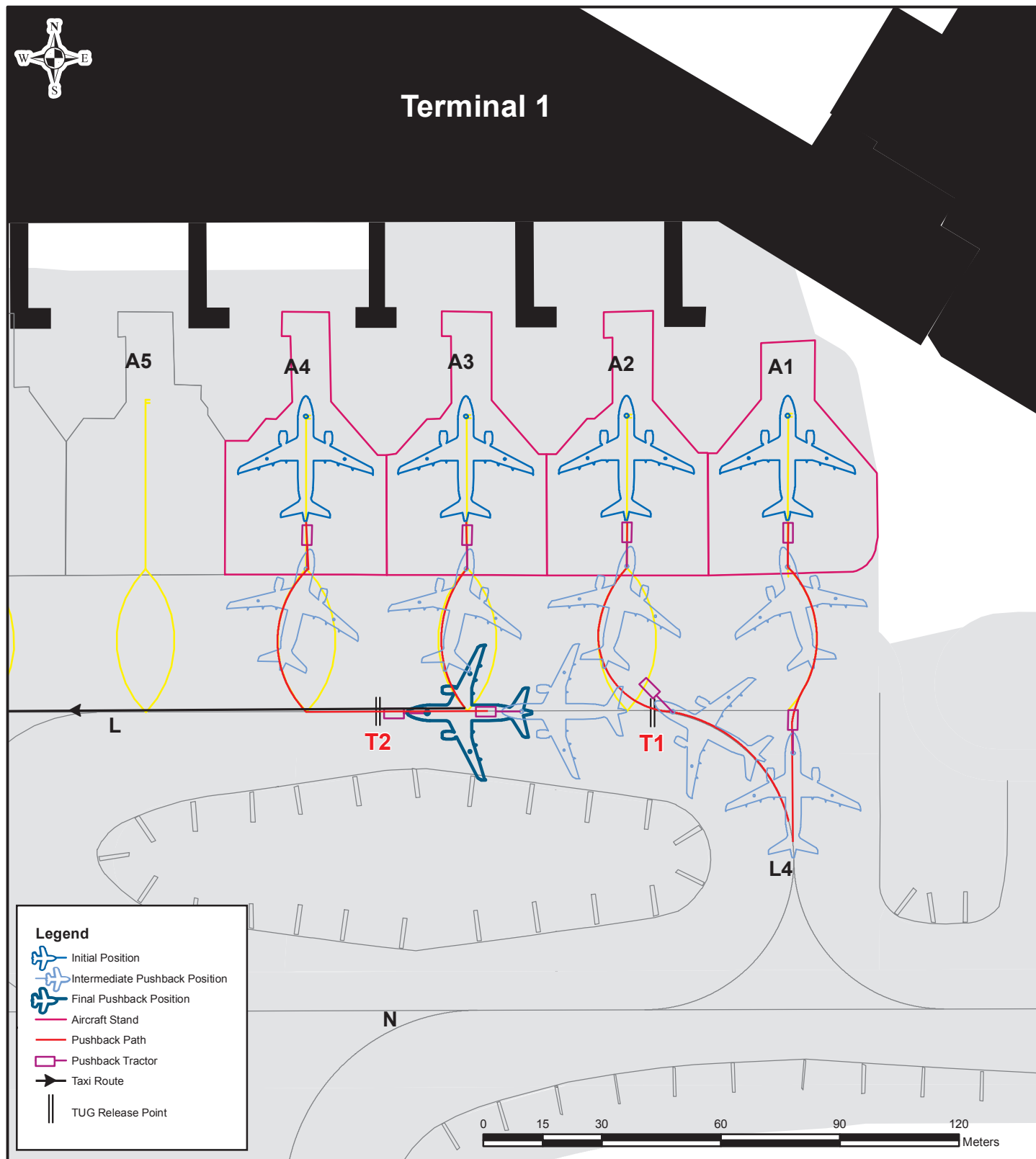
- A3**
- Pushback facing west on Taxilane L and pull ahead up to Tug Release Point T2.
 - Taxi out via TWY L1.

- A4**
- Pushback facing west on Taxilane L up to Tug Release Point T2.
 - Taxi out via TWY L1.

CAUTION :

- Only one aircraft to pushback between stands A1 to A4 (both stands inclusive) at any point of time.

- Aircraft pushing back deep on TWY L4 will prohibit aircraft taxiing on TWY N



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AIRCRAFT PUSHBACK PROCEDURE

MUMBAI INDIA

Runway 09

Stands - A5 to A12

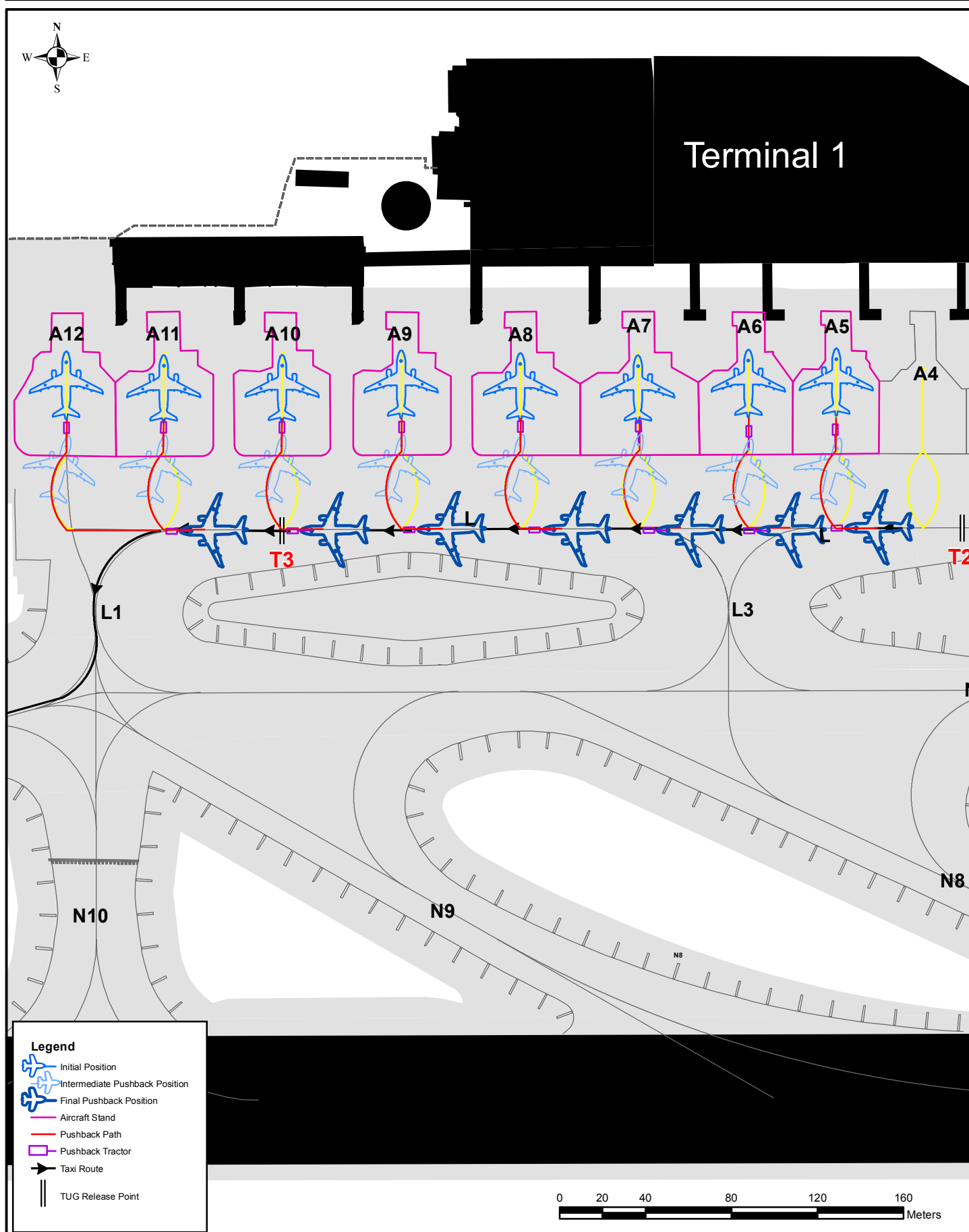
CHHATRAPATI SHIVAJI INTL

A5 – A12

- Pushback facing west on Taxilane L.
- Taxi out via TWY L1.

CAUTION :

- Pushback from alternate parking stands, A5 to A9 is permitted.
- Stands A10, A11 & A12 are interdependent



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AIRCRAFT PUSHBACK PROCEDURE

Runway 14 / 32 / 27

Stands - A1 - A4

MUMBAI INDIA

CHHATRAPATI SHIVAJI INTL

A1 – A4

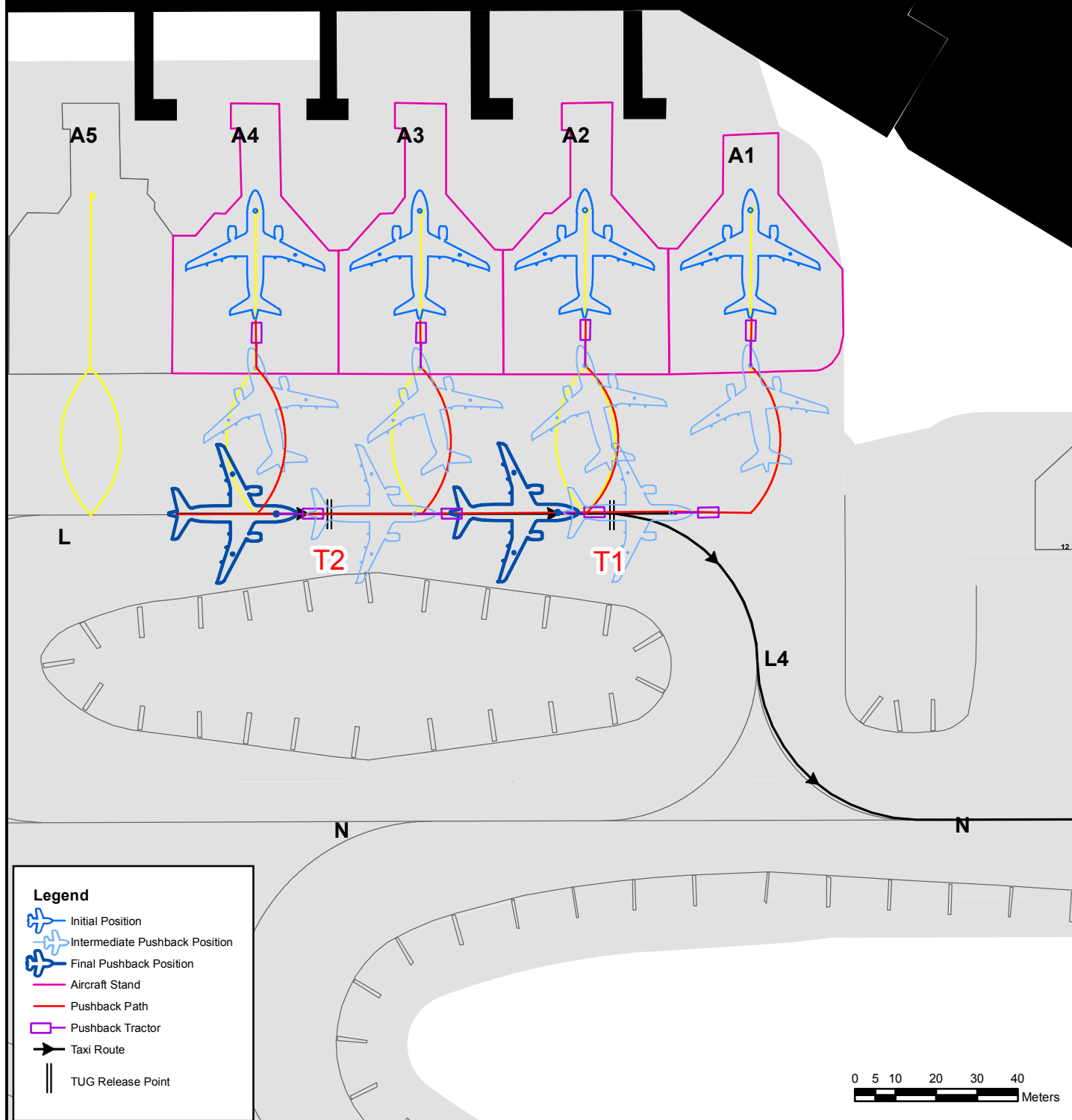
- Aircraft on Stand A1 and A2 to pushback facing east on Taxilane L, upto TUG release point T1.
- Aircraft on Stand A3 & A4 to pushback facing east on Taxilane L, upto Tug Release Point T2.
- Taxi out via TWY L4.

CAUTION :

- Stands A1 & A3 are interdependent
- Stands A3 & A5 are interdependent



Terminal 1



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AIRCRAFT PUSHBACK PROCEDURE

Runway 14 / 32 / 27

MUMBAI INDIA

CHHATRAPATI SHIVAJI INTL

Stands - A5 - A8

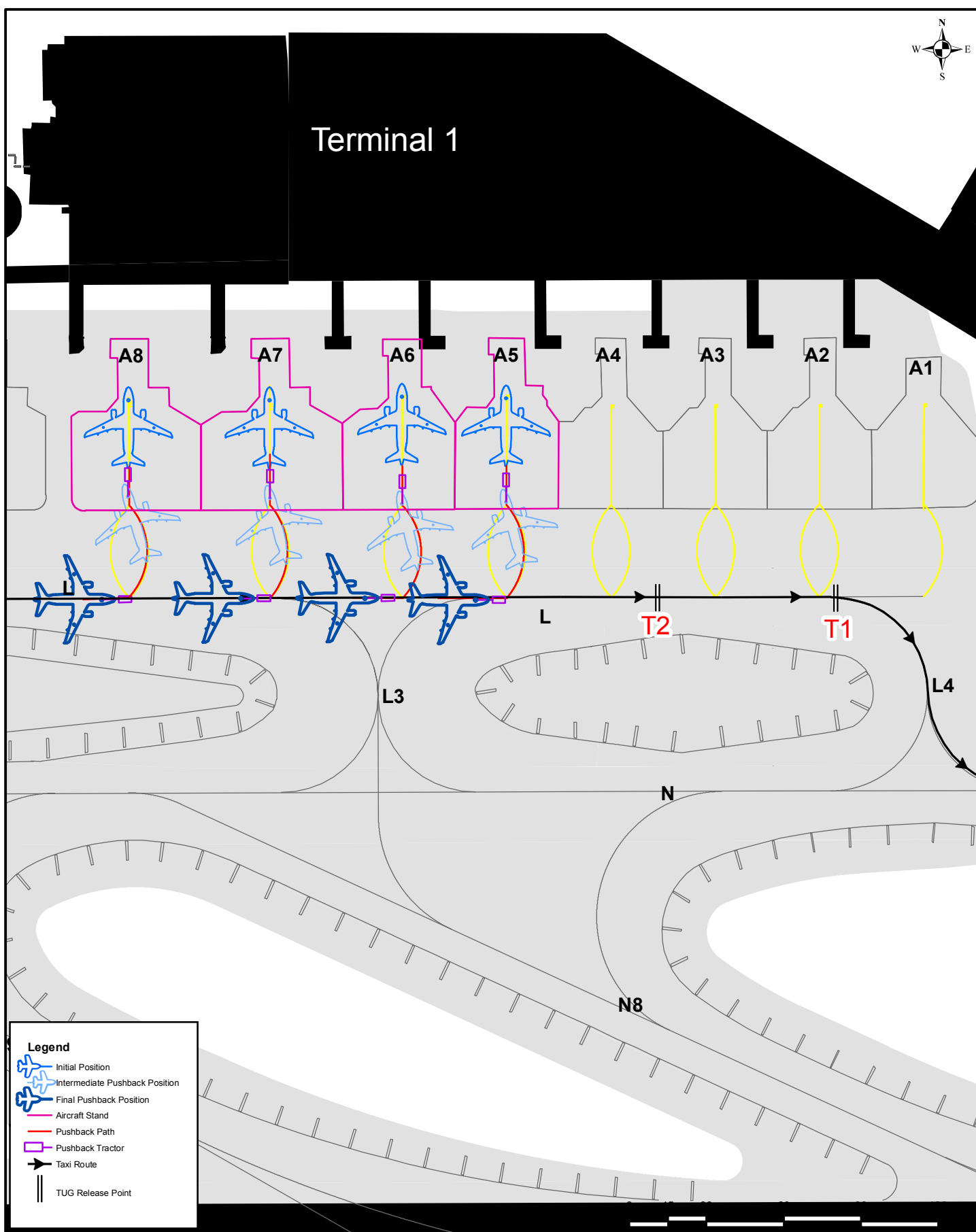
A5 – A8

- Pushback facing east on Taxilane L.
- Taxi out via TWY L4.

CAUTION :

- Stands A3 & A5 are interdependent

Terminal 1



Legend

- Initial Position
- Intermediate Pushback Position
- Final Pushback Position
- Aircraft Stand
- Pushback Path
- Pushback Tractor
- Taxi Route
- TUG Release Point

VABB/BOM

AIRCRAFT PUSHBACK PROCEDURE

MUMBAI INDIA

Runway 14 / 32 / 27

Stands - A9, A10, A11 & A12

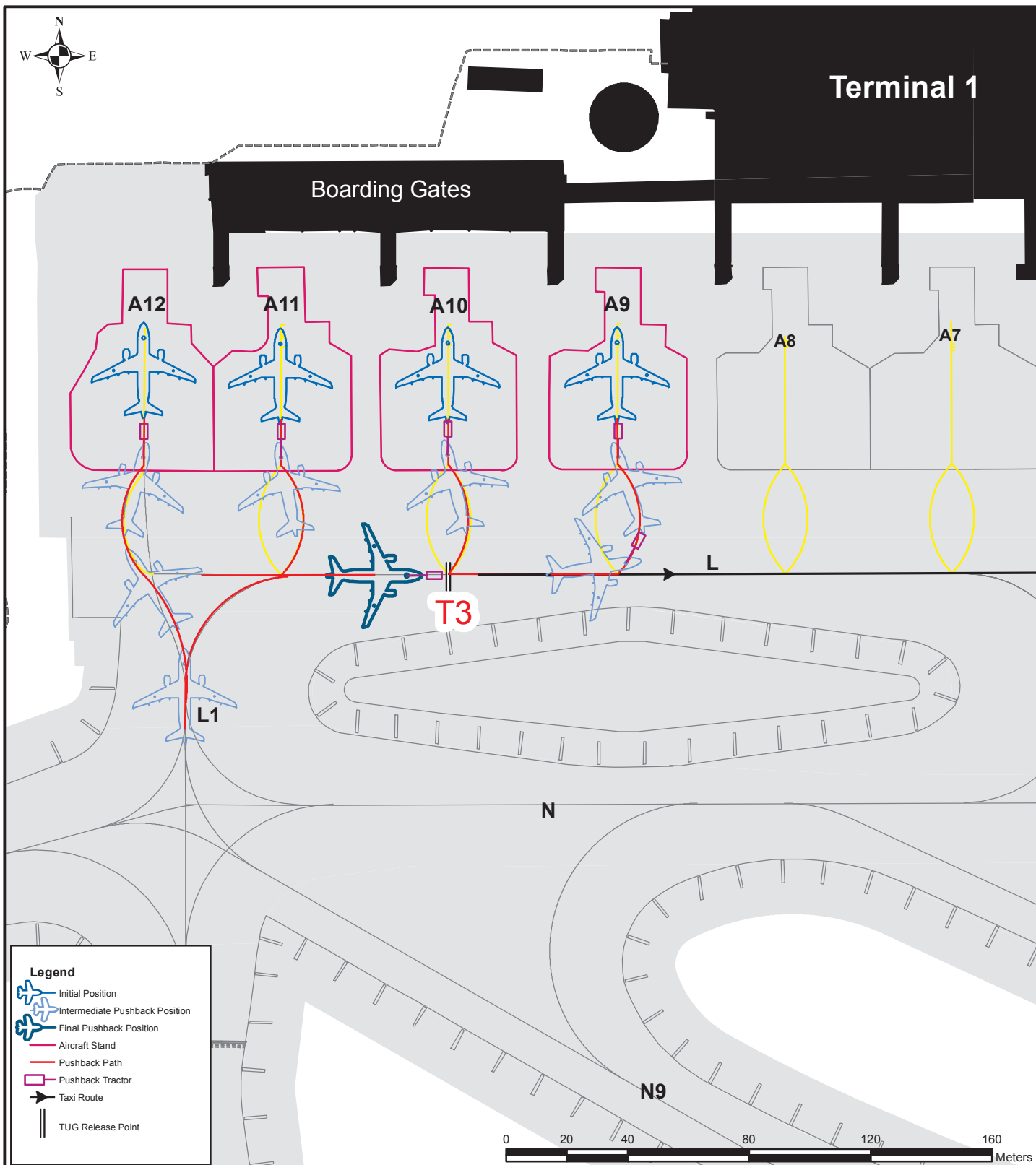
CHHATRAPATI SHIVAJI INTL

- A9 – A11**
- Aircraft on Stand A9 to pushback facing east on Taxiway L up to Tug Release Point T3.
 - Aircraft on stands A10 and A11 to pushback and to pull ahead up to Tug Release Point T3.
 - Taxi out via TWY L4.

- A12**
- Aircraft on Stand A12 to pushback deep on TWY L1 and to pull ahead up to Tug Release Point T3
 - Taxi out via TWY L4.

CAUTION :

- Only one aircraft to pushback between stands A9 to A12 (both stands inclusive) at any point of time.
- Deep pushback on TWY L1 will prohibit another aircraft taxiing on TWY N.



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AIRCRAFT PUSHBACK PROCEDURE

Runway 32

Stands - 1 to 3

MUMBAI INDIA

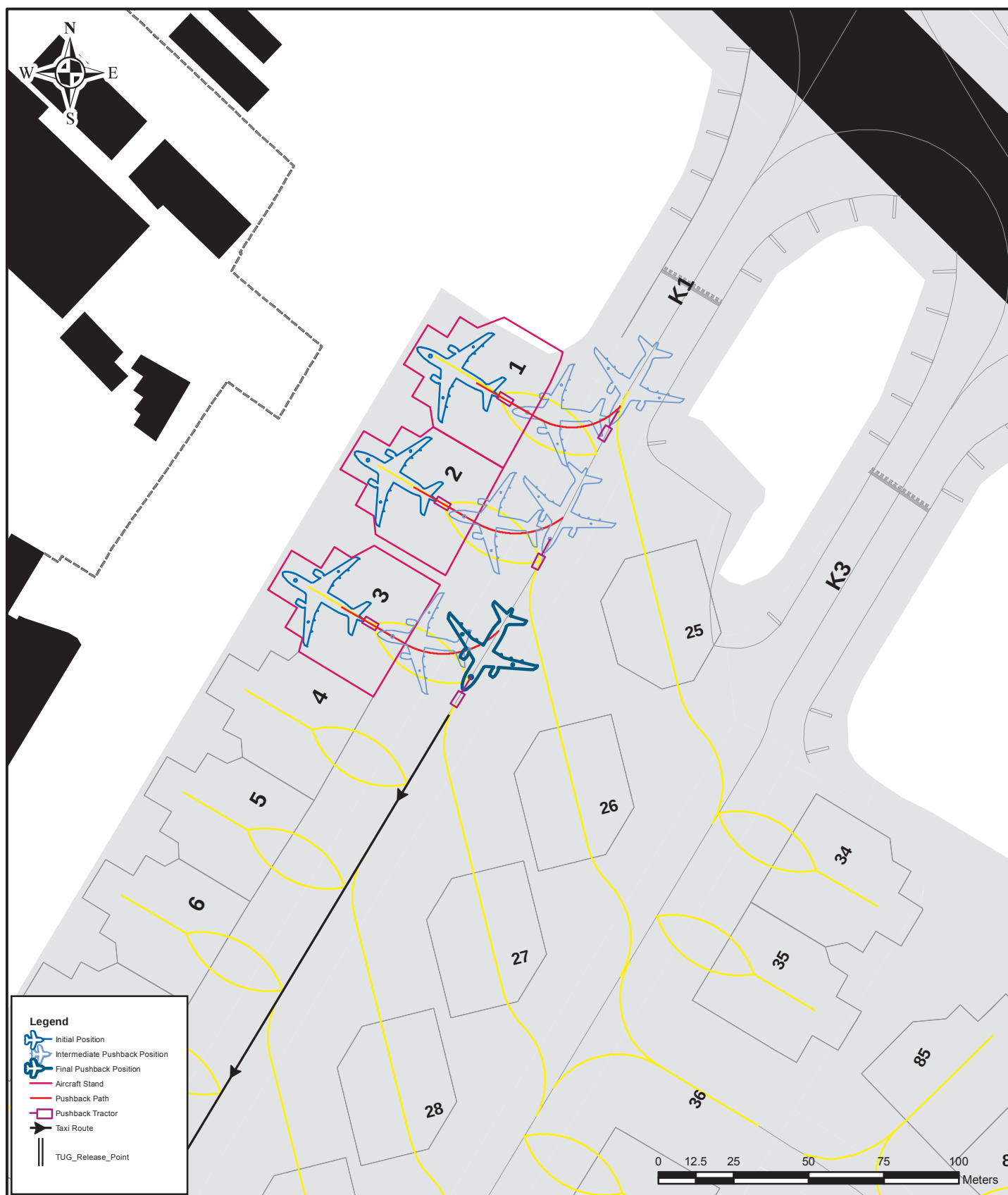
CHHATRAPATI SHIVAJI INTL

1 - 3

- Pushback facing south-west on Taxilane K1 and pull ahead till abeam stand No. 3.
- Taxi out via Taxilane K1.

CAUTION :

Aircraft on Stands 1 to 3 not to commence pushback until the aircraft pushing back from Stand 4 has taxied out.



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AIRCRAFT PUSHBACK PROCEDURE

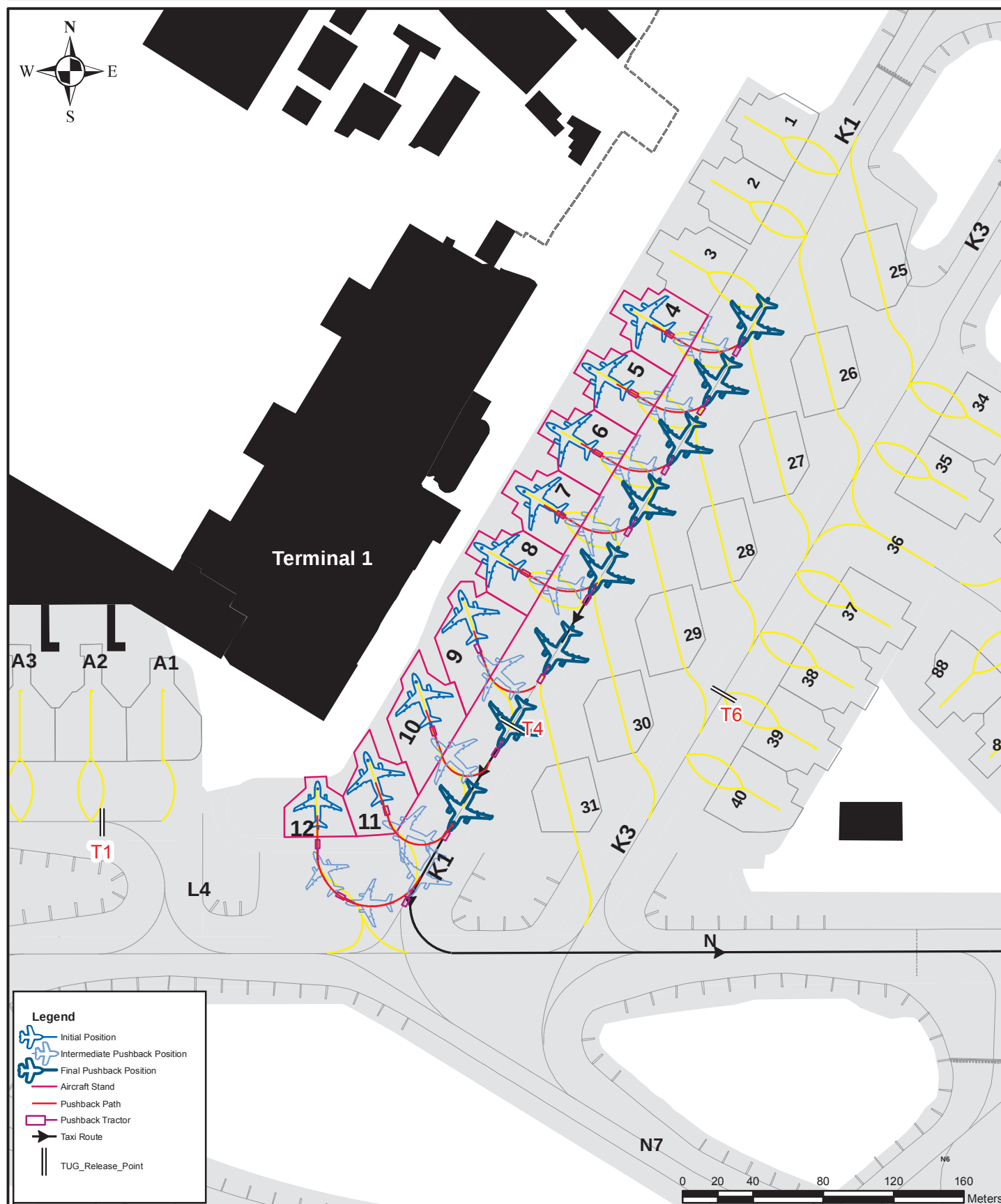
Runway 32

Stands - 4 to 12

MUMBAI INDIA

CHHATRAPATI SHIVAJI INTL

4 - 11	• Pushback facing south-west on Taxilane K1 • Taxi out via Taxilane K1.	CAUTION : Aircraft on Stand 4 not to commence pushback until the aircraft pushing back from Stand 1 to 3 has taxied out. Stands 10, 11 & 12 are interdependent
12	• Pushback deep on TWY K1 facing south till abeam stand 10 clear of Twy N. • Taxi out via TWY K1.	



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AIRCRAFT PUSHBACK PROCEDURE

Runway 09

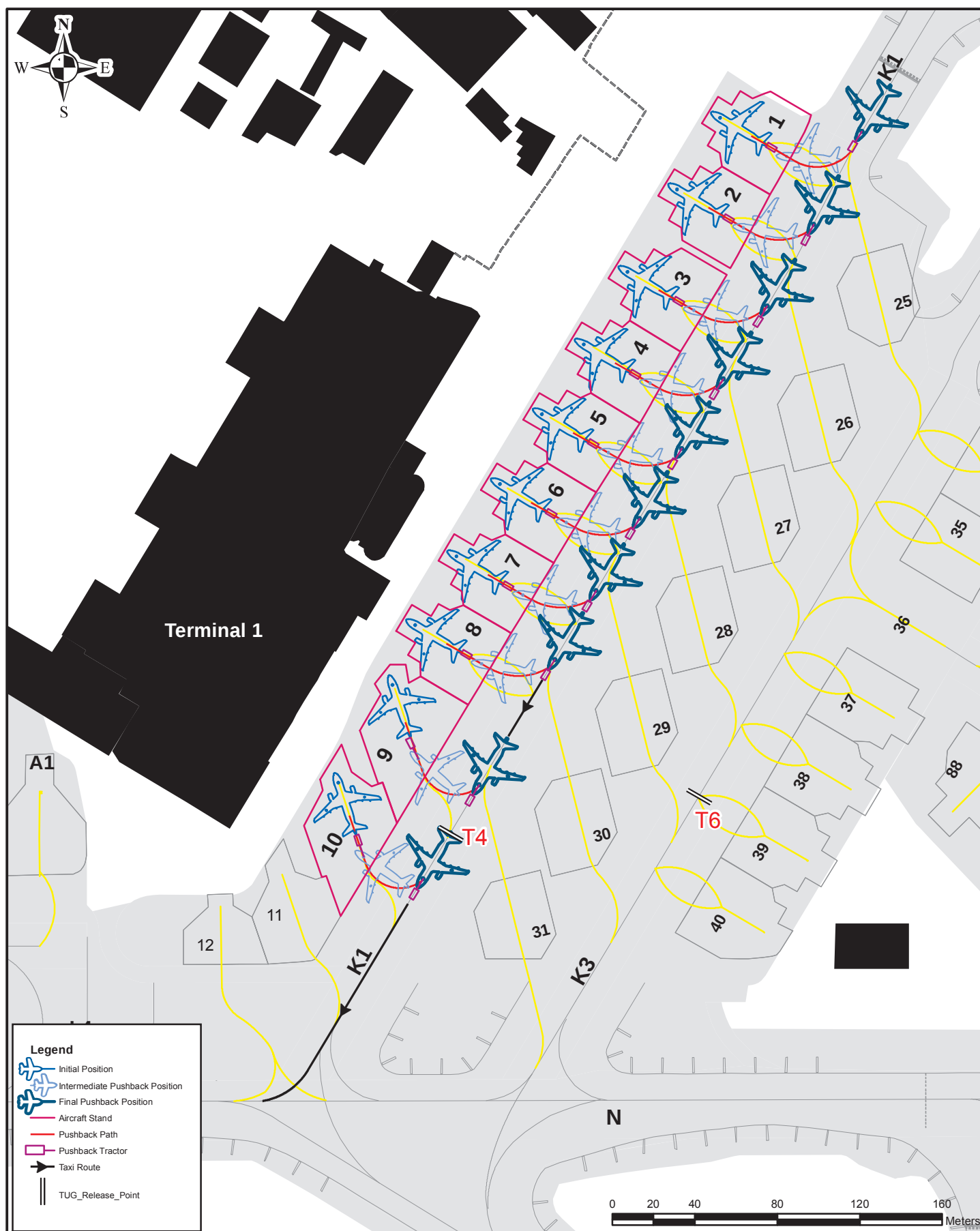
Stands - 1 to 10

MUMBAI INDIA

CHHATRAPATI SHIVAJI INTL

1 - 10

- Pushback facing South-West on Taxilane K1.
- Taxi out via Taxilane K1.



VABB/BOM

AIRCRAFT PUSHBACK PROCEDURE

Runway 09

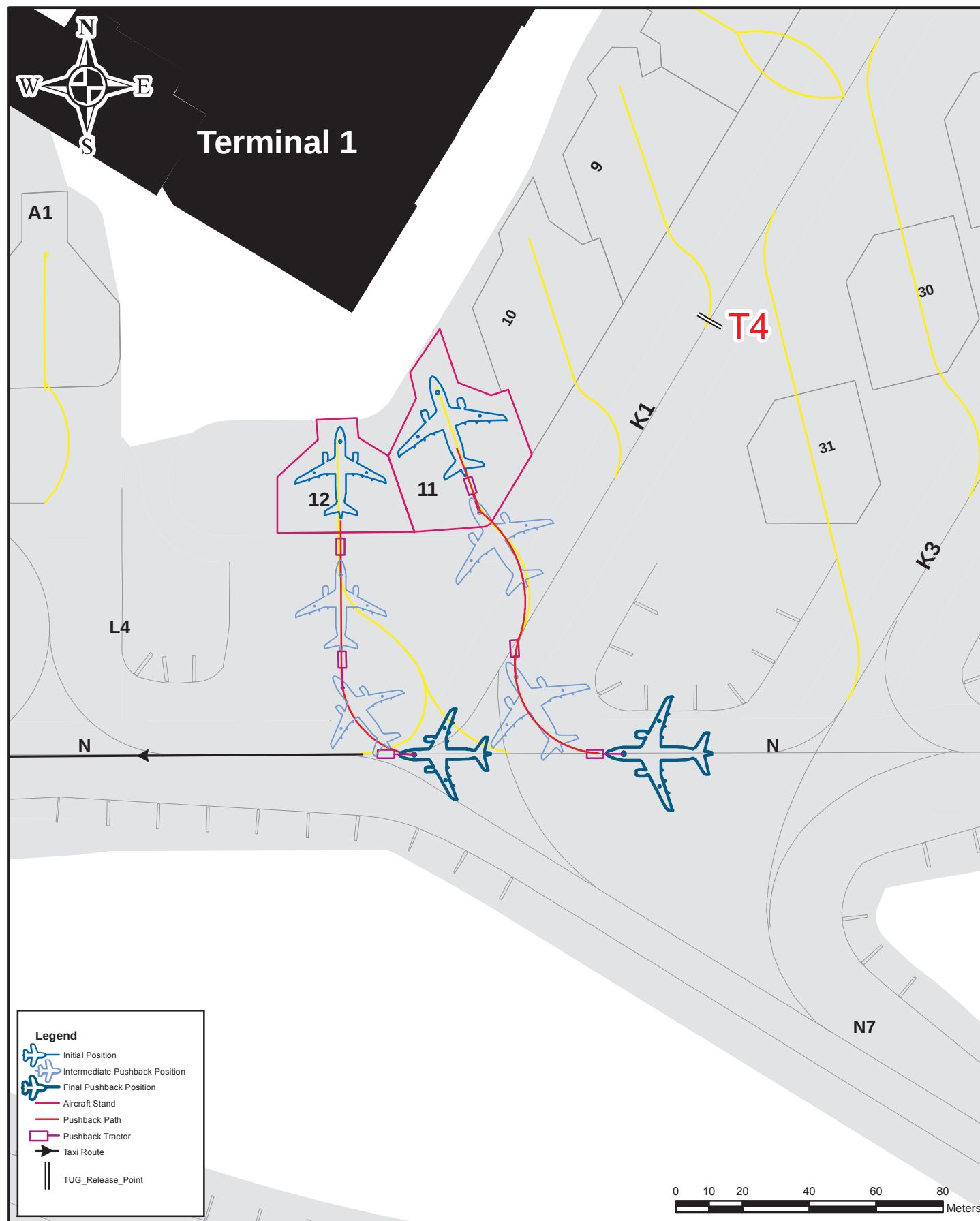
Stands - 11 to 12

MUMBAI INDIA

CHHATRAPATI SHIVAJI INTL

11 - 12

- Pushback deep on TWY N facing west.
- Taxi out via TWY N



VABB/BOM

AIRCRAFT PUSHBACK PROCEDURE

Runway 14 / 27

Stands - 1 to 8

MUMBAI INDIA

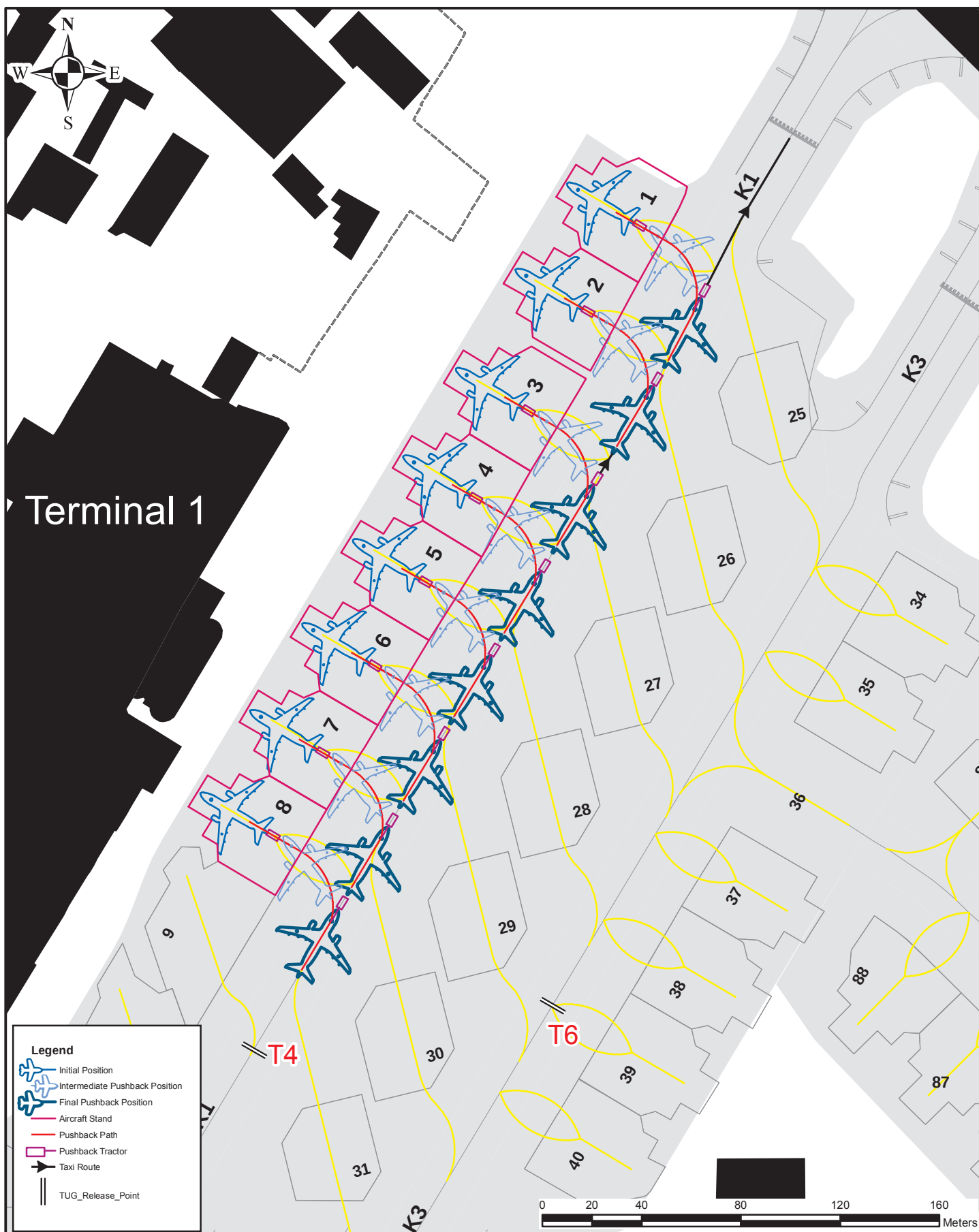
CHHATRAPATI SHIVAJI INTL

1 - 8

- Pushback facing North-East on Taxilane K1.
- Taxi out via TWY K1.

CAUTION :

Aircraft on stand 8 not to commence pushback until the aircraft pushing back from stands 9 or 10 has taxied out



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AIRCRAFT PUSHBACK PROCEDURE

Runway 14 / 27

Stands - 9 to 12

MUMBAI INDIA

CHHATRAPATI SHIVAJI INTL

9-11

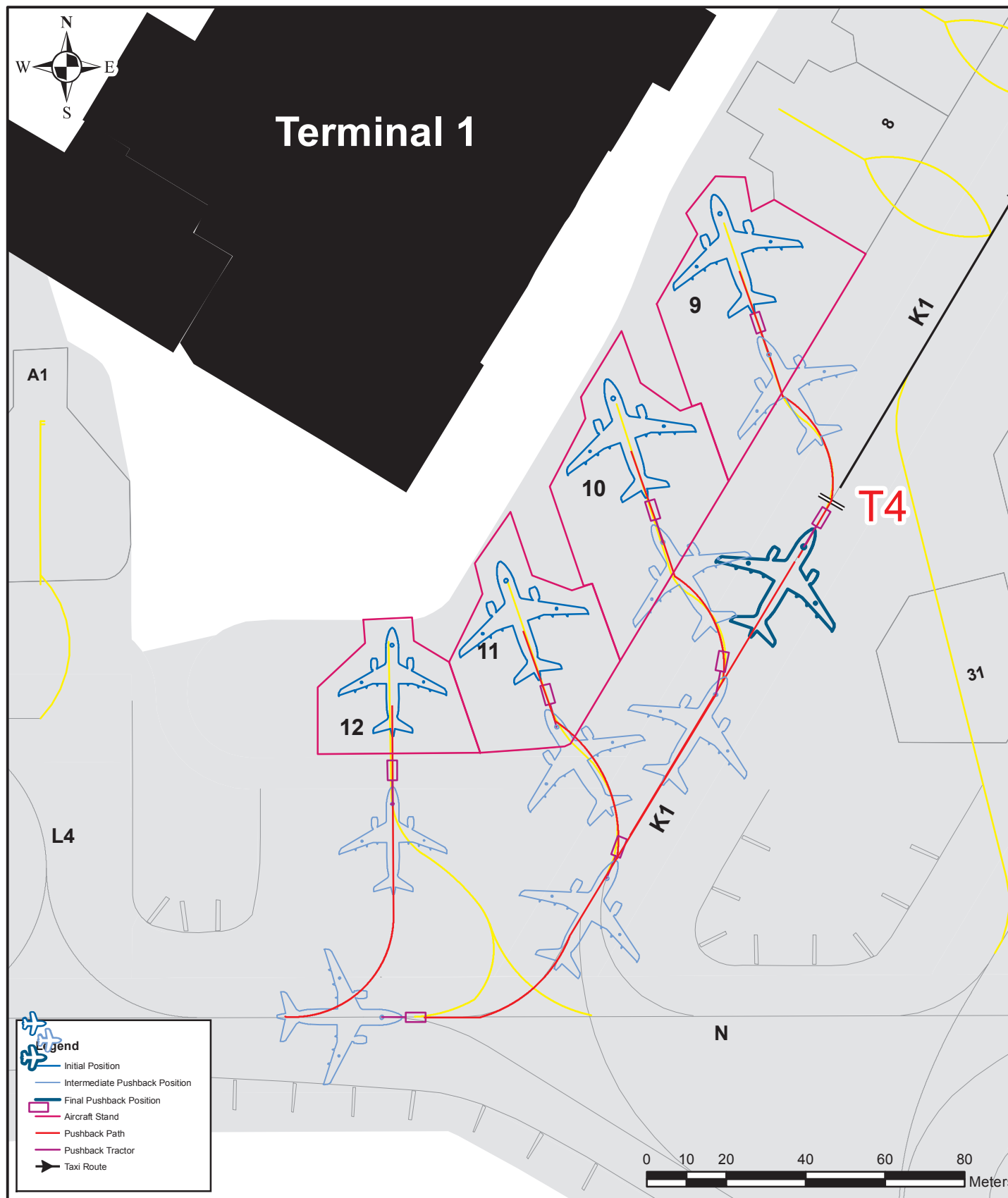
- Pushback facing North-East on Taxilane K1 and pull ahead up to Tug Release Point (T4).
- Taxi out via Taxilane K1.

12

- Pushback on TWY N facing east and to pull ahead on TWY K1 uptill Tug release point T4
- Taxi out via TWY K1

CAUTION :

- Pushback from Stands 9, 10, 11 & 12 are interdependent



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AIRCRAFT PUSHBACK PROCEDURE

Runway 14 / 09 / 27

Stands - 25 to 31

MUMBAI INDIA

CHHATRAPATI SHIVAJI INTL

25 - 31

- Power out facing North-West on Taxilane K1.
- Taxi out via Taxilane K1.



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AIRCRAFT PUSHBACK PROCEDURE

MUMBAI INDIA

Runway 32

Stands - 26 to 30

CHHATRAPATI SHIVAJI INTL

25 - 26

- Aircraft on stands 25 and 26 to push back deep facing north east on Taxilane K3 till abeam stand 37.
- Taxi via stand 36 → Twy U

27 - 28

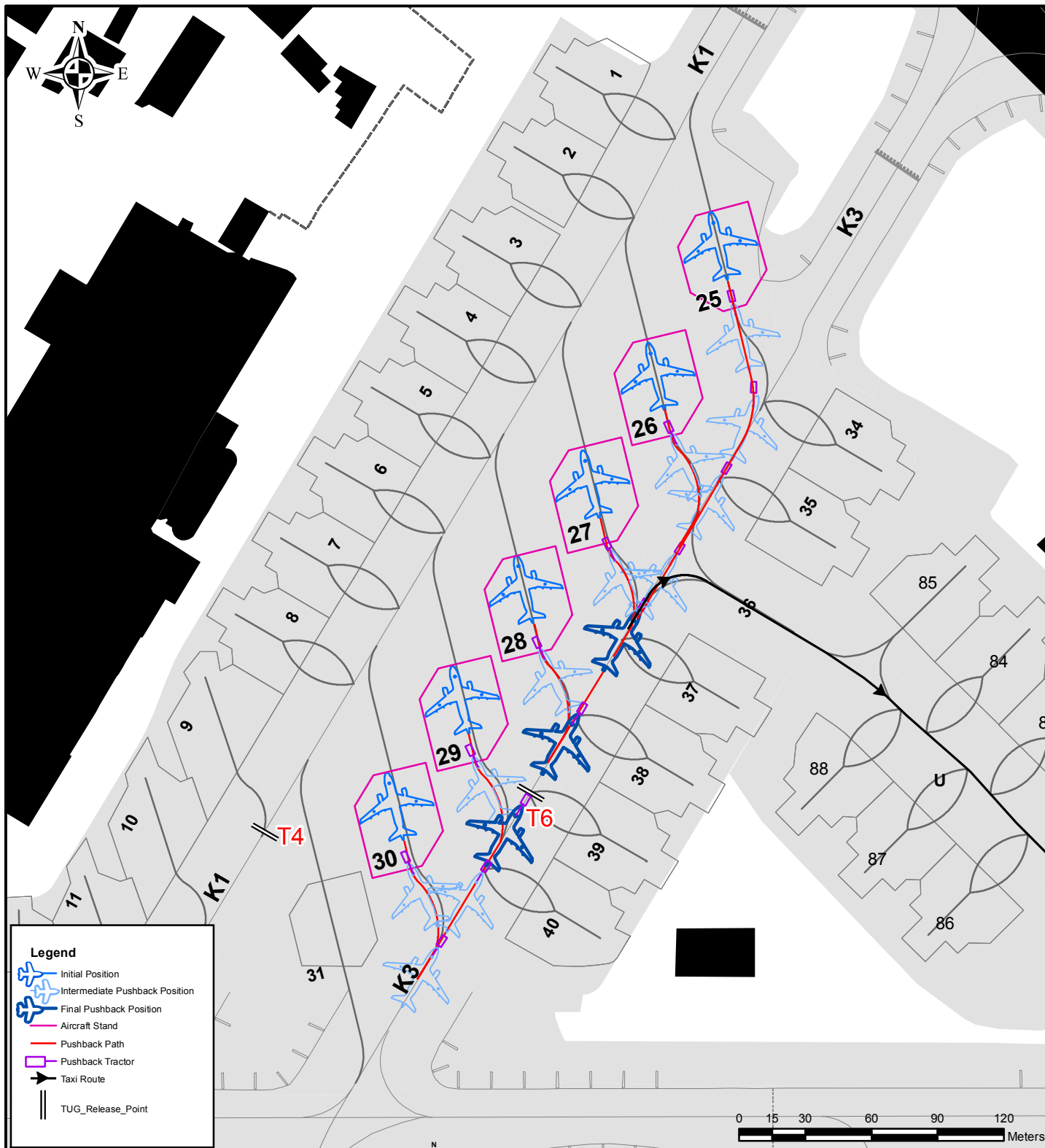
- Aircraft on stands 27 and 28 to push back facing north east on Taxilane K3.
- Taxi via stand 36 → Twy U

29 - 30

- Aircraft on stand 29 to push back facing north east on Taxilane K3 to TUG Release point T6.
- Aircraft on stand 30 to push back facing north east on Taxilane K3 and pull forward to TUG Release point T6.
- Taxi via stand 36 → Twy U

Note:- Stand 36 is kept vacant**CAUTION :**

- Pushback from stands 25, 26, 27, 28, 34, 35, 37 and 38 are interdependent.
- Pushback from stands 29, 30, 39 and 40 are interdependent.
- Pushback from stand 30 will restrict aircraft taxiing on Twy N



VABB/BOM

AIRCRAFT PUSHBACK PROCEDURE

Runway 32

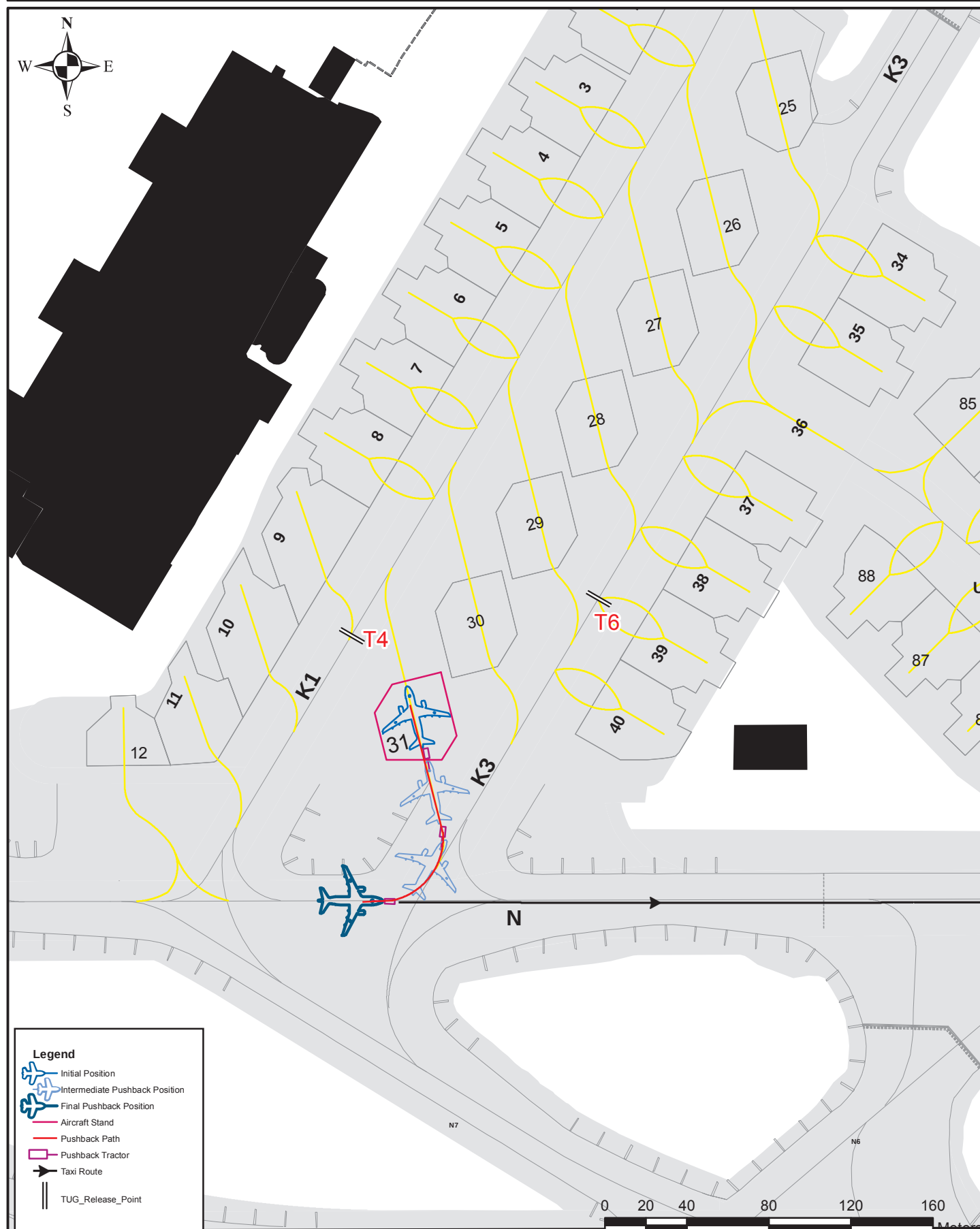
Stands - 31

MUMBAI INDIA

CHHATRAPATI SHIVAJI INTL

31

- Pushback deep on TWY N facing east.
- Taxi out via TWY N



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AIRCRAFT PUSHBACK PROCEDURE

Runway 14 / 27

Stands - 34 to 38

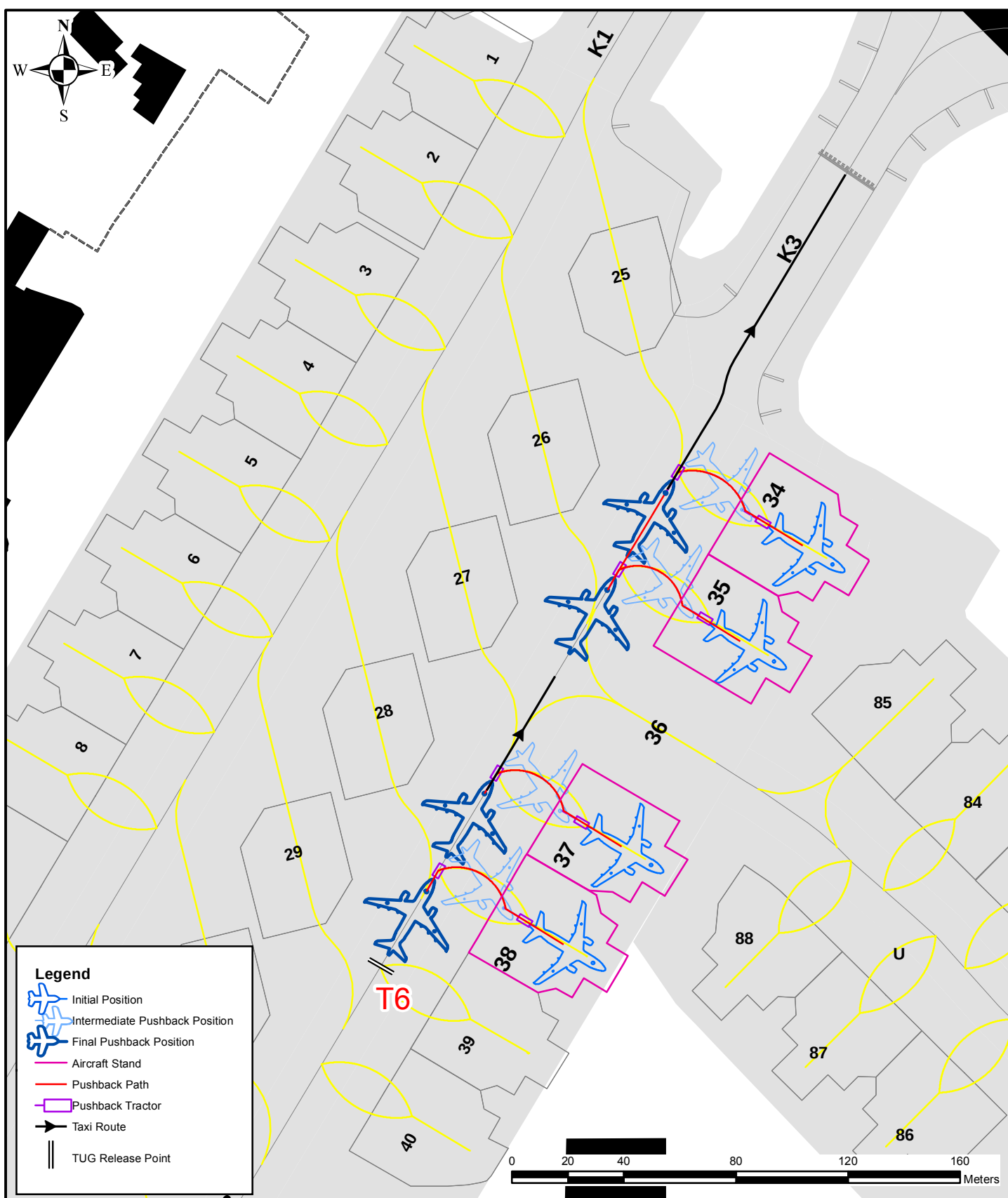
MUMBAI INDIA

CHHATRAPATI SHIVAJI INTL

34 - 35	• Pushback facing North-East on Taxilane K3. and to remain clear of stand 36 behind • Taxi out via Taxilane K3.
36	• Aircraft stand No. 36 to be kept vacant.
37 - 38	• Pushback facing North-East on Taxilane K3. • Taxi out via Taxilane K3.

CAUTION :

Aircraft on Stand 38 not to commence pushback until the aircraft pushing back from Stands 39 or 40 has taxied out.



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AIRCRAFT PUSHBACK PROCEDURE

Runway 14 / 27

Stands - 39 to 40

MUMBAI INDIA

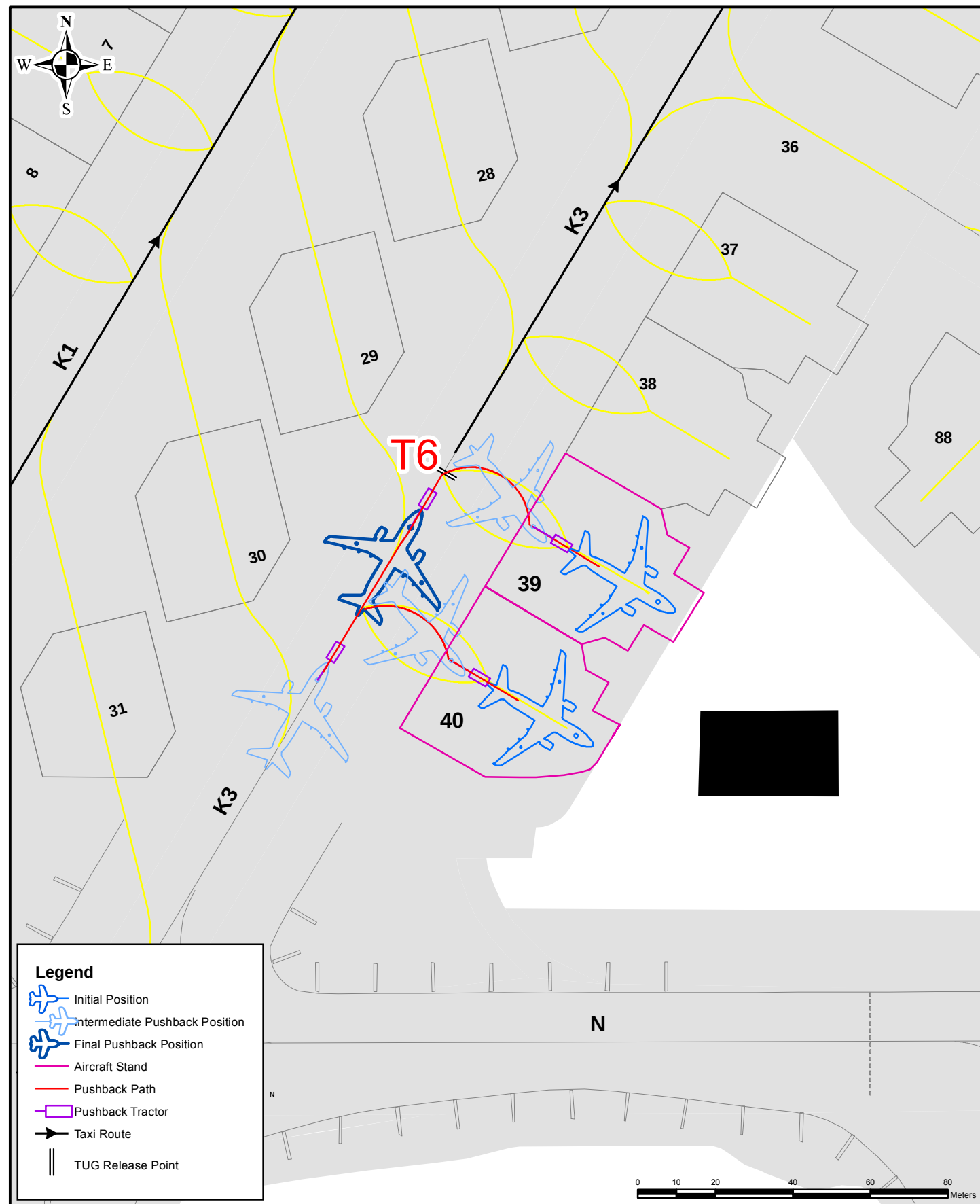
CHHATRAPATI SHIVAJI INTL

39-40

- Pushback facing North-East on Taxilane K3 and pull ahead up to Tug Release Point (T6).
- Taxi out via Taxilane K3.

CAUTION :

Aircraft on Stands 39 & 40 not to commence pushback until the aircraft pushing back from Stand 38 has taxied out.



VABB/BOM

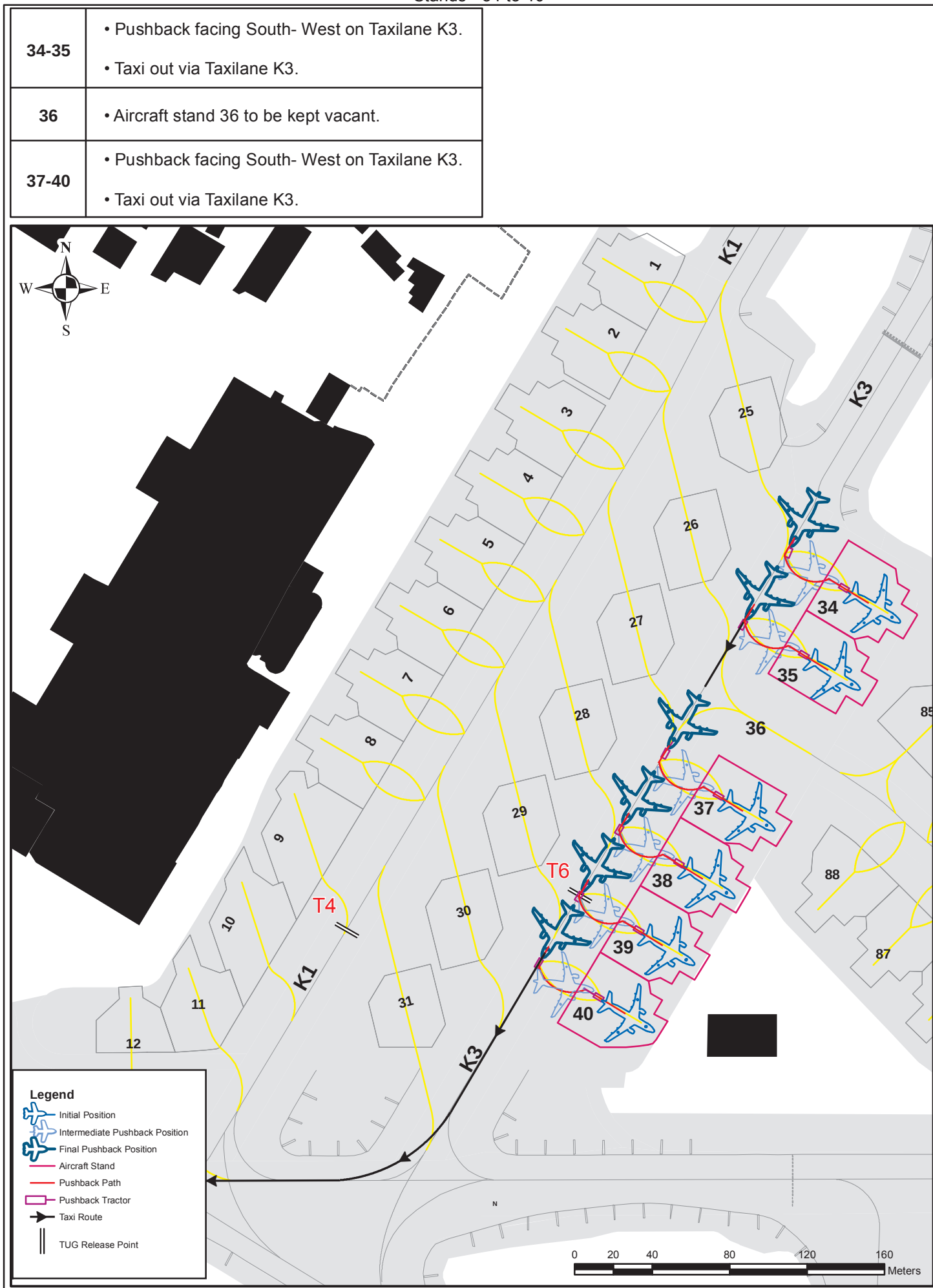
AIRCRAFT PUSHBACK PROCEDURE

MUMBAI INDIA

Runway 09

Stands - 34 to 40

CHHATRAPATI SHIVAJI INTL



VABB/BOM

AIRCRAFT PUSHBACK PROCEDURE

MUMBAI INDIA

Runway 32

Stands - 34 to 40

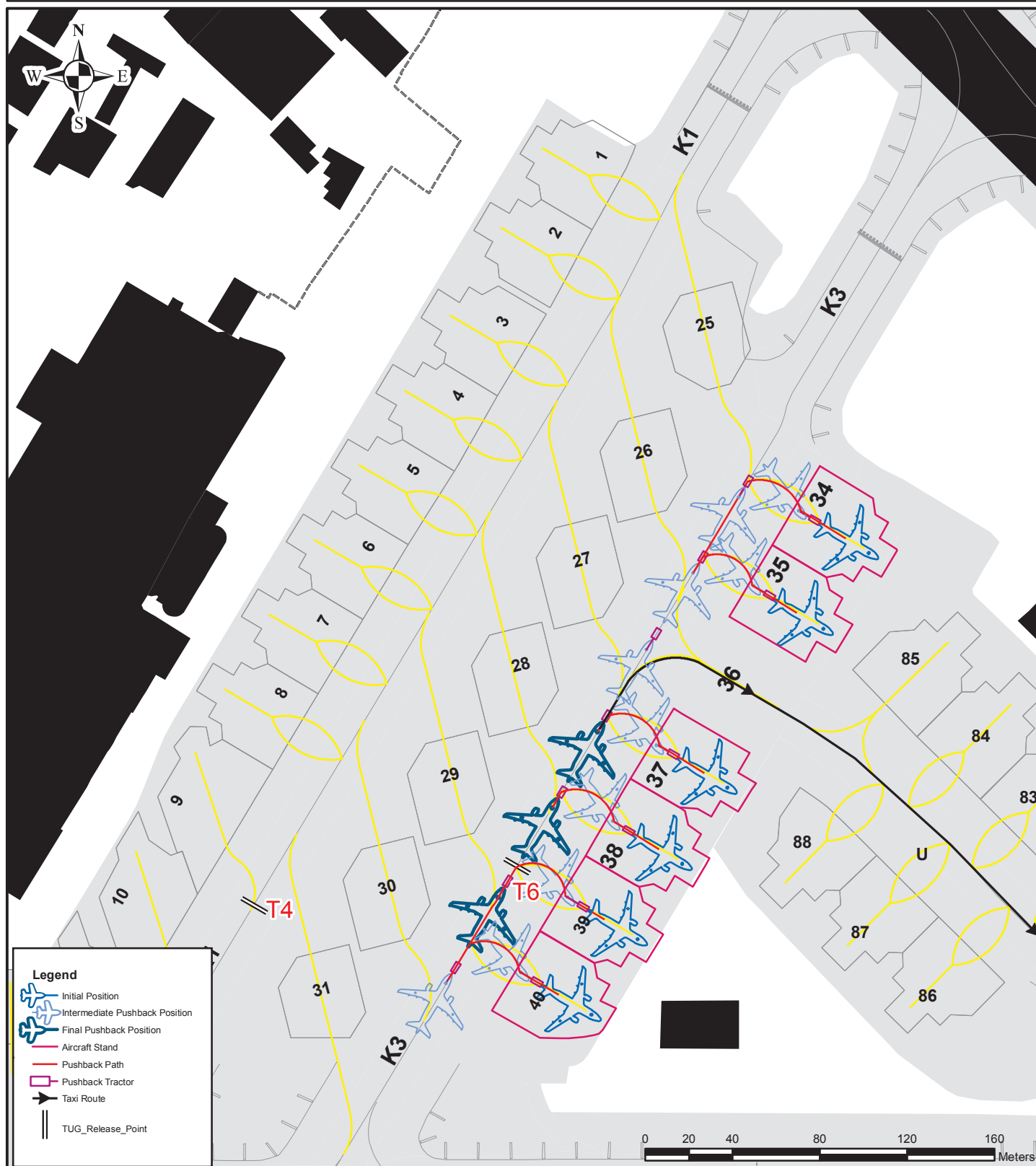
CHHATRAPATI SHIVAJI INTL

34 - 35	• Pushback deep facing North-East on Taxilane K3 till abeam stand 37. • Taxi out via Stand 36 → Twy U.
36	• Aircraft stand No. 36 to be kept vacant.
37 - 38	• Pushback facing North-East on Taxilane K3. • Taxi out via Stand 36 → Twy U.
39 - 40	• Pushback facing North-East on Taxilane K3 and pull ahead up to Tug Release Point (T6). • Taxi out via Stand 36 → Twy U.

CAUTION :

• Pushback from stands 25, 26, 27, 28, 34, 35, 37, 38 and 39 are interdependent.

• Pushback from stands 29, 30, 39 and 40 are interdependent.



VABB/BOM

AIRCRAFT PUSHBACK PROCEDURE

Runway 14 / 32 / 09 / 27

Stand - 80

MUMBAI INDIA

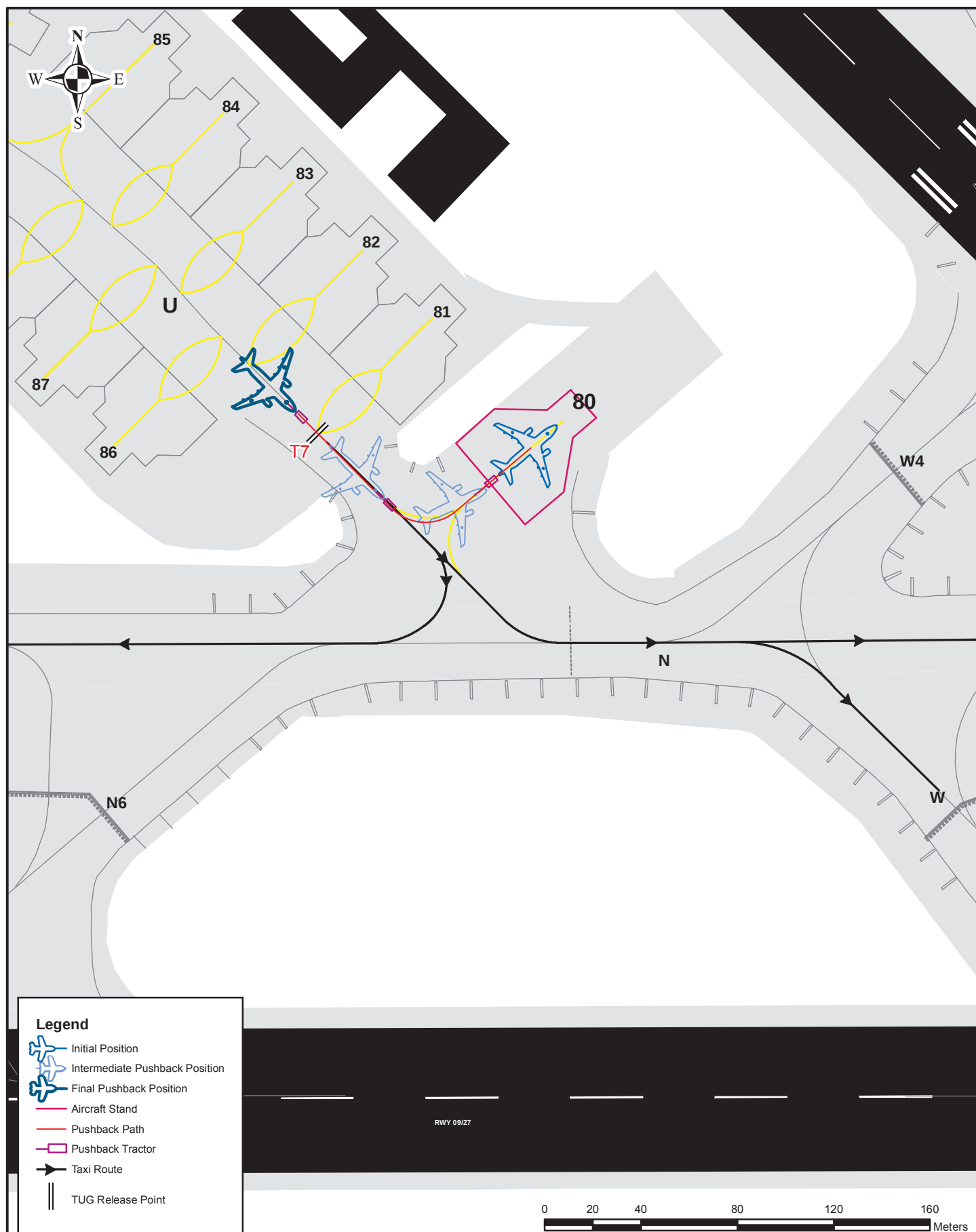
CHHATRAPATI SHIVAJI INTL

80

- Pushback facing South-East on TWY U up to Tug Release Point (T7).
- Taxi out via TWY N.

CAUTION :

Aircraft on Stand 80 not to commence pushback until the aircraft pushing back from Stands 81, 82 or 86 has taxied out.



VABB/BOM

AIRCRAFT PUSHBACK PROCEDURE

Runway 14 / 09

Stand - 81-85

MUMBAI INDIA

CHHATRAPATI SHIVAJI INTL

81 - 85

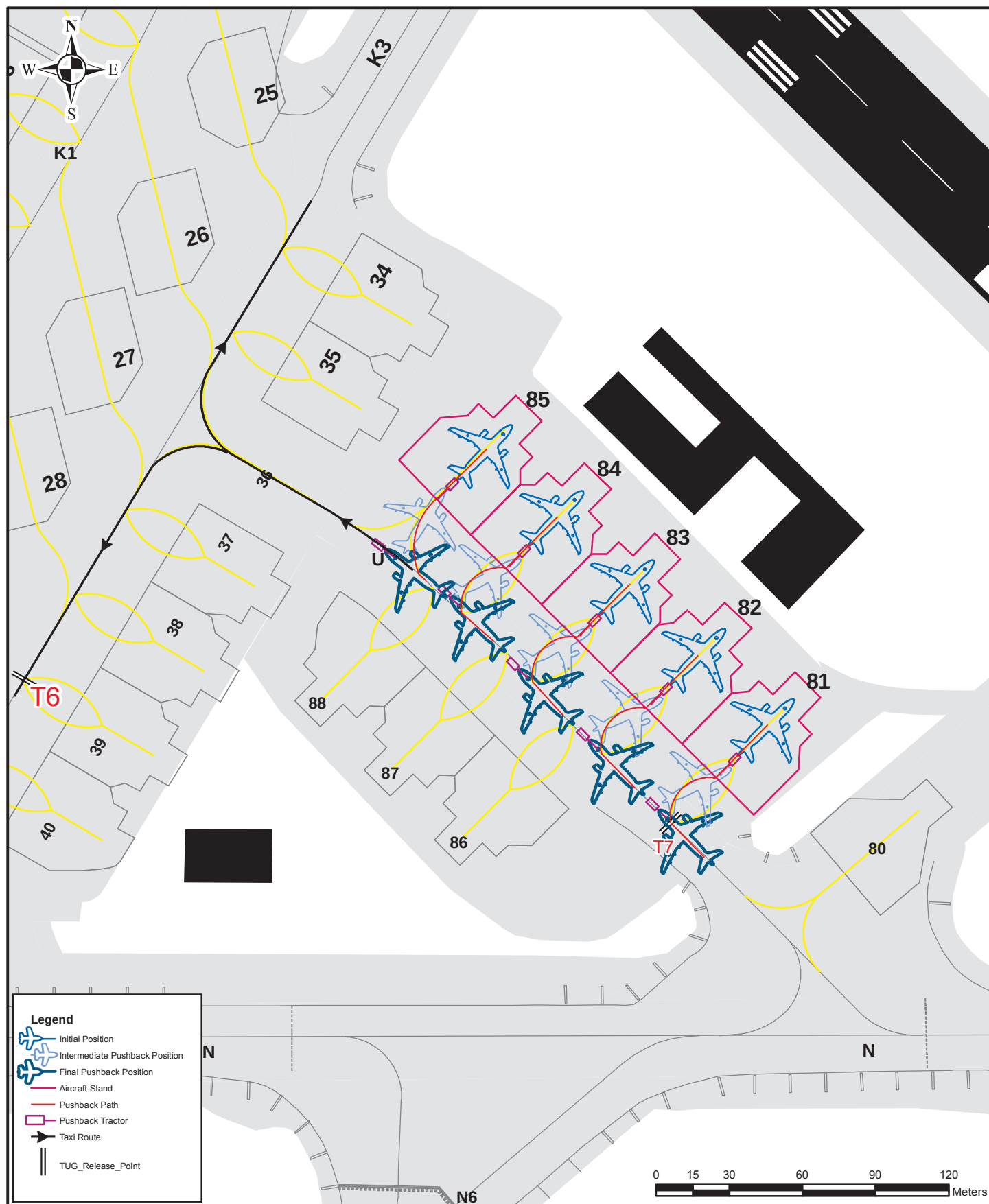
• Pushback facing North-West on TWY U.

• Taxi out via Stand 36.

Note :- Stand 36 is kept vacant

CAUTION :

Aircraft on Stands 81, 82 or 86 not to commence pushback until the aircraft pushing back from Stand 80 has taxied out.



VABB/BOM

AIRCRAFT PUSHBACK PROCEDURE

Runway 27 / 32

Stand - 81-85

MUMBAI INDIA

CHHATRAPATI SHIVAJI INTL

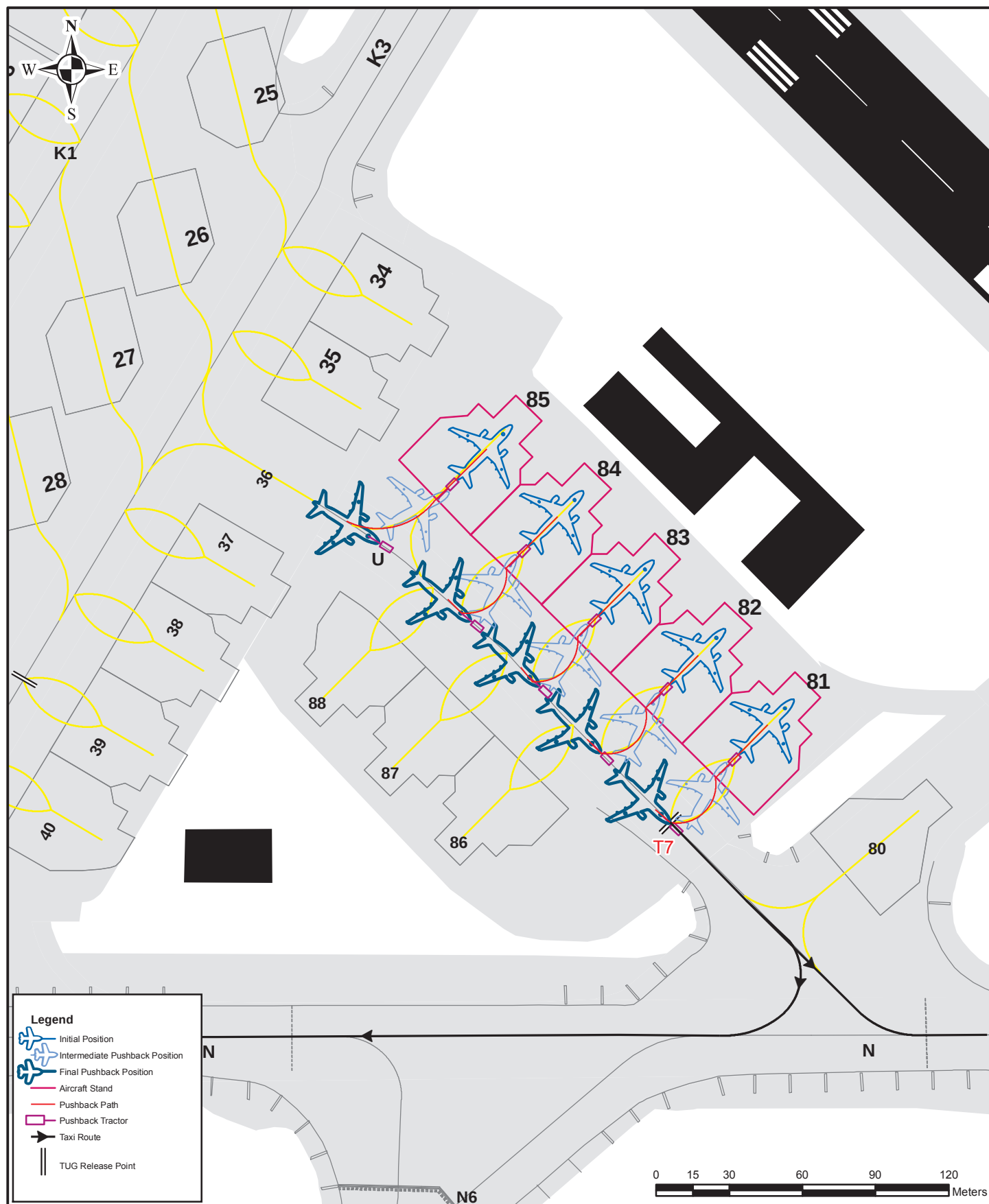
81 - 85

- Pushback facing South-east on TWY U.
- Taxi out Twy U.

Note :- Stand 36 is kept vacant

CAUTION :

Aircraft on Stands 81, 82 or 86 not to commence pushback until the aircraft pushing back from Stand 80 has taxied out.



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AIRCRAFT PUSHBACK PROCEDURE

Runway 14 / 09

Stand - 86-88

MUMBAI INDIA

CHHATRAPATI SHIVAJI INTL

86 - 88

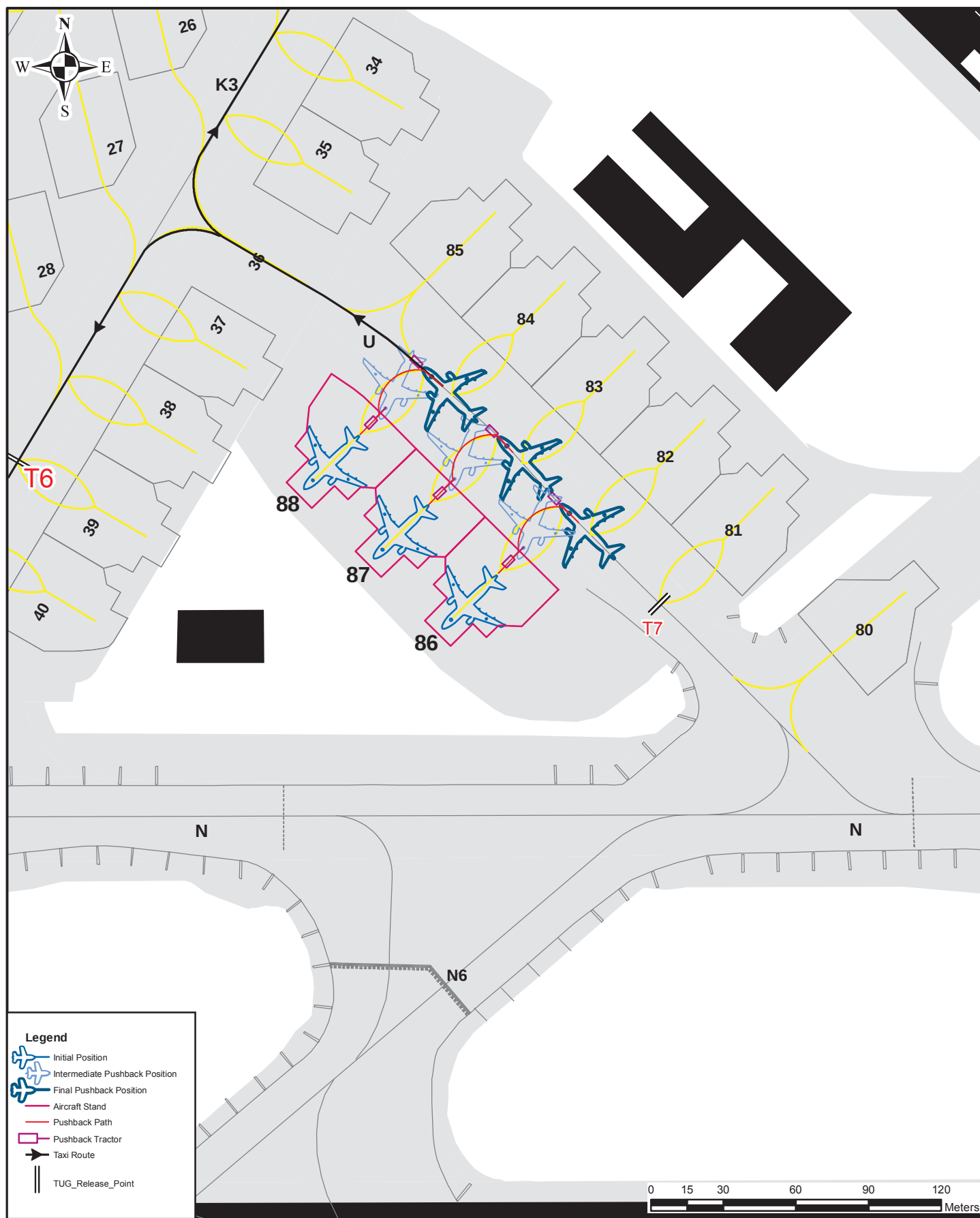
- Pushback facing North-West on TWY U.

- Taxi out via Stand 36.

Note :- Stand 36 is kept vacant

CAUTION :

Aircraft on Stands 81, 82 or 86 not to commence pushback until the aircraft pushing back from Stand 80 has taxied out.



VABB/BOM

AIRCRAFT PUSHBACK PROCEDURE

Runway 27 / 32

Stand - 86-88

MUMBAI INDIA

CHHATRAPATI SHIVAJI INTL

86 - 88

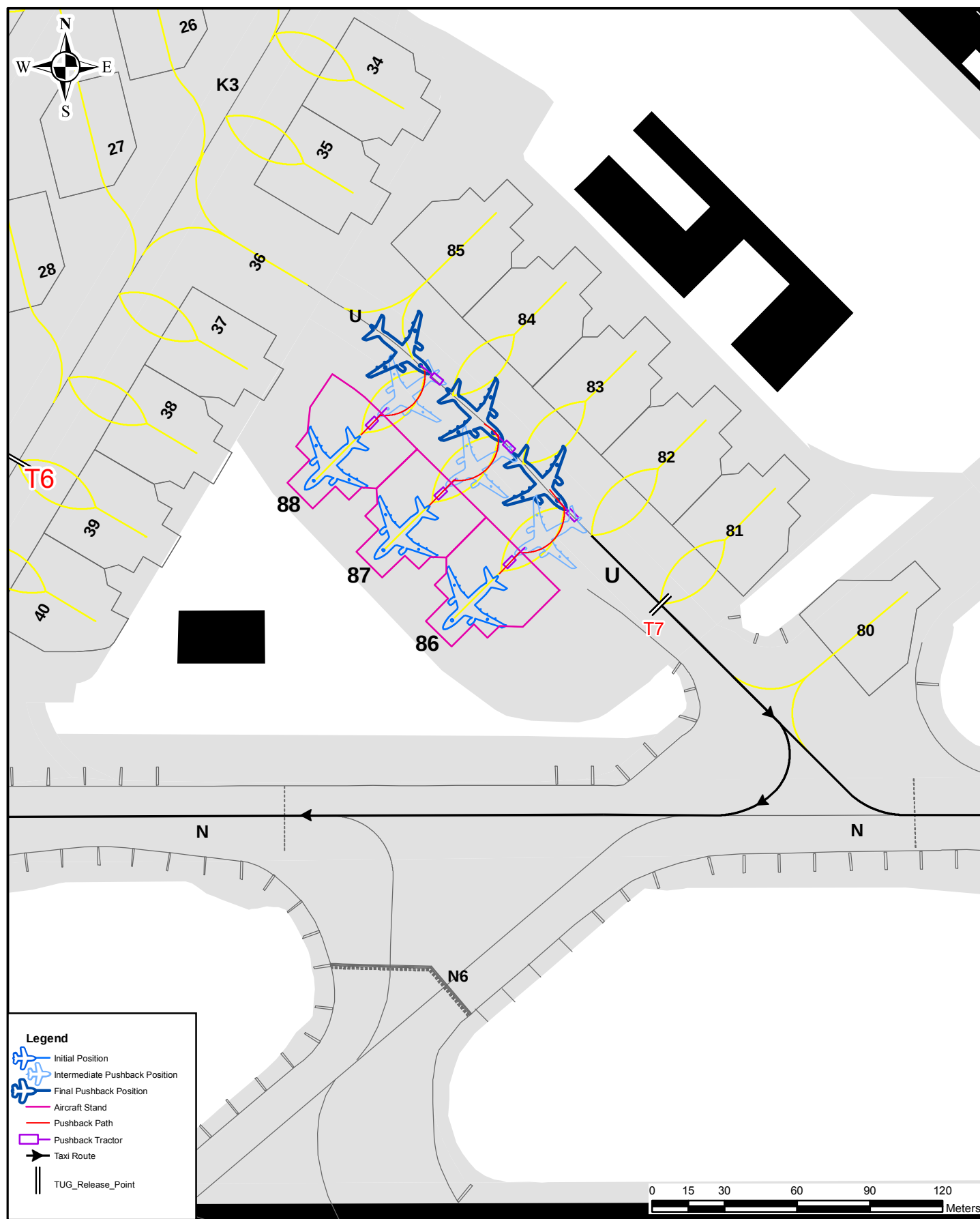
- Pushback facing South-east on TWY U.

- Taxi out via Twy U.

Note :- Stand 36 is kept vacant

CAUTION :

Aircraft on Stands 81, 82 or 86 not to commence pushback until the aircraft pushing back from Stand 80 has taxied out.



VABB/BOM

AIRCRAFT PUSHBACK PROCEDURE

Runway 14 / 32 / 09 / 27

Stands - G1 to G5

MUMBAI INDIA

CHHATRAPATI SHIVAJI INTL

G1 - G3

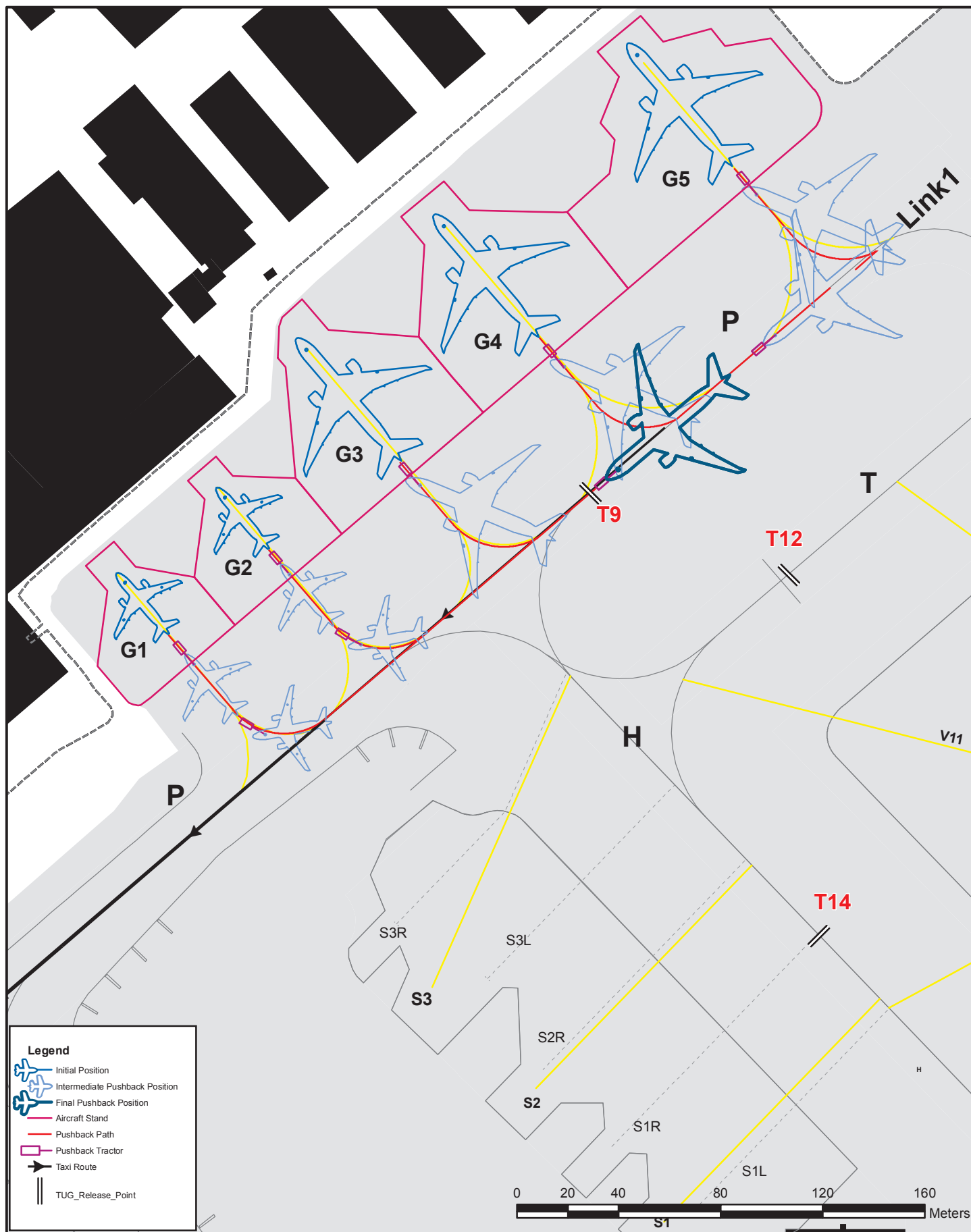
- Pushback facing South-West on Taxilane P up to Tug Release Point T9. • Taxi out via Taxilane P.

G4 - G5

- Pushback facing South-West on Taxilane P pull forward to Tug Release Point T9. • Taxi out via Taxilane P.

CAUTION :

- Pushback from stand G1-G5 are interdependent.
- Pushback from stand S3, G1, G2, and G3 are interdependent



VABB/BOM

AIRCRAFT PUSHBACK PROCEDURE

Runway 09 / 27 / 14 / 32

Stands - K1-K3L

MUMBAI INDIA

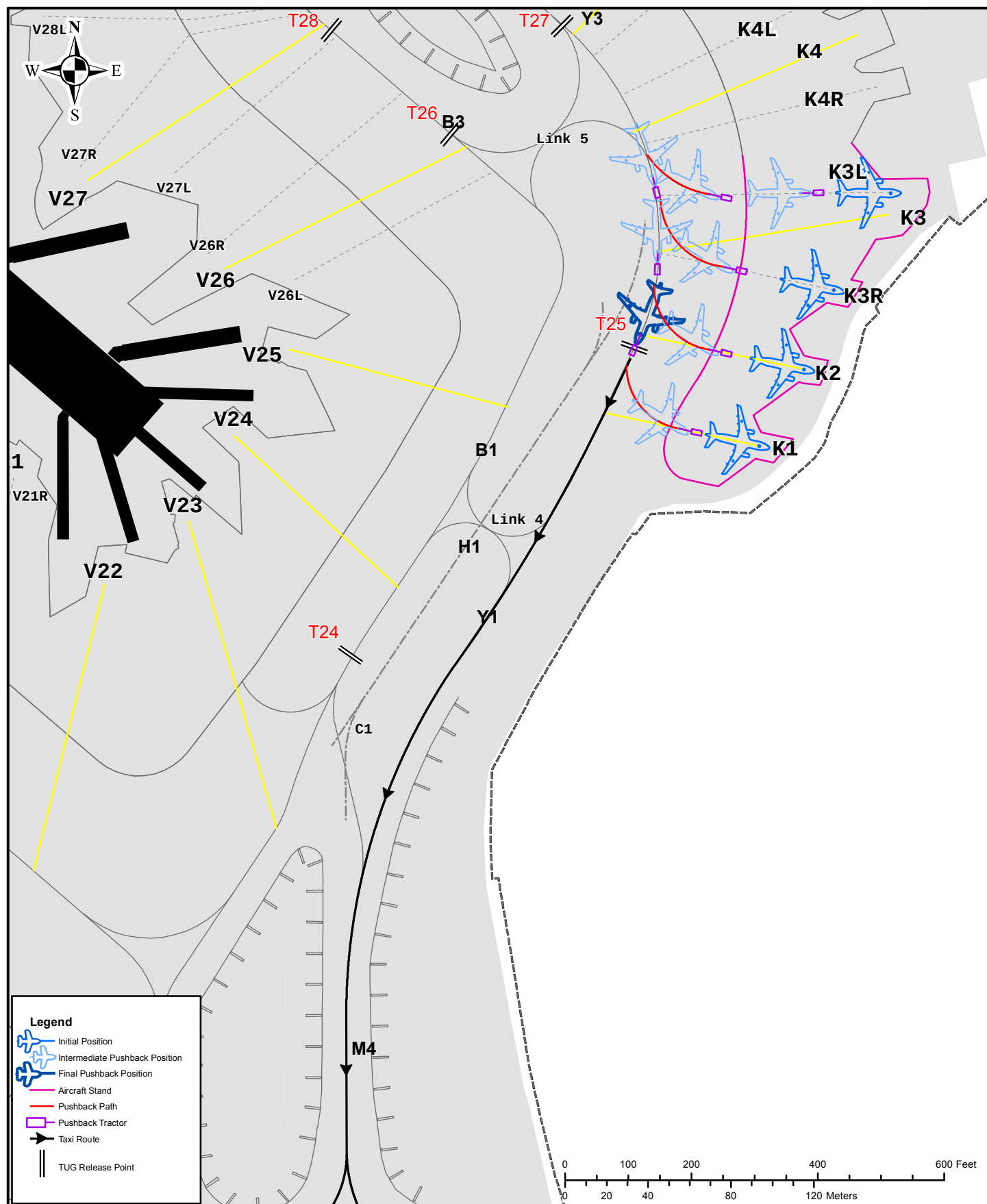
CHHATRAPATI SHIVAJI INTL

CAUTION :

- At SE Pier Apron from stands V23 upto V31 and from stands K3 upto K6 Aircraft code D & E will Tow/Taxi under follow me service only.
- Pushback from stand K3L will prohibit the use of TWY Link5

**K1, K2,
K3R & K3L**

- Aircraft from K1 and K2 to pushback facing South west on TWY Y1, up to Tug release T-25 for start.
- Aircraft from K3L and K3R to pushback facing South west on TWY Y1 and to pull forward, up to Tug release T-25 for start.
- Taxi out via TWY Y1→TWY M4.



VABB/BOM

AIRCRAFT PUSHBACK PROCEDURE

MUMBAI INDIA

Runway 09 / 27 / 14 / 32

Stands - K3

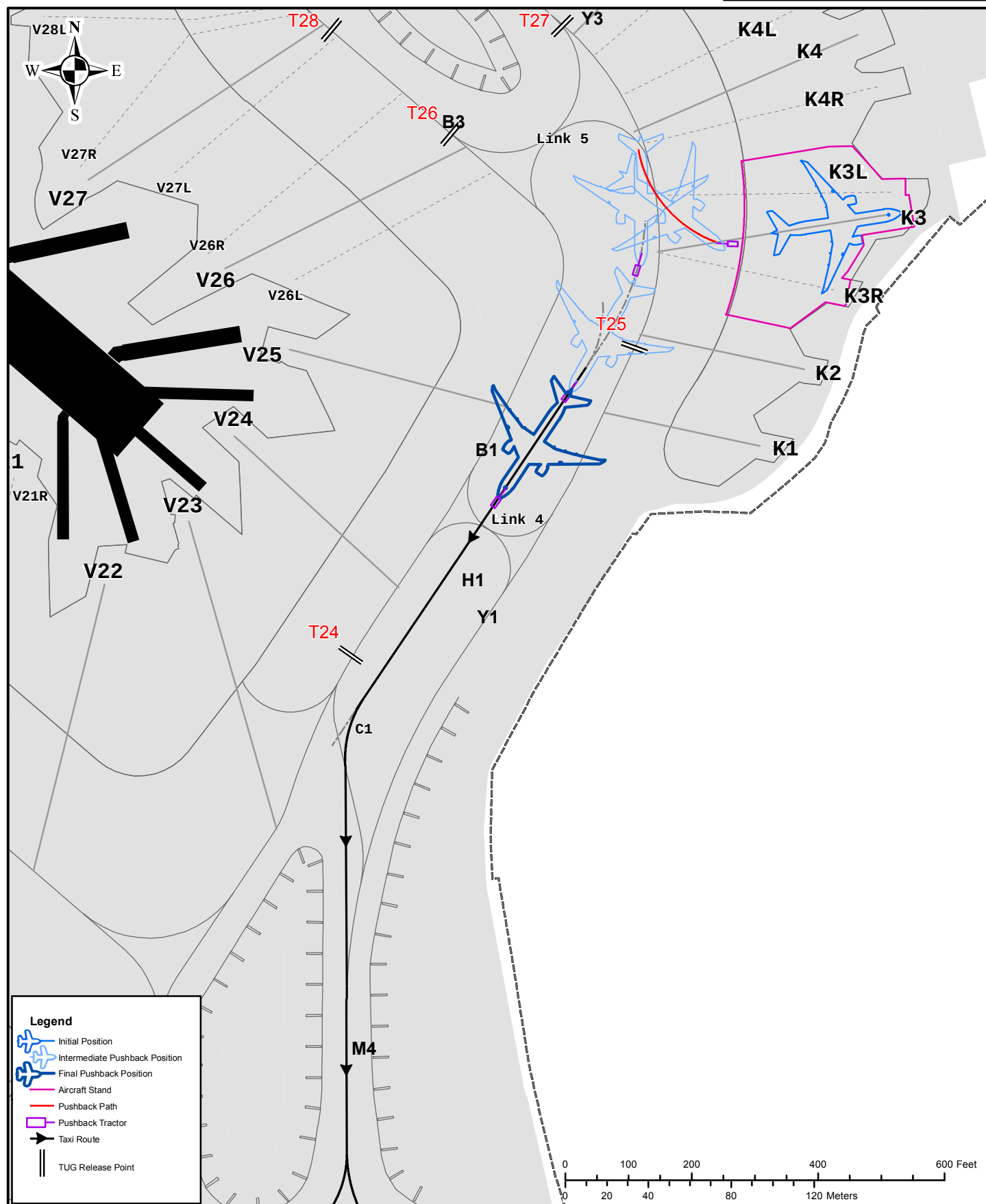
CHHATRAPATI SHIVAJI INTL

K3

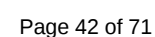
- Aircraft to pushback facing South west on Taxilane H1 and pull forward uptill short of Link4,
- Taxi out via taxilane H1→TWY M4.

CAUTION :

- At SE Pier Apron from stands V23 upto V31 and from stands K3 upto K6 Aircraft code D & E will Tow/Taxi under follow me service only.
- Pushback from stands K3 and V25 are interdependent



- Pushback from stands K4L & K4R will prohibit the use of TWY Link5



VABB/BOM

AIRCRAFT PUSHBACK PROCEDURE

MUMBAI INDIA

Runway 09 / 27 / 14 / 32

Stands - K4, K5 & K6

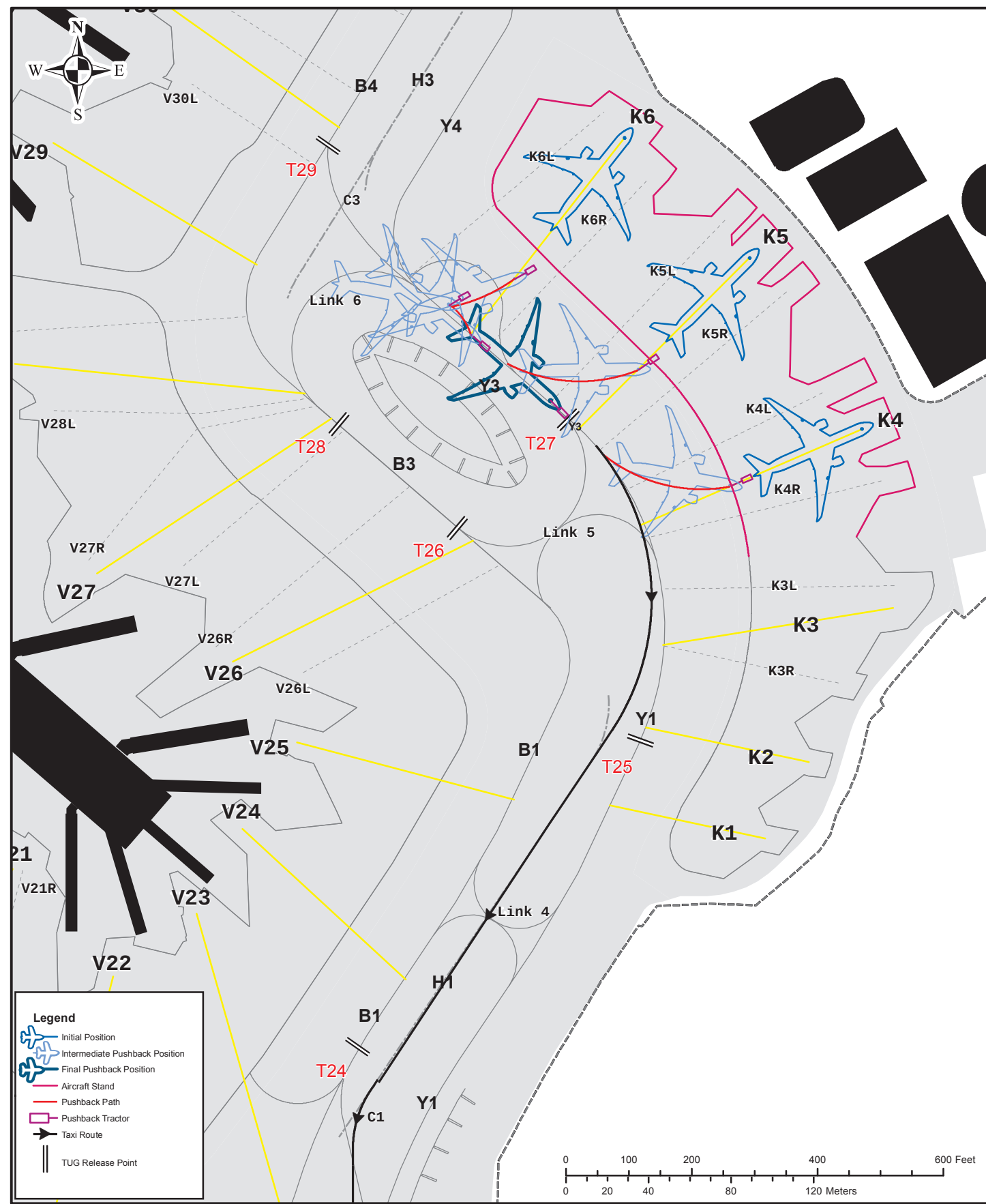
CHHATRAPATI SHIVAJI INTL

K4, K5 & K6

- Aircraft from stand K5 and K6 to Pushback facing South east on Taxilane Y3 and pull forward to TUG Release point T27.
- Aircraft from stand K4 to Pushback facing South east on Taxilane Y3 to TUG Release point T27.
- Taxi out via Taxilane Y3 → taxilane H1 → TWY M4.

CAUTION :

- Pushback from stands K4, K5 & K6 are interdependent.
- Pushback from stands K6, V27, V28, V29 are interdependent.
- Pushback from any of the stands, V26, V27, V28 pilot to take caution to ensure clearance from aircraft pushing back from any of the stands K4, K5 or K6



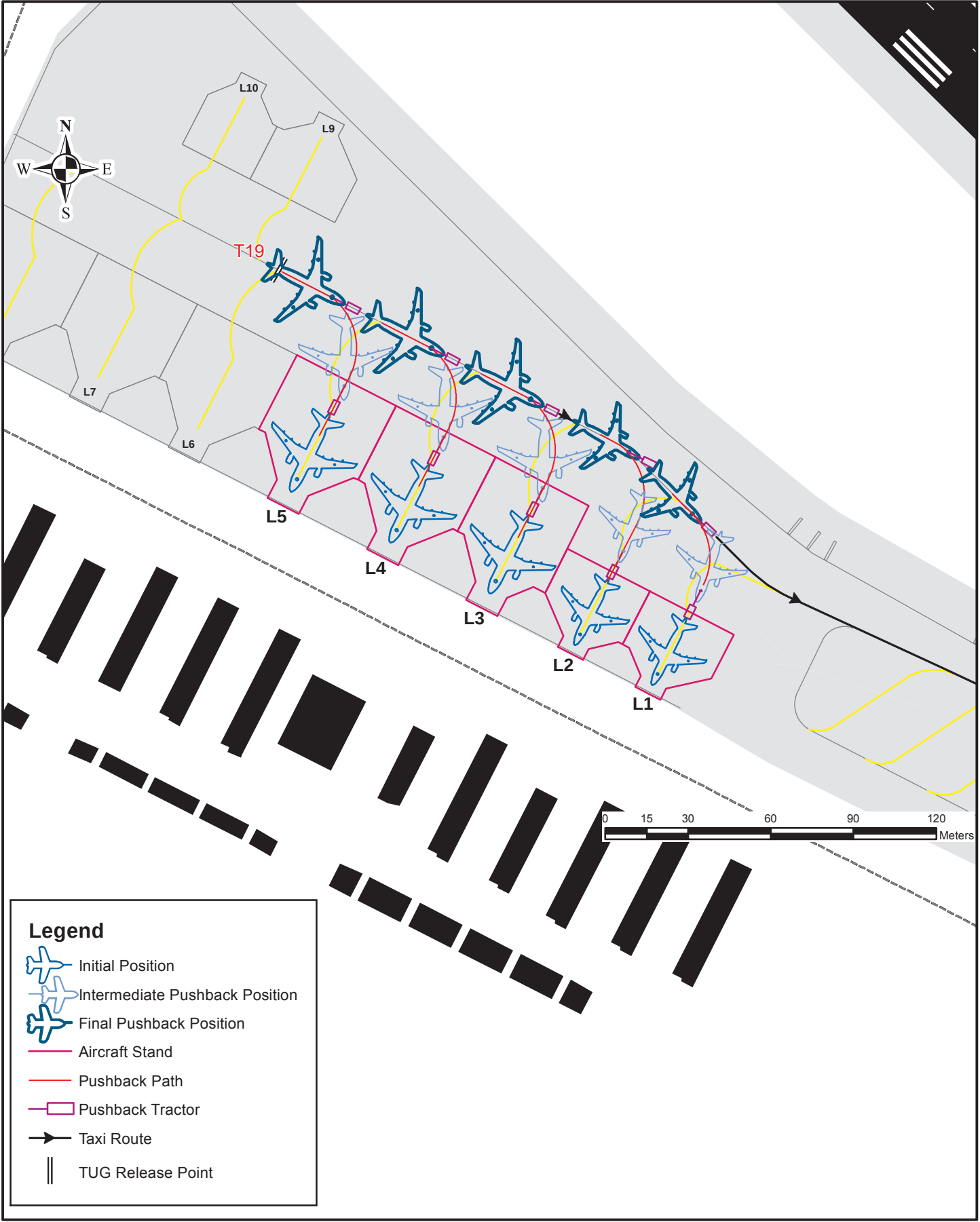
VABB/BOM

AIRCRAFT PUSHBACK PROCEDURE
Runway 14 / 32 / 09 / 27
Stands - L1 to L5

MUMBAI INDIA
CHHATRAPATI SHIVAJI INTL

L1 - L5

- Pushback facing South-East on Taxilane W1
- Taxi out via TWY W1.



VABB/BOM

AIRCRAFT PUSHBACK PROCEDURE

Runway 14 / 32 / 09 / 27

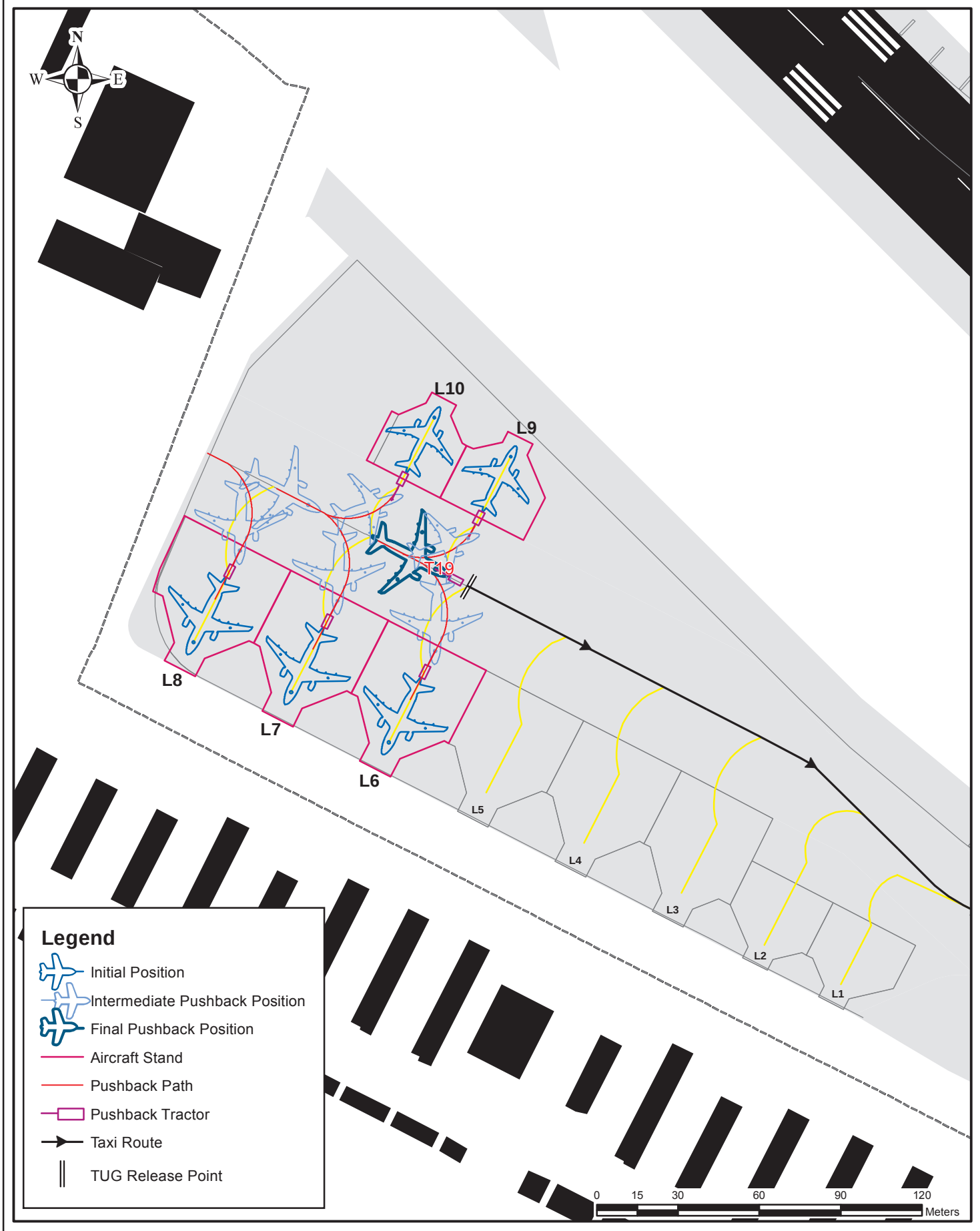
Stands - L6 to L10

MUMBAI INDIA

CHHATRAPATI SHIVAJI INTL

L6 - L10

- Pushback facing South-East on Taxilane W1 and pull ahead up to Tug Release Point (T19)
- Taxi out via TWY W1



VABB/BOM

AIRCRAFT PUSHBACK PROCEDURE

MUMBAI INDIA

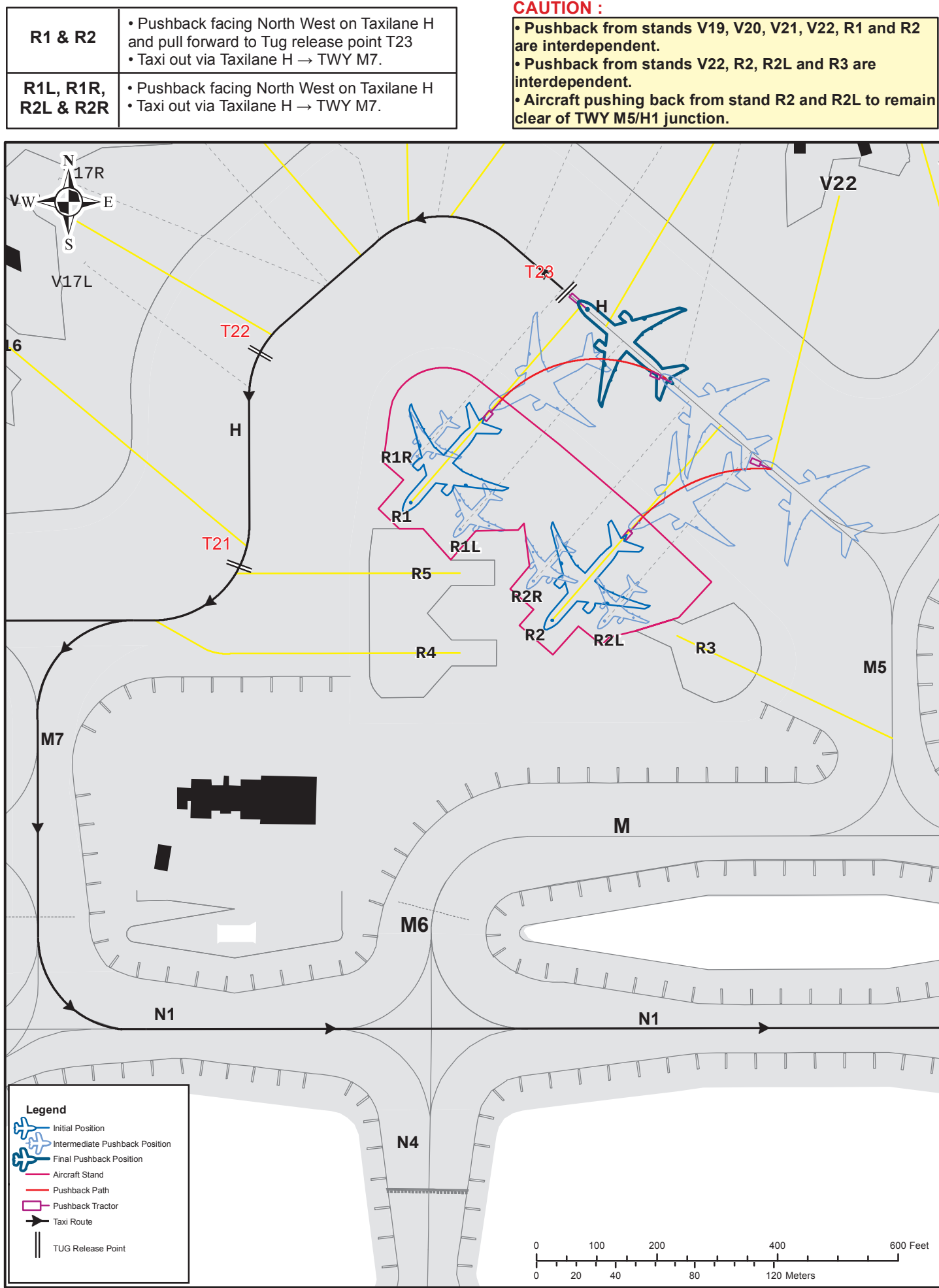
Runway 09 / 27 / 14 / 32

Stands - R1L, R1, R1R, R2L, R2, R2R

CHHATRAPATI SHIVAJI INTL

CAUTION :

- Pushback from stands V19, V20, V21, V22, R1 and R2 are interdependent.
- Pushback from stands V22, R2, R2L and R3 are interdependent.
- Aircraft pushing back from stand R2 and R2L to remain clear of TWY M5/H1 junction.

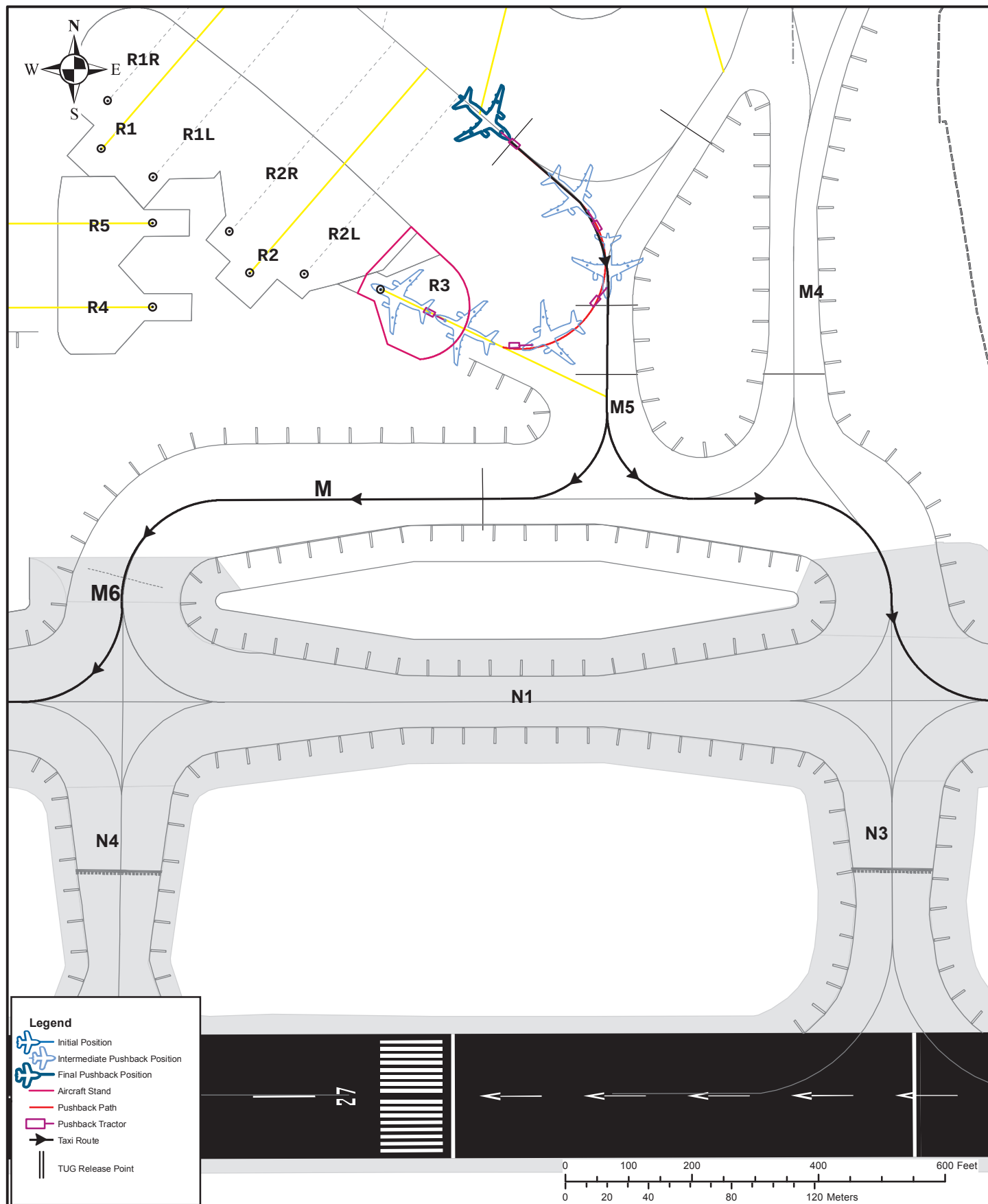


R3

- Pushback deep facing south east on taxilane H clear of TWY M5/H1 junction to taxi out via TWY M5.

CAUTION :

- Pushback from stands V22, R2, R2L and R3 are interdependent.



VABB/BOM

AIRCRAFT PUSHBACK PROCEDURE

Runway 09 / 27 / 14 / 32

Stands - R4 - R5

MUMBAI INDIA

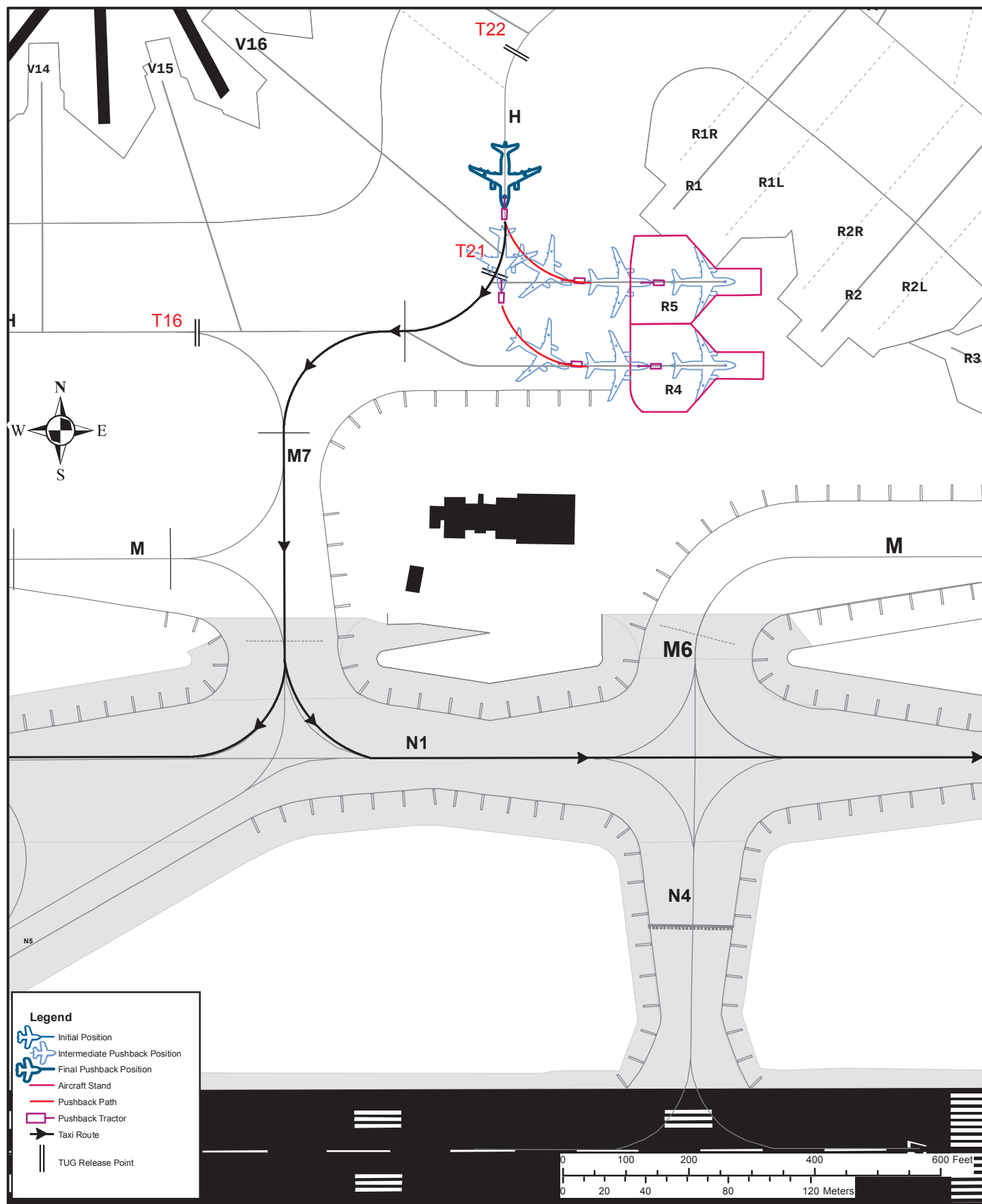
CHHATRAPATI SHIVAJI INTL

R4-R5

- Pushback facing south on Taxilane H.
- Taxi out via Taxilane H → TWY M7.

CAUTION :

- Pushback from R4, R5 and V16 are Interdependent.
- Pushback from R4 and V15 are Interdependent.



VABB/BOM

AIRCRAFT PUSHBACK PROCEDURE

Runway 09/14

Stands - S1L - S3R

MUMBAI INDIA

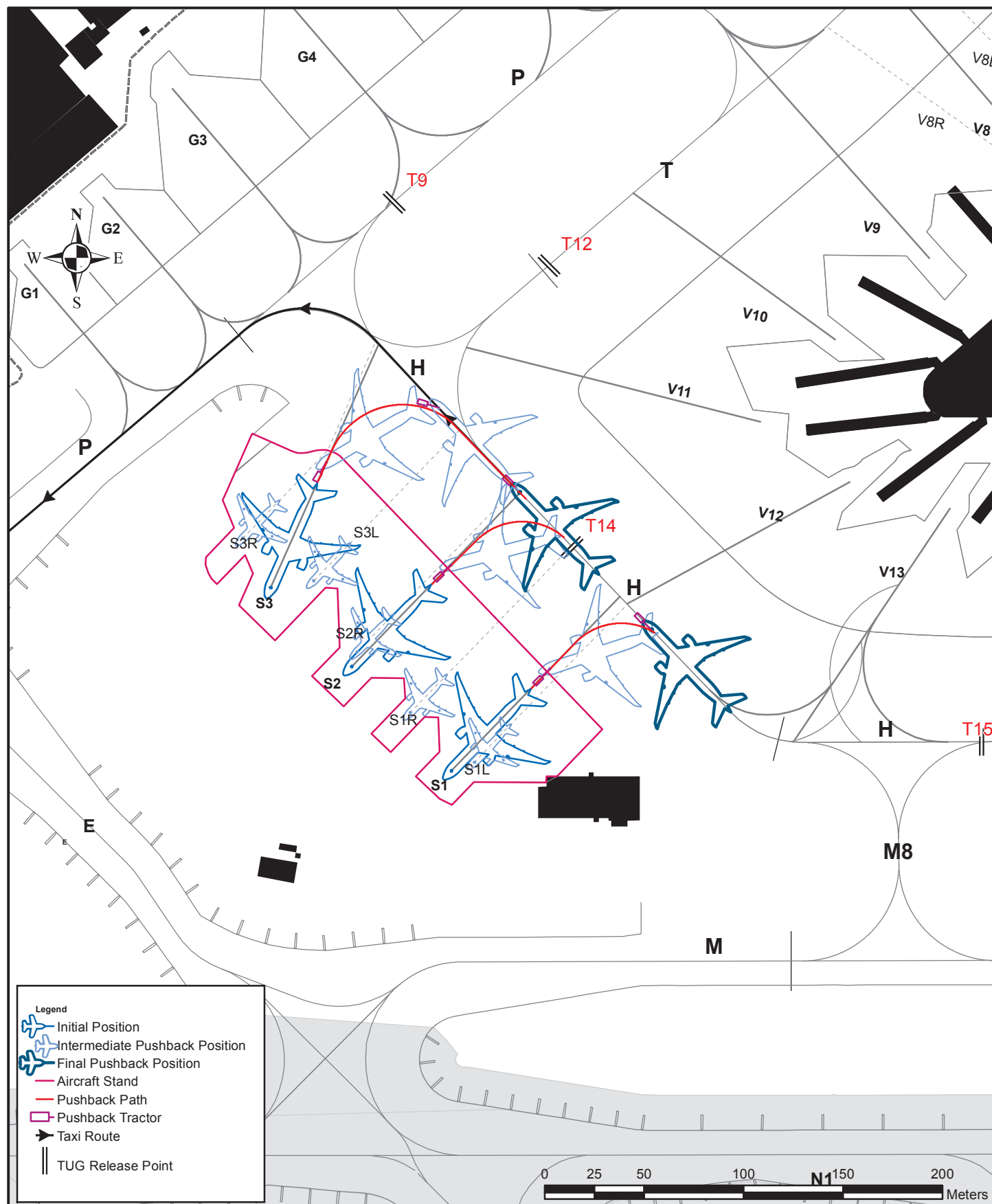
CHHATRAPATI SHIVAJI INTL

S1L-S3R

- Aircraft pushing back from Stands S1L to S3R to Push back facing North-West on Taxi lane H.
- Aircraft pushing back from Stand S3 to push back facing North-West on Taxi lane H till abeam stand S2 for start
- Taxi out via Taxi lane H.

CAUTION :

- Pushback from stands S1, S2, and V12 are interdependent.
- Pushback from stands S3 and V11 are interdependent.



VABB/BOM

AIRCRAFT PUSHBACK PROCEDURE

Runway 27 / 32

Stands - S1L - S3R

MUMBAI INDIA

CHHATRAPATI SHIVAJI INTL

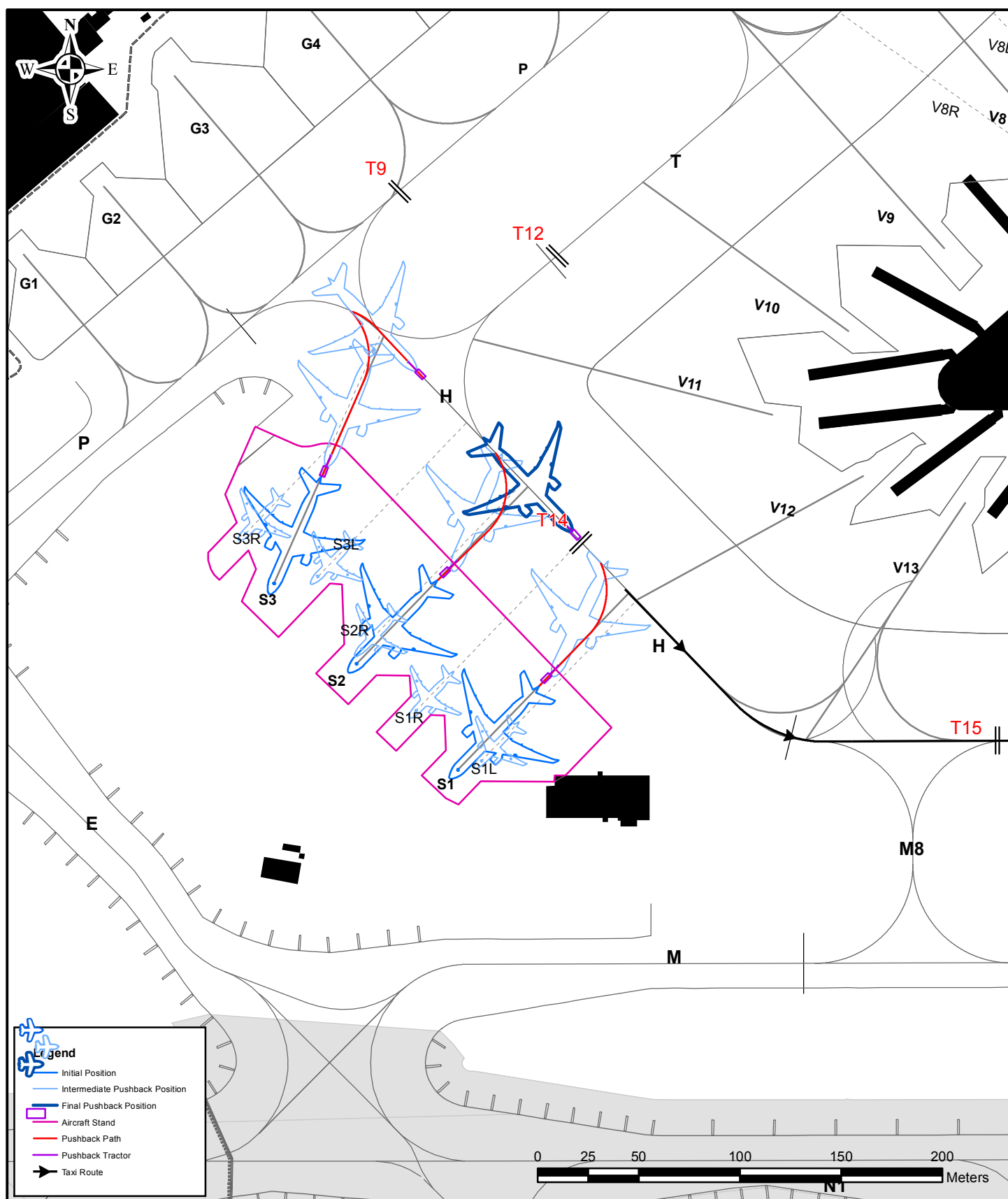
S1L-S3R

- Aircraft pushing back from Stand S1L, S1, S1R pushback facing South-East on Taxilane H.
- Aircraft pushing back from Stand S2, S2R, S3L, S3, S3R to pushback facing south-east on taxilane H, pull ahead up to Tug Release Point T14.
- Taxi out via Taxilane H.

CAUTION :

• Pushback from stand S1, S2, S3 V11 & V12 are interdependent.

• Pushback from stand S3, G1, G2, G3 are interdependent



VABB/BOM

AIRCRAFT PUSHBACK PROCEDURE

Runway 09 / 27 / 14 / 32

Stands - V4L - V8R

MUMBAI INDIA

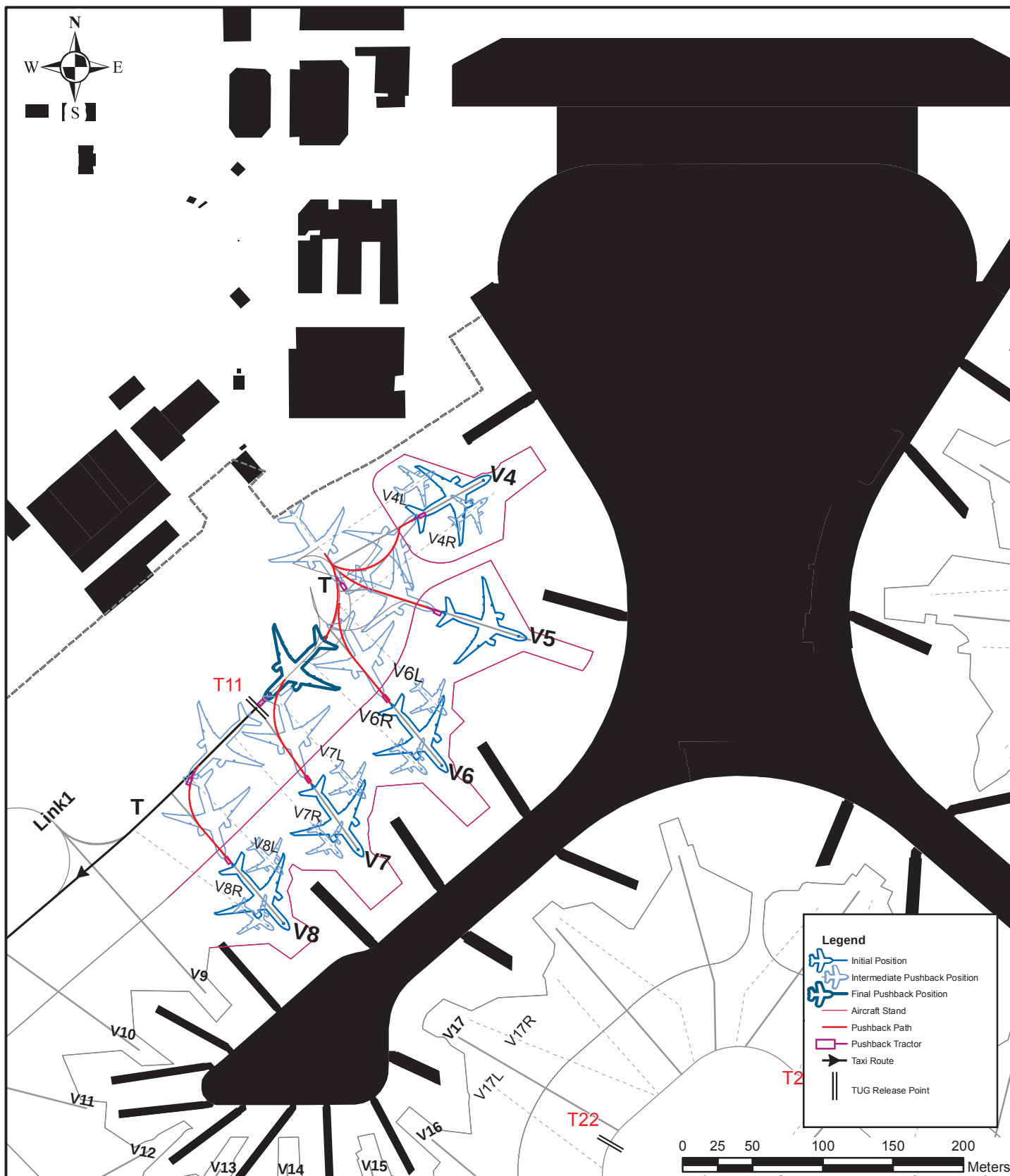
CHHATRAPATI SHIVAJI INTL

V4L - V5	- Pushback facing South-West on Taxilane T and pull ahead abeam stand V7 to Tug Release Point T11. - Taxi out via Taxilane T.
V6L - V7R	- Pushback facing South-West on Taxilane T and pull ahead upto Tug Release Point T11. - Taxi out via Taxilane T.
V8L - V8R	- Pushback facing South-West on Taxilane T upto Tug Release Point T11. - Taxi out via Taxilane T.

CAUTION :

Pushback from V4, V5 V6, V7 & V8 are interdependent

Simultaneous movement of aircraft to/ from stands V4R, V5, V6L and V6 not permitted.



VABB/BOM

AIRCRAFT PUSHBACK PROCEDURE

Runway 09 / 27 / 14 / 32

Stands - V9 & V10

MUMBAI INDIA

CHHATRAPATI SHIVAJI INTL

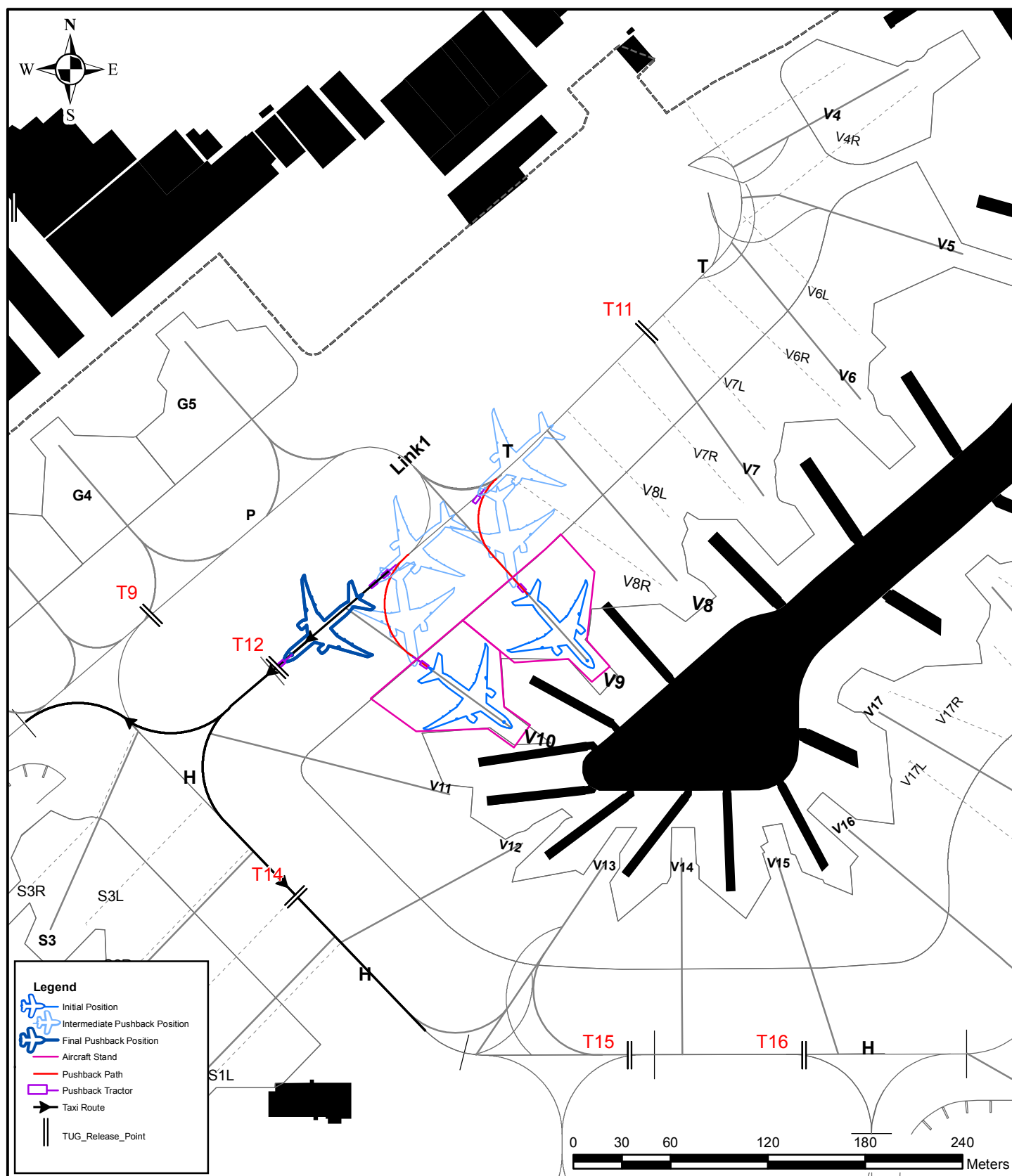
V9 & V10

- Pushback facing South-West on Taxilane T and pull ahead upto T12.

- Taxi out via Taxilane T.

CAUTION :

- Pushback from stand V9, V10 & V11 are interdependent



VABB/BOM

AIRCRAFT PUSHBACK PROCEDURE

Runway 09 / 27 / 14 / 32

Stands - V11

MUMBAI INDIA

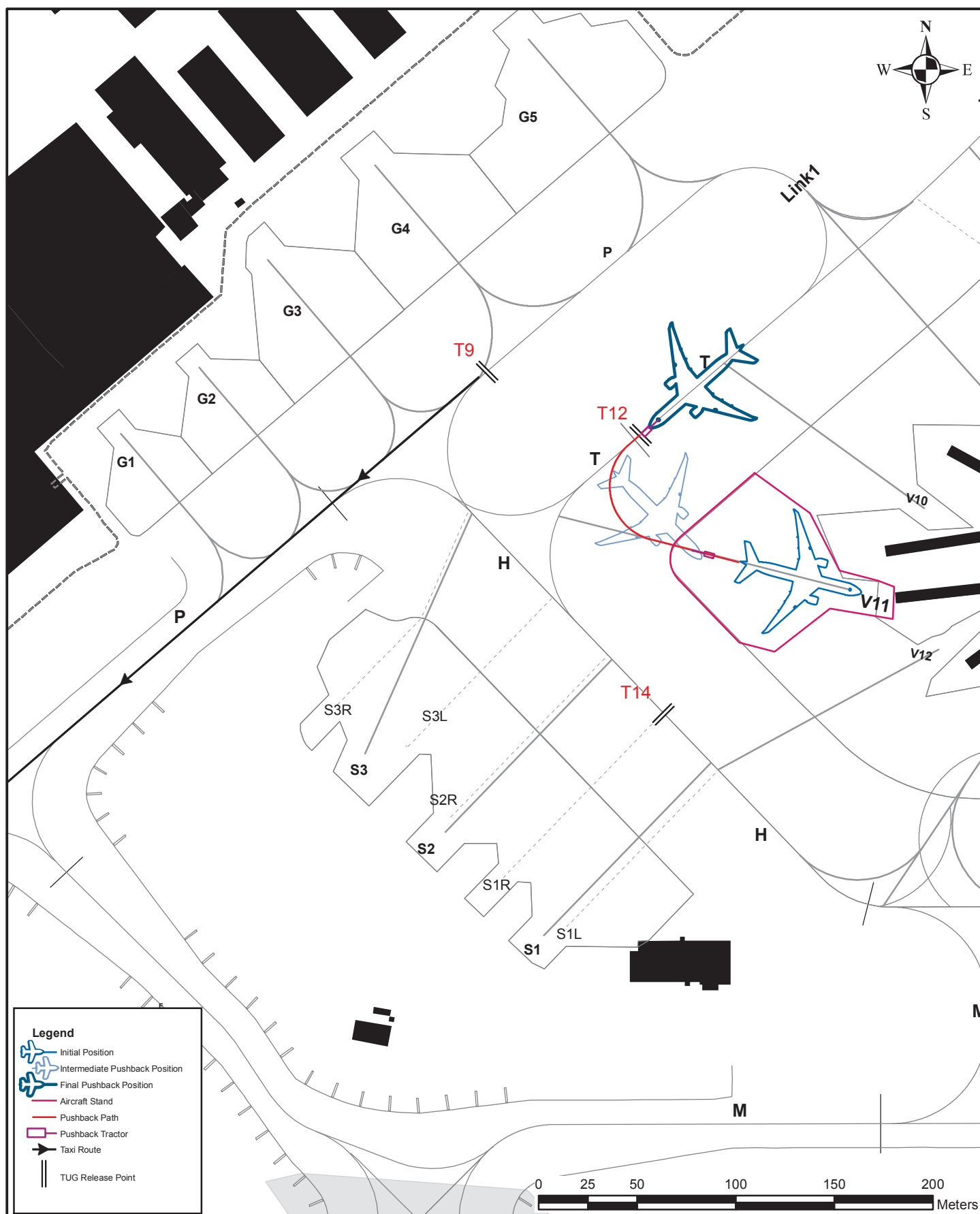
CHHATRAPATI SHIVAJI INTL

V11

- Pushback facing South-West on Taxilane T up to Tug Release Point T12.
- Taxi out via Taxilane H

CAUTION :

- Pushback from stand V9, V10 & V11 are interdependent
- Pushback from stand V11, S3 & S2, are interdependent.



VABB/BOM

AIRCRAFT PUSHBACK PROCEDURE

Runway 09 / 14

Stands - V12 - V15

MUMBAI INDIA

CHHATRAPATI SHIVAJI INTL

V12

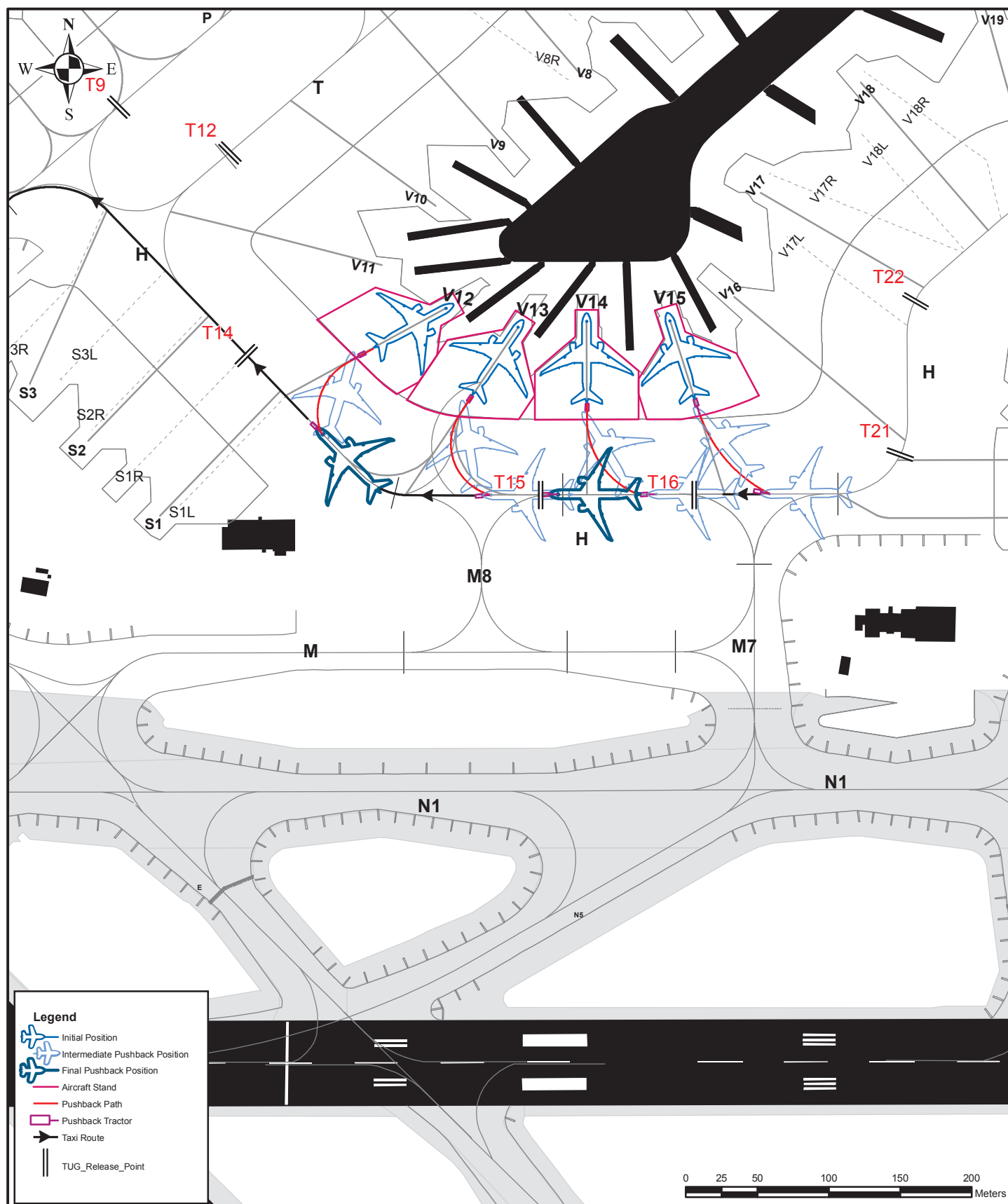
- Pushback facing North-West on Taxilane H.
- Taxi out via Taxilane H.

CAUTION :

- Pushback from stand V12, S1 and S2 are interdependent.
- Pushback from R4 and V15 are Interdependent.

V13-V15

- Pushback facing West on Taxilane H up to Tug release Point T15.
- Taxi out via Taxilane H



VABB/BOM

AIRCRAFT PUSHBACK PROCEDURE

Runway 27 / 32

Stands - V12 - V15

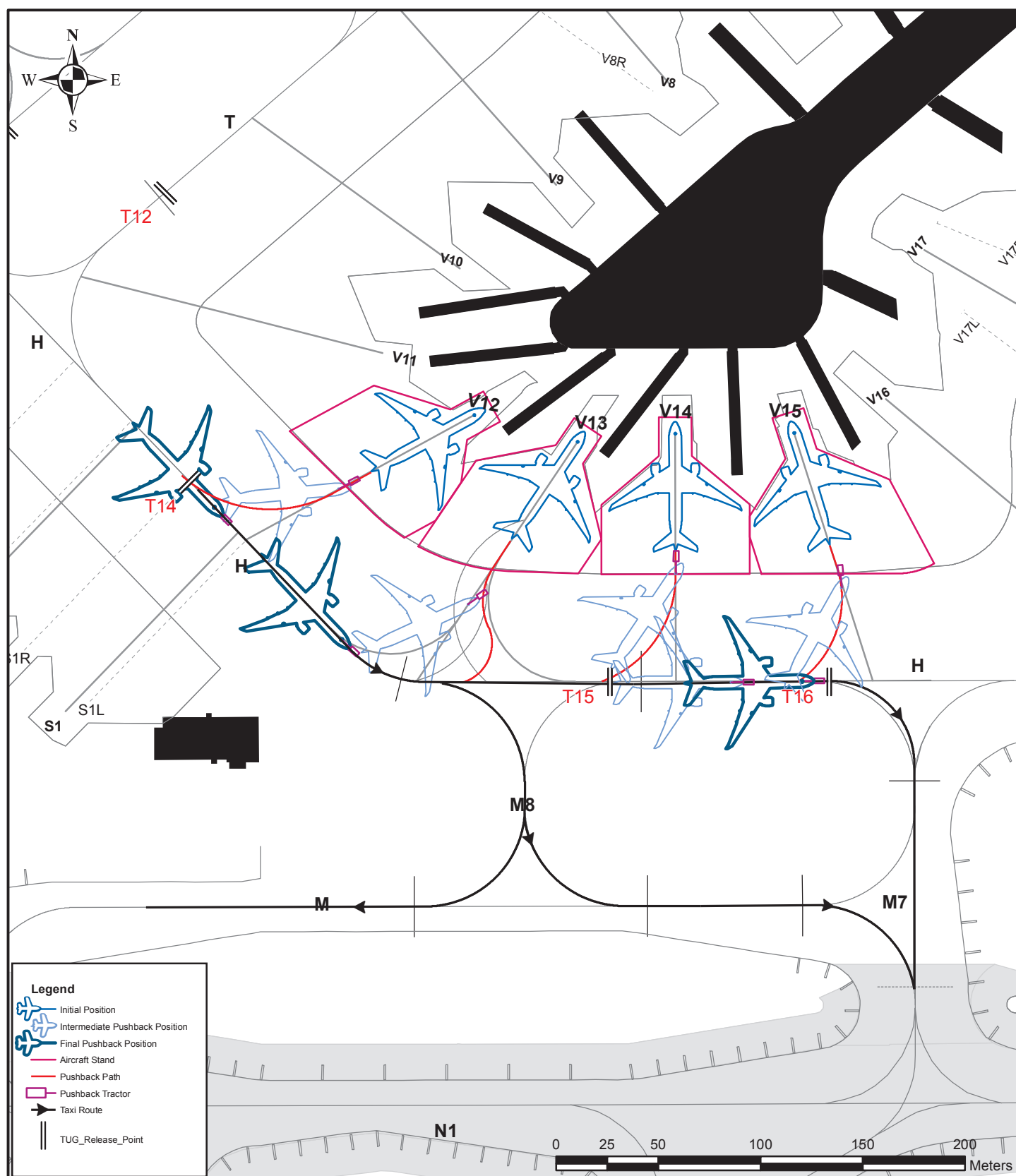
MUMBAI INDIA

CHHATRAPATI SHIVAJI INTL

V12	• Pushback facing South-East on Taxilane H. • Taxi out via Taxilane H.
V13	• Pushback facing East on Taxilane H. • Taxi out via Taxilane H → TWY M8/ TWY M7.
V14 & V15	• Aircraft pushing back from stands V14 and V15 to pushback facing east up to Tug release point T16 • Taxi out via Taxilane H.

CAUTION :

- Pushback from stand V12, S1, S2 & S3 are interdependent.
- Pushback from stand V13 & S1 are interdependent.



VABB/BOM

AIRCRAFT PUSHBACK PROCEDURE

Runway 09 / 27 / 14 / 32

Stands - V16 - V17

MUMBAI INDIA

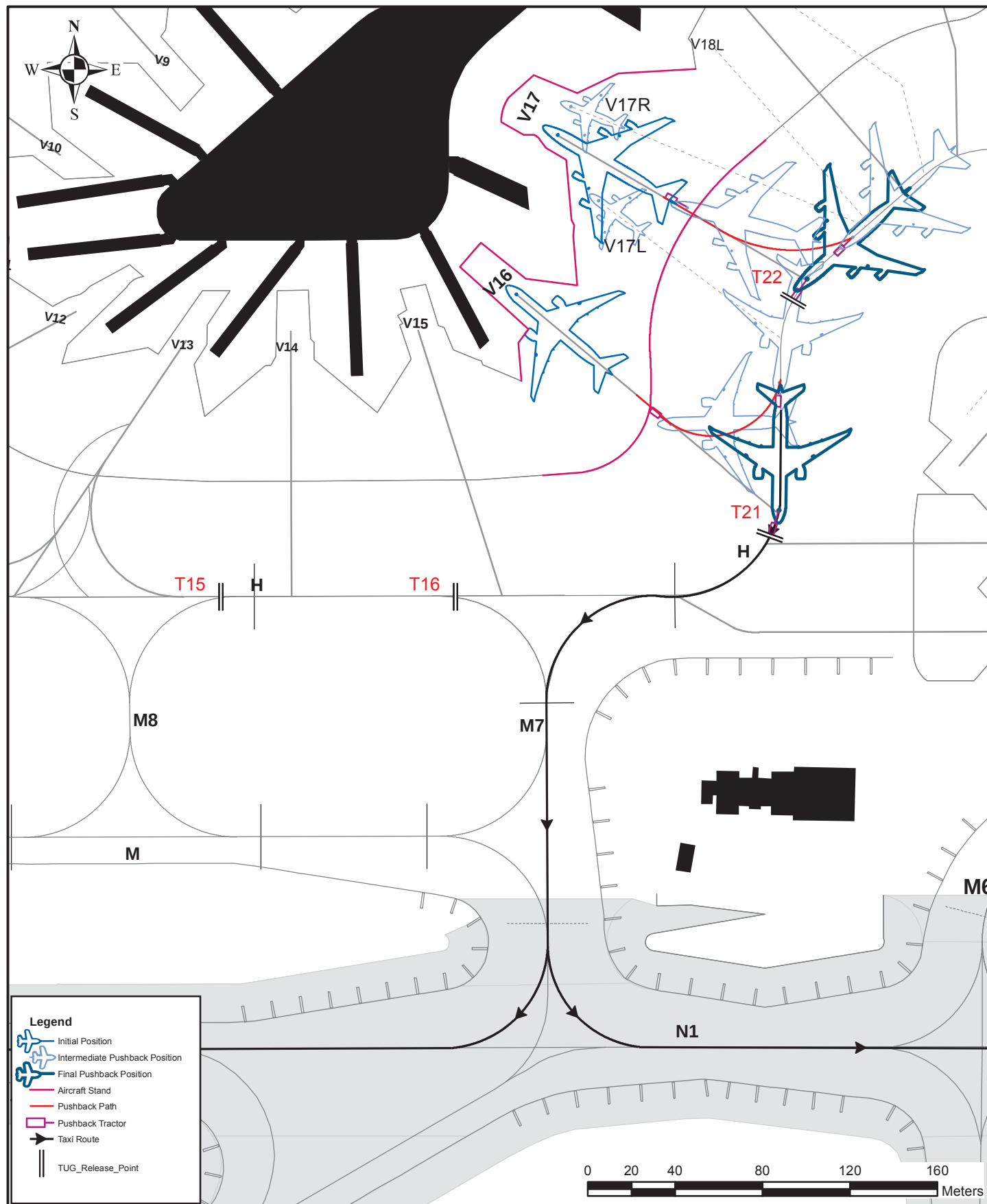
CHHATRAPATI SHIVAJI INTL

V16 - V17

- Aircraft pushing back from Stand V16 to Push back facing South-West on Taxi lane H and pull forward to TUG Release point T21
- Aircraft pushing back from Stand V17L, V17, V17R, to Push back facing South-West on Taxi lane H and pull forward to TUG Release point T22
- Taxi out via Taxi lane H → TWY M7.

CAUTION :

- Pushback from stand V16, R4 and R5 are interdependent.
- Simultaneous pushback from V17 and V19 is not permitted



VABB/BOM

AIRCRAFT PUSHBACK PROCEDURE

Runway 09/27/14/32

Stands - V18L, V18, V18R & V19

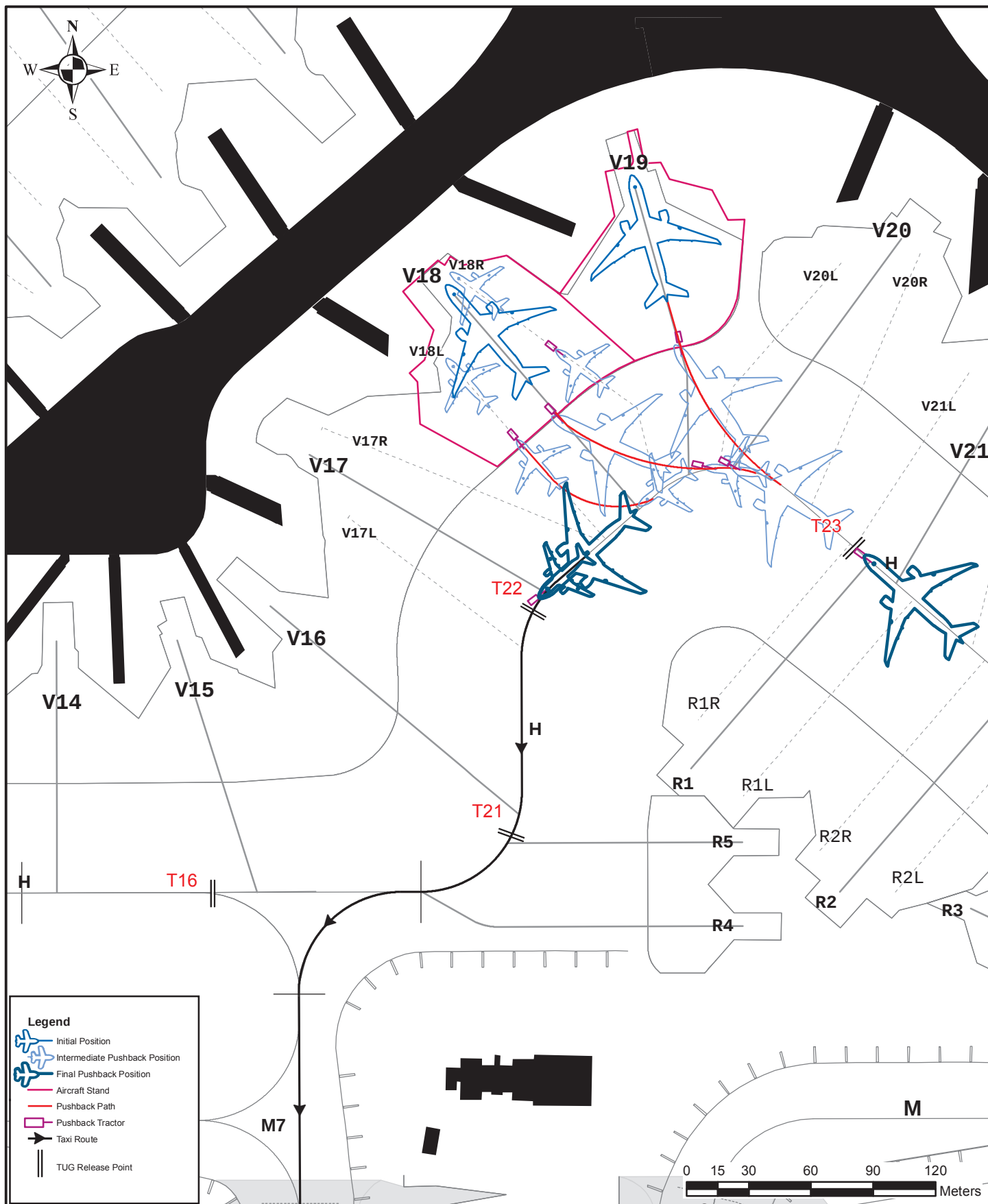
MUMBAI INDIA

CHHATRAPATI SHIVAJI INTL

V18L, V18 & V18R	• Pushback facing south west on Taxilane H and pull forward to Tug release point T22. • Taxi out via Taxilane H → TWY M7
V19	• Pushback facing North West on Taxilane H to Tug Release point T23. • Taxi out via Taxilane H → TWY M7.

CAUTION :

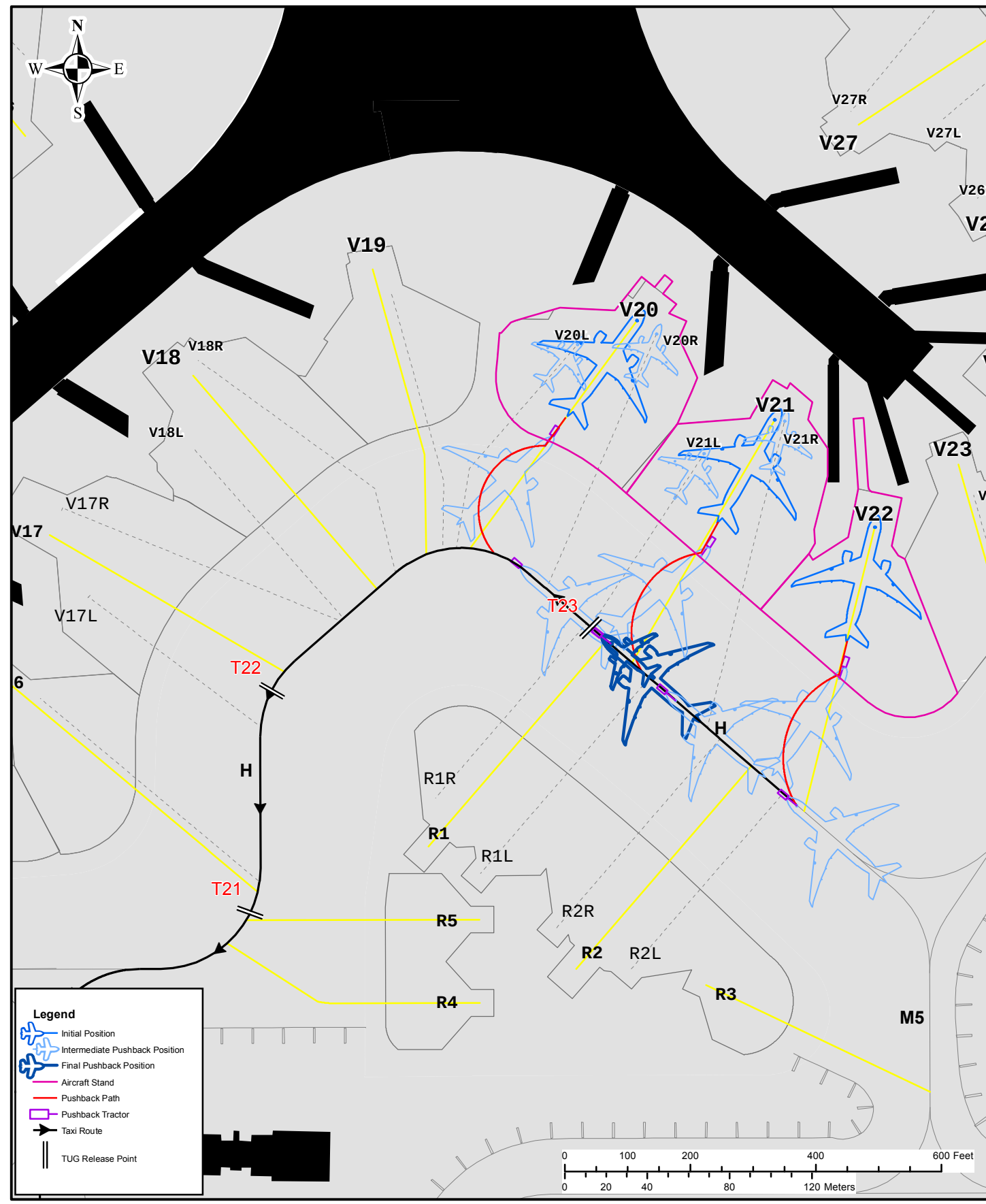
- Pushback from stands V17, V18, V19, V20 are interdependent.
- Pushback from stands V19, V20, V21, V22, R1, R2 are interdependent.
- Simultaneous movement of aircraft to/ from stands V18, 18R, V19, V20 and V20L not permitted.
- Simultaneous pushback from V17 and V19 is not permitted



V20L, V20 & V20R	• Pushback facing North West on Taxilane H to Tug Release Point T23 • Taxi out via Taxilane H → TWY M7.
V21L V21 V21R & V22	• Pushback facing North West on Taxilane H and pull forward to Tug Release Point T23 • Taxi out via Taxilane H → TWY M7.

CAUTION :

- Pushback from stands V19, V20, V21, V22, R1, R2 and R3 are interdependent.
- Simultaneous movement of aircraft to/ from stands V18, 18R, V19, V20 and V20L not permitted.



VABB/BOM

AIRCRAFT PUSHBACK PROCEDURE

MUMBAI INDIA

Runway 09 / 27 / 14 / 32

Stands - V23 & V24

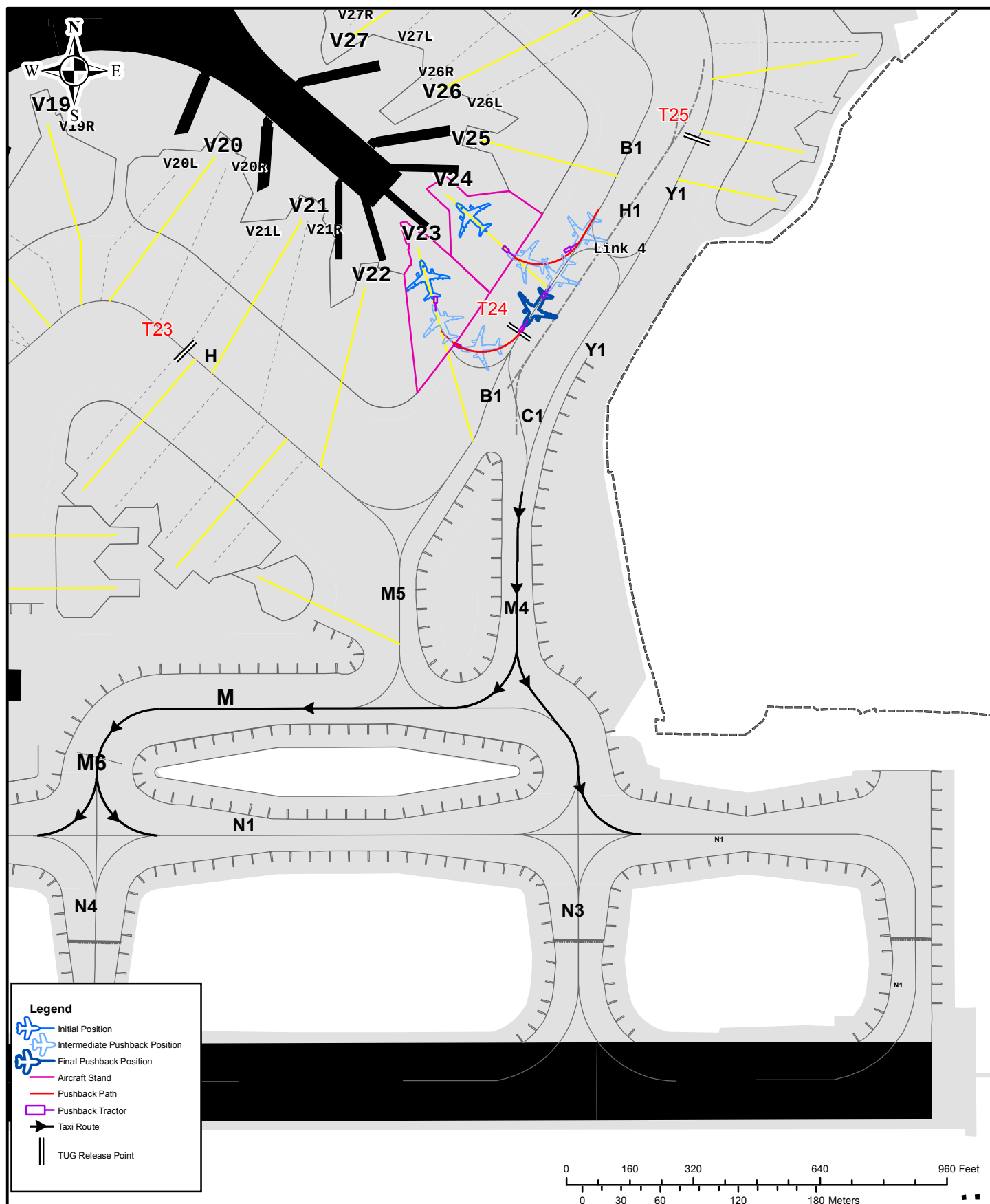
CHHATRAPATI SHIVAJI INTL

CAUTION :

• At SE Pier Apron from stands V23 upto V31 and from stands K3 upto K6 Aircraft code D & E will Tow / Taxi under follow me service only.

V23 & V24

- Aircraft from V23 to Pushback facing South west on TWY B1. upto TUG release point T24, Taxi out Via Link C1 to join TWY Y1→TWY M4.
- Aircraft from V24 to Pushback facing south west on TWY B1 and to pull forward upto TUG release point T24 Taxi out Via Link C1 to join TWY Y1→TWY M4.



VABB/BOM

AIRCRAFT PUSHBACK PROCEDURE

MUMBAI INDIA

Runway 09 / 27 / 14 / 32

Stands - V23 & V24

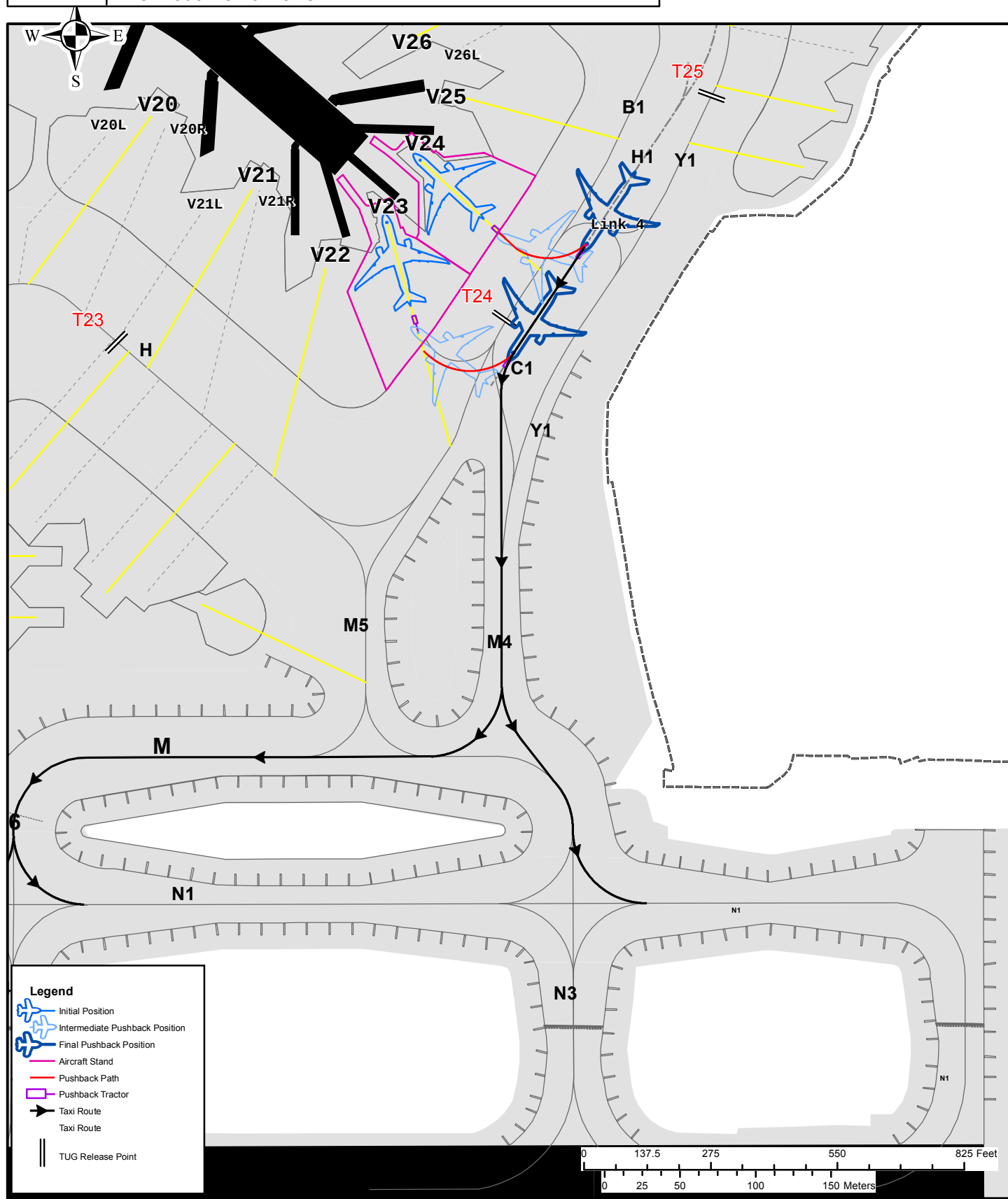
CHHATRAPATI SHIVAJI INTL

CAUTION :

• At SE Pier Apron from stands V23 upto V31 and from stands K3 upto K6 Aircraft code D & E will Tow / Taxi under follow me service only.

V23 & V24

- Aircraft from V23 to Pushback deep facing South west on Taxilane H1
- Taxi out Via Taxilane H1 - TWY M4.
- Aircraft from V24 to Pushback facing South west on Taxilane H1
- Taxi out Via Taxilane H1 - TWY M4.

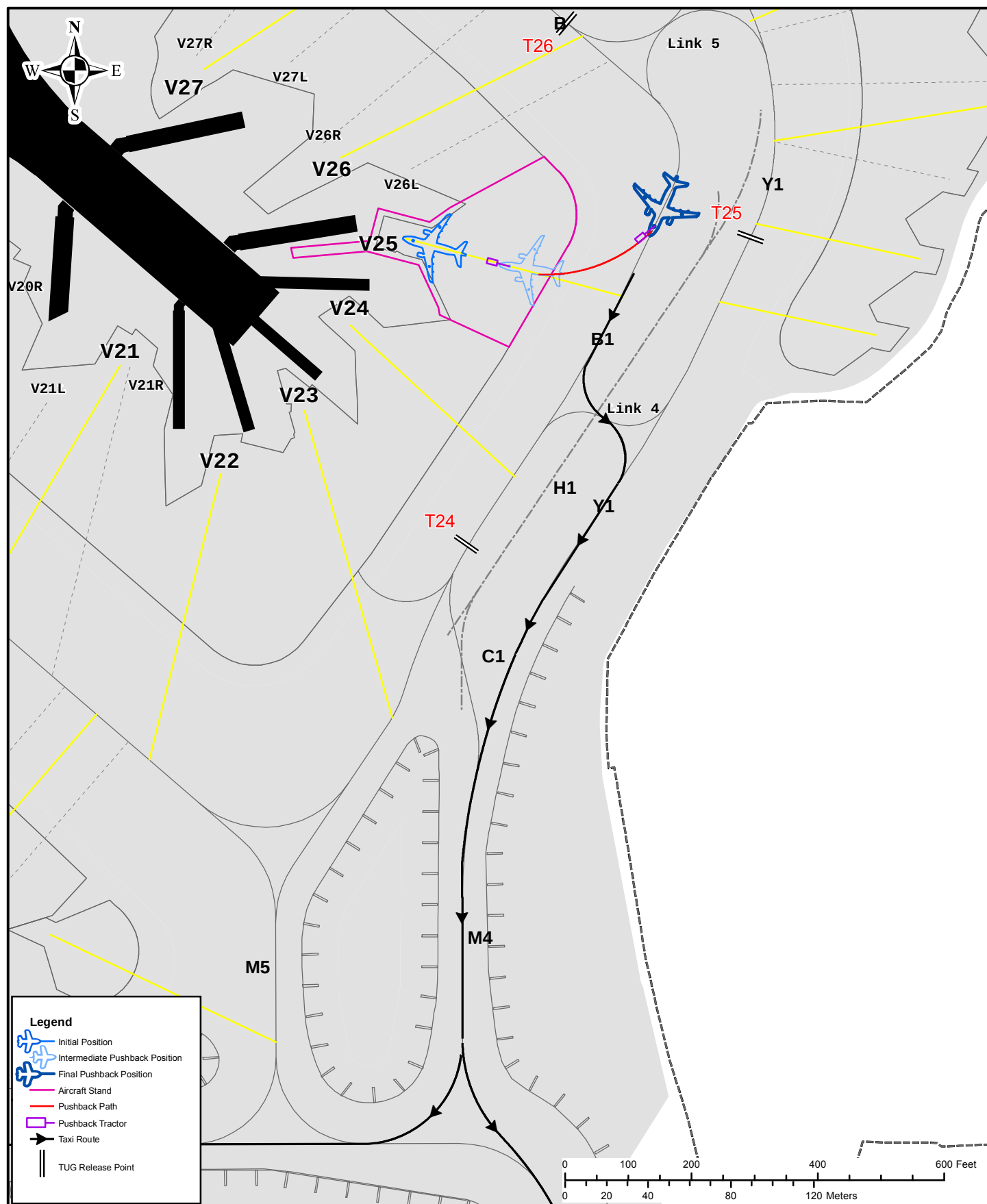


V25

- Aircraft to Pushback facing south west on TWY B1, to remain clear of TWY Link 5 for start,
- Taxi out via TWY B1→Link 4→TWY Y1→TWY M4.

CAUTION :

- At SE Pier Apron from stands V23 upto V31 and from stands K3 upto K6 Aircraft code D & E will Tow/Taxi under follow me service only.
- Pushback from stands V25 and K3 are interdependent.



VABB/BOM

AIRCRAFT PUSHBACK PROCEDURE

Runway 09 / 27 / 14 / 32

Stands - V25

MUMBAI INDIA

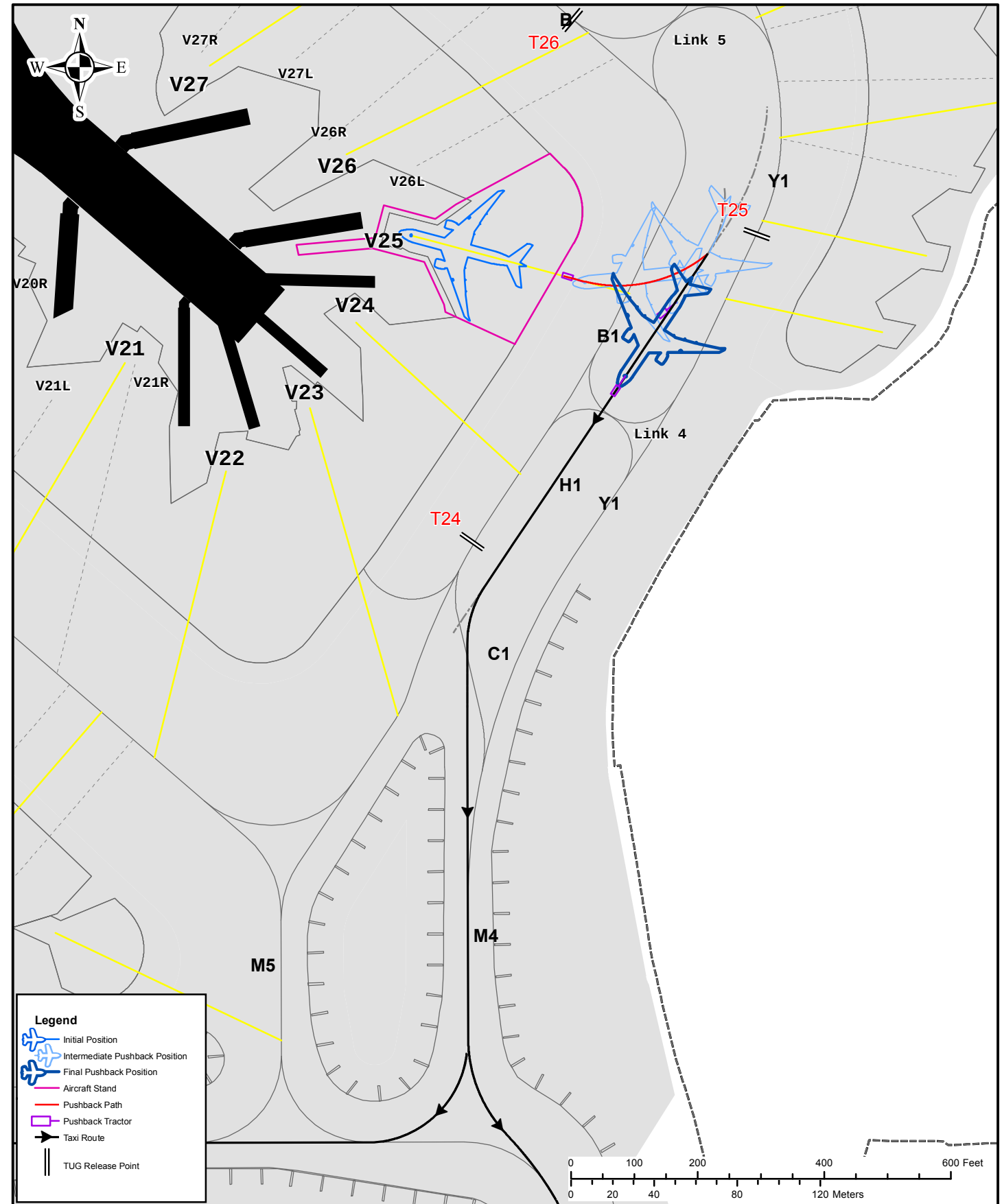
CHHATRAPATI SHIVAJI INTL

V25

- Aircraft to Pushback facing South west on Taxilane H1 and pull forward till short of Link 4,
- Taxi out via taxilane H1→TWY M4.

CAUTION :

- At SE Pier Apron from stands V23 upto V31 and from stands K3 upto K6 Aircraft code D & E will Tow/Taxi under follow me service only.
- Pushback from stands V25 and K3 are interdependent

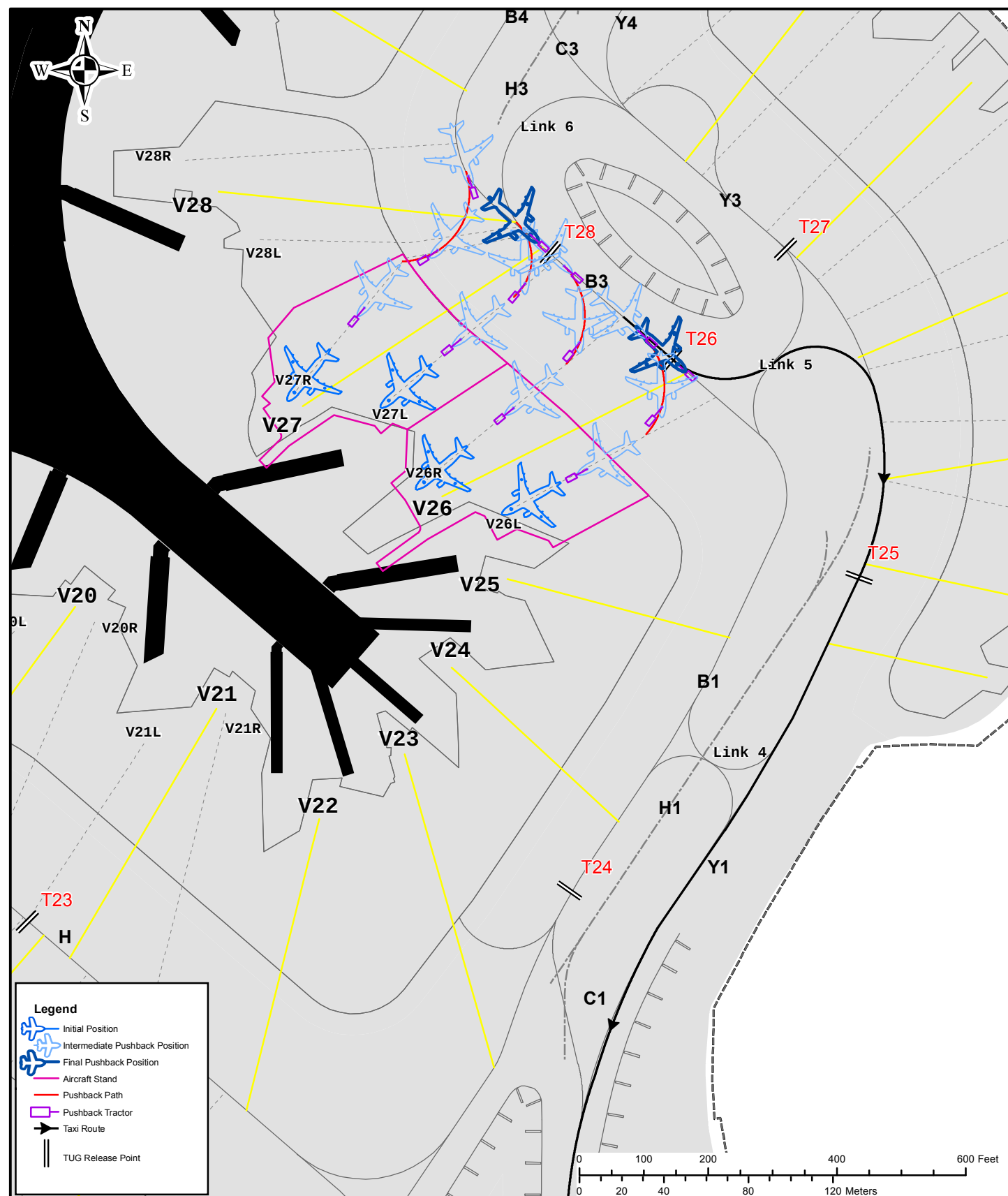


**V26L & V26R
V27L & V27R**

- Aircraft on V26L & V26R to pushback on Taxilane B3 and to pull forward upto TUG Release point T26.
- Aircraft on V 27L to pushback on Taxilane B3 upto TUG Release point T28
- Aircraft on V 27R to pushback on Taxilane B3 and to pull forward to TUG release point T28.
- Taxi out via Taxilane B3 → Link5 → TWY Y1

CAUTION :

- Pushback from stands V26R, V27L, V27R, V28L & V28R are interdependent
- Simultaneous movement of aircraft to/ from stands V27L, V27, V27R, V28L and V28 not permitted



VABB/BOM

AIRCRAFT PUSHBACK PROCEDURE

MUMBAI INDIA

Runway 09 / 27 / 14 / 32

Stands - V26 & V27

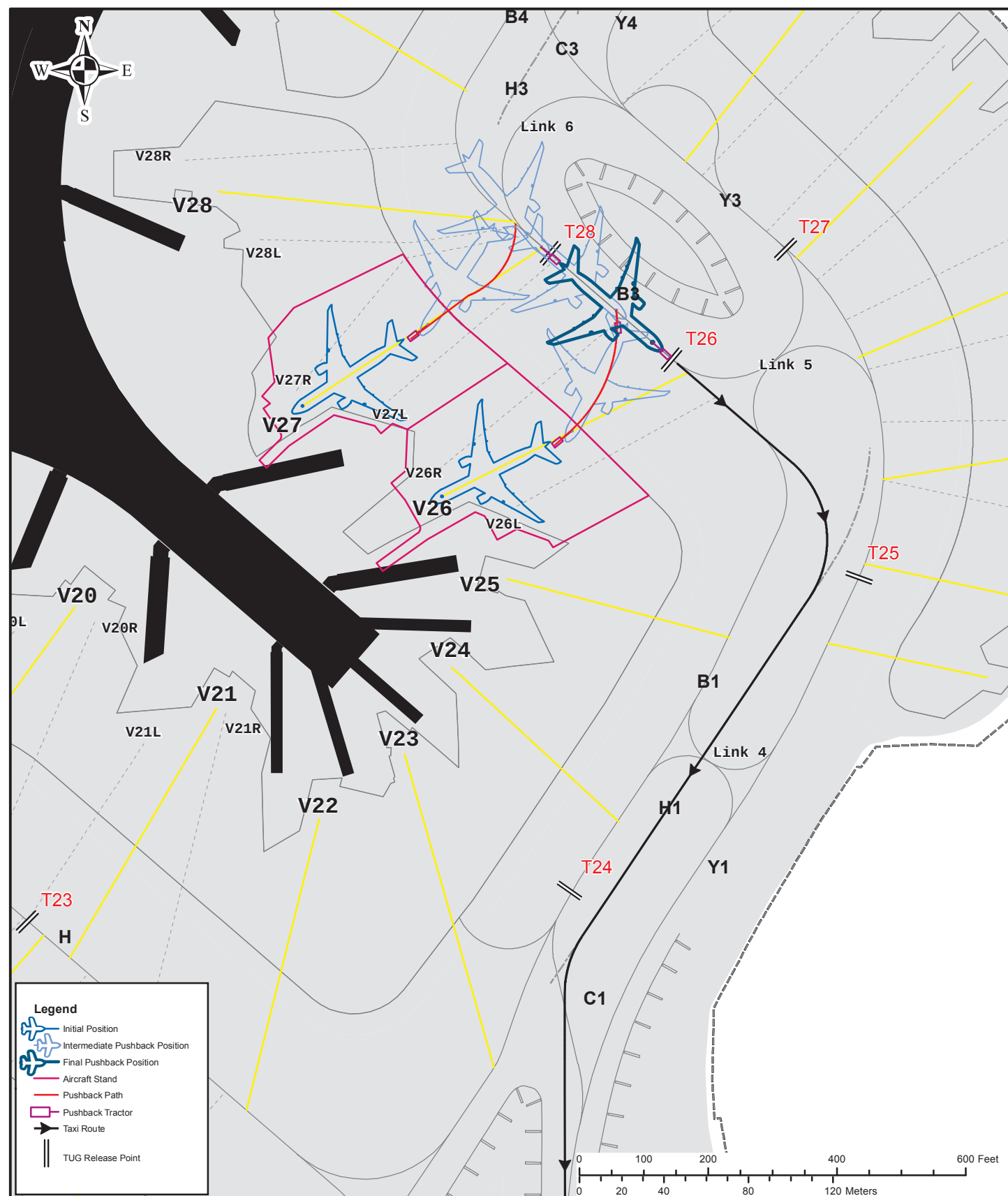
CHHATRAPATI SHIVAJI INTL

V26 & V27

- Aircraft on V26 to pushback on Taxilane B3 and to pullforward to TUG Release point T26 for start.
- Aircraft on V27 to pushback on Taxilane B3 and to pull forward to TUG release point T26 for start.
- Taxi out via Taxilane B3 → TWY H1

CAUTION :

- Pushback from stands V26 & V28 are interdependent
- Simultaneous movement of aircraft to/ from stands V27 and V28 not permitted.
- Pushback from any of the stands, V26, V27, V28 pilot to take caution to ensure clearance from aircraft pushing back from any of the stands K4, K5 or K6

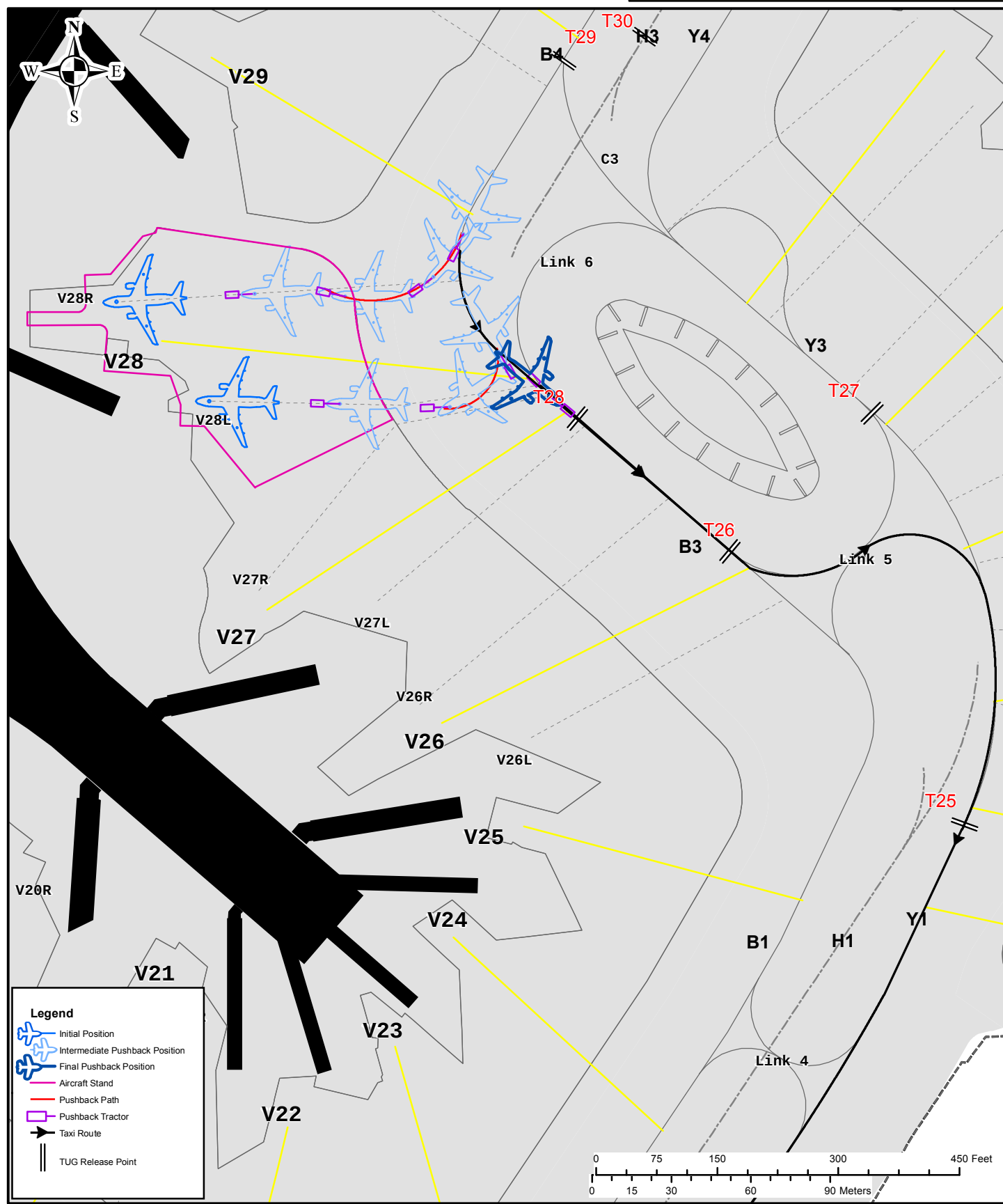


**V28L &
V28R**

- Aircraft to Pushback facing South west on TWY B4 pull forward to TUG release point T28 Taxi out via Taxilane B3→TWY Link5→TWY Y1

CAUTION :

- Pushback from stands V26R, V27L, V27R, V28L & V28R are interdependent
- Simultaneous movement of aircraft to/ from stands V27L, V27, V27R, V28L and V28 not permitted
- At SE Pier Apron from stands V23 upto V31 and from stands K3 upto K6 Aircraft code D & E will Tow/Taxi under follow me service only.



VABB/BOM

AIRCRAFT PUSHBACK PROCEDURE

Runway 09 / 27 / 14 / 32

Stands - V28

MUMBAI INDIA

CHHATRAPATI SHIVAJI INTL

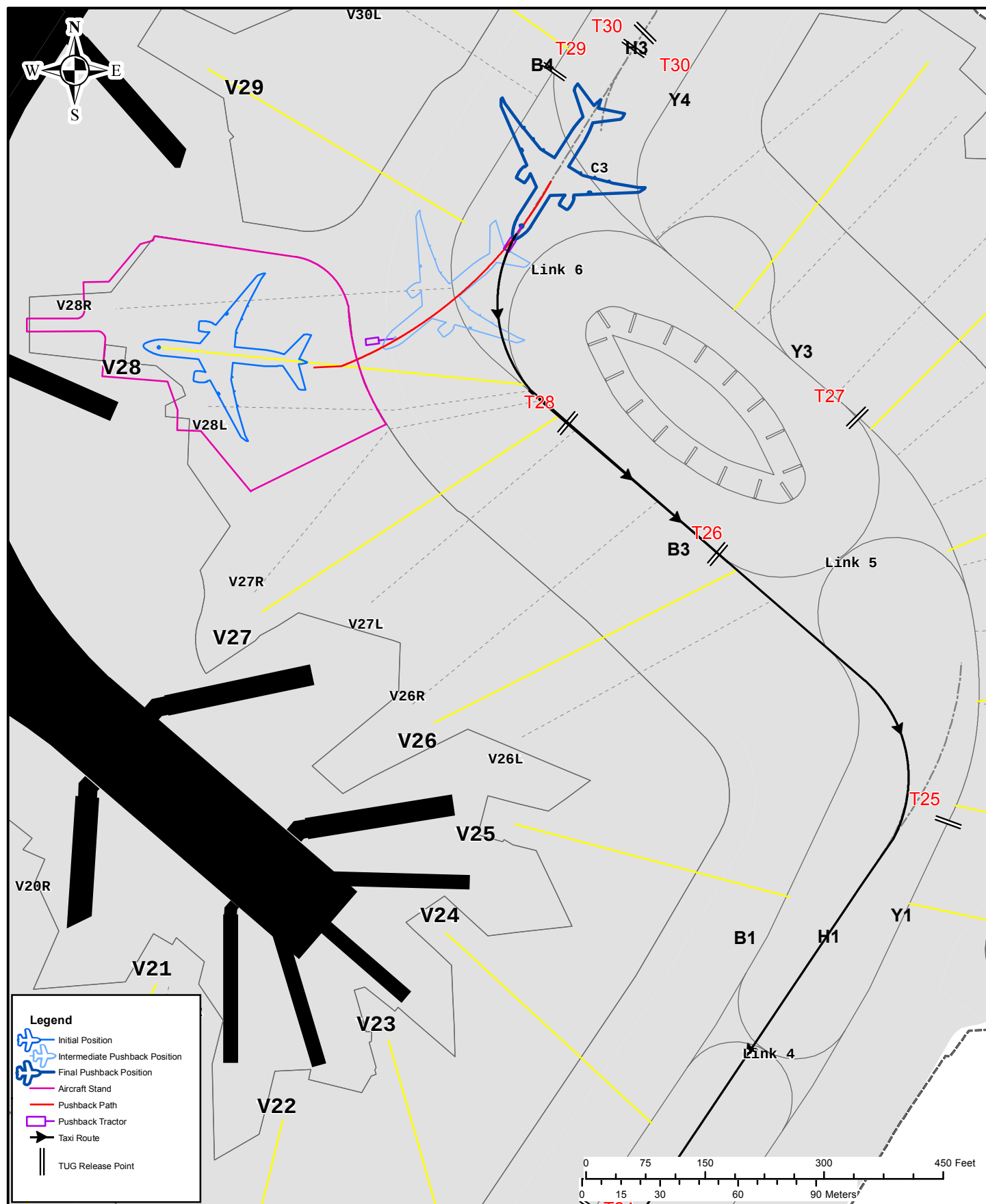
V28

- Aircraft to Pushback facing South west on Taxilane H3, Taxi out via taxilane B3→ Taxilane H1→TWY M4

CAUTION :

• At SE Pier Apron from stands V23 upto V31 and from stands K3 upto K6 Aircraft code D & E will Tow/Taxi under follow me service only.

• Pushback from stands V28, V30 & K6 are interdependent



VABB/BOM

AIRCRAFT PUSHBACK PROCEDURE

MUMBAI INDIA

Runway 09 / 27 / 14 / 32

Stands - V29, V30L, V30R & V31L

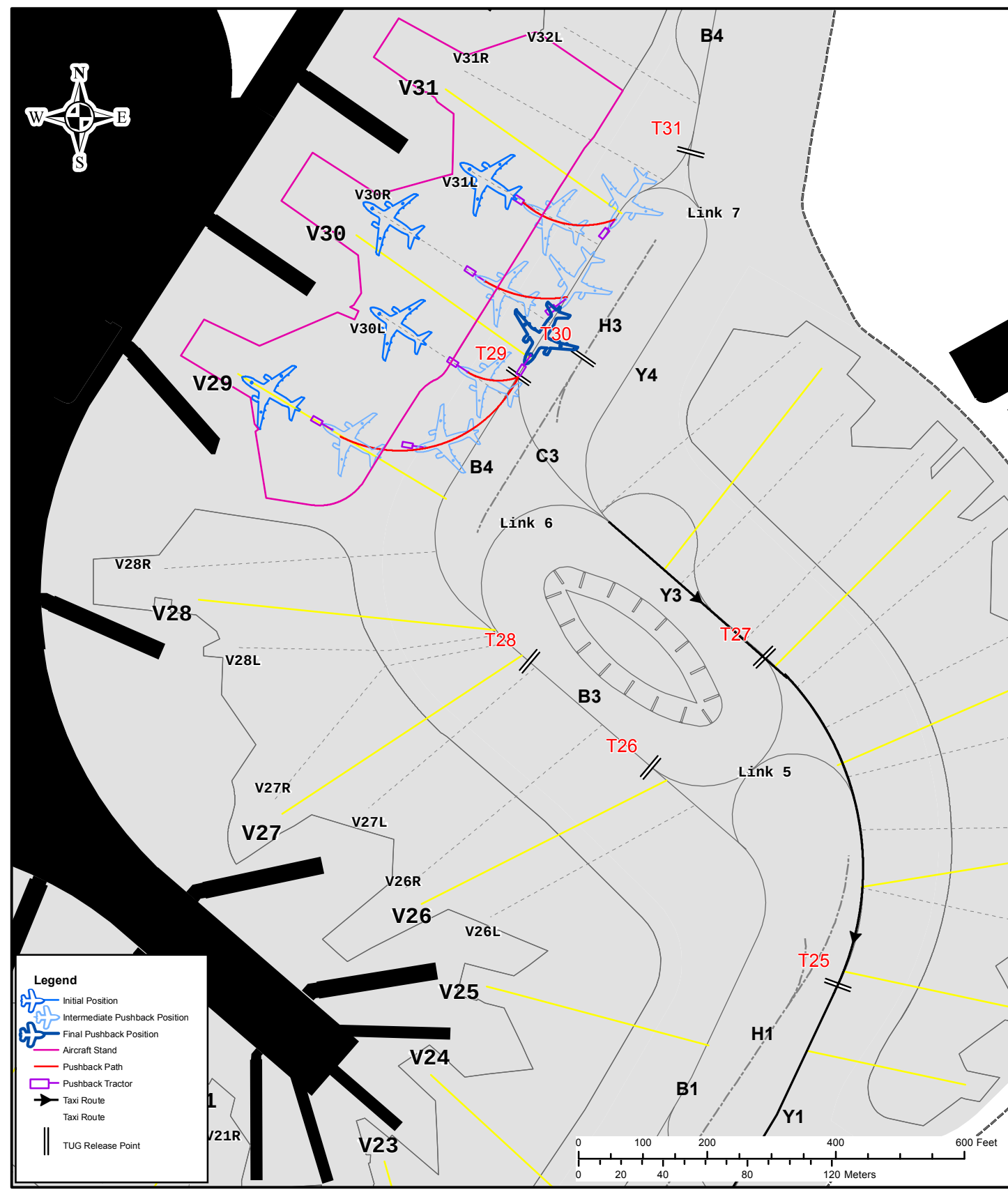
CHHATRAPATI SHIVAJI INTL

**V29, V30L,
V30R & V31L**

- Aircraft from stand V29 and V30L to pushback deep facing southwest on TWY B4 to TUG release point T29.
- Aircraft from V30R & V31L to pushback facing southwest on TWY B4 and to pull ahead to TUG release point T29.
- Taxi out via link C3 to join Taxilane Y3 → TWY Y1

CAUTION :

- Pushback from stands V31L will prohibit use of TWY Link 7
- Pushback from stands V29, V30L, V30R & V31L are interdependent
- At SE Pier Apron from stands V23 upto V31 and from stands K3 upto K6 Aircraft code D & E will Tow/Taxi under follow me service only.



VABB/BOM

AIRCRAFT PUSHBACK PROCEDURE

Runway 09 / 27 / 14 / 32

Stands - V29, V30 & V31

MUMBAI INDIA

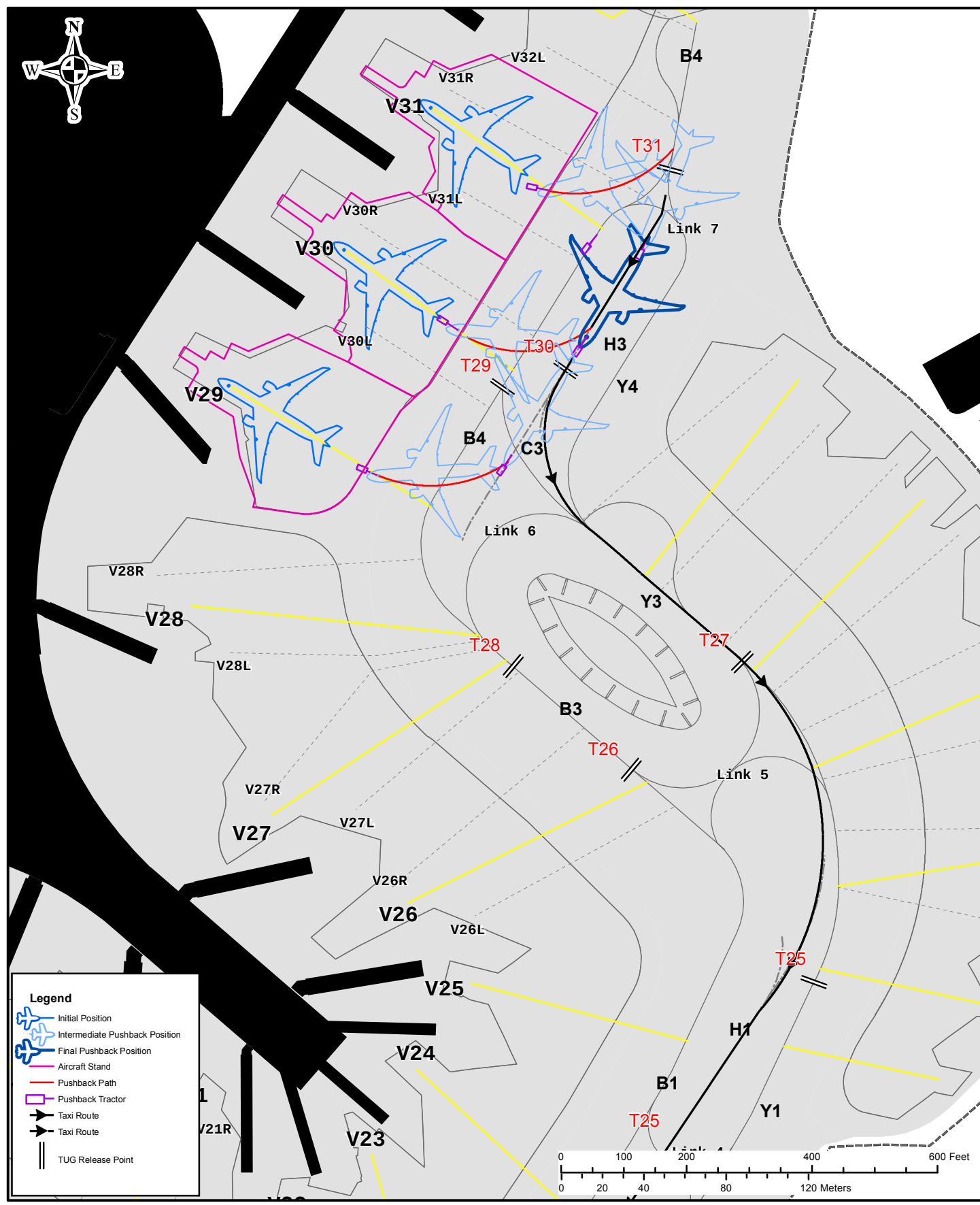
CHHATRAPATI SHIVAJI INTL

**V29, V30
& V31**

- Aircraft on V29 & V30 to Pushback facing South west on TWY H3 to Tug release point T30
- Aircraft on V31 to Pushback facing South west on Taxilane H3, and pull forward to Tug release point T30
- Taxi out via Taxilane H3 → Taxilane Y3 → Taxilane H1.

CAUTION :

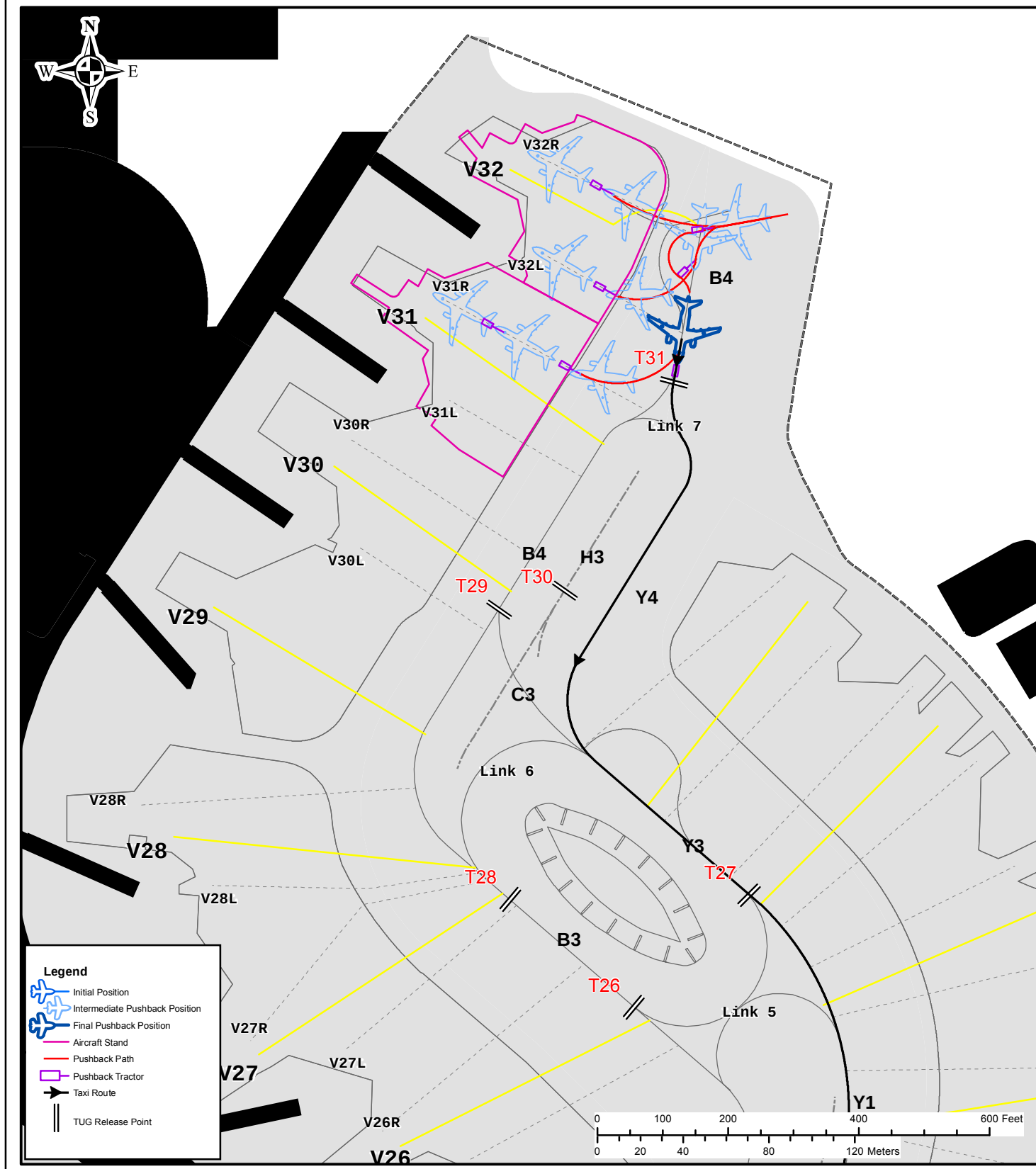
- Pushback from stands V29, V31, are interdependent.
- Pushback from stands V29 & K6, are interdependent.
- At SE Pier Apron from stands V23 upto V31 and from stands K3 upto K6 Aircraft code D & E will Tow/Taxi under follow me service only.



V31R	- Aircraft from stand V31R to pushback facing southwest on TWY B4 upto Tug release point T-31. - Taxi out via TWY Y4- taxilane Y3.
V32L & V32R	- Aircraft from stand V32L & V32R to pushback facing southwest on TWY B4 and pull forward upto TUG release point T31 - Taxi out via TWY Y4- taxilane Y3.

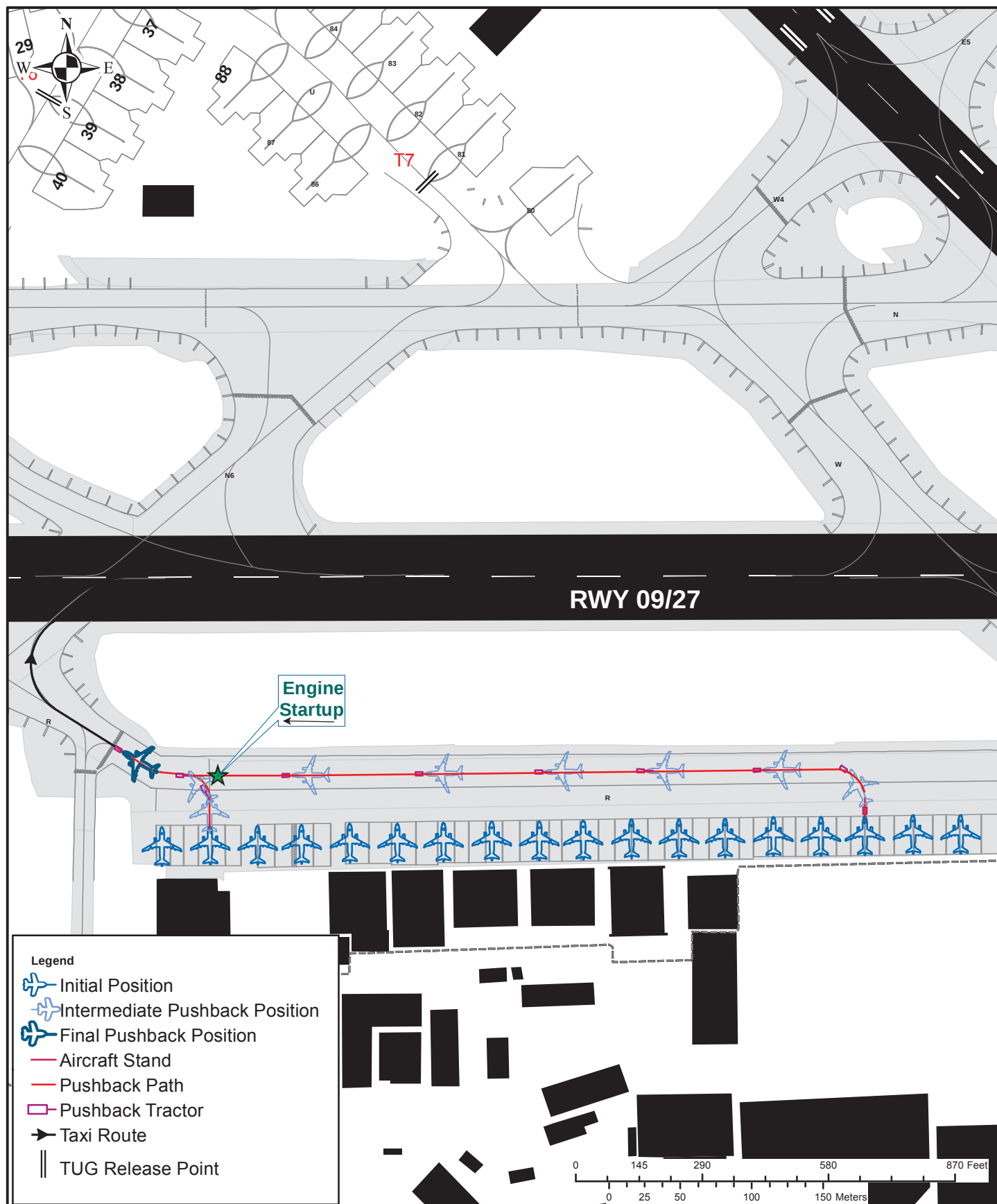
CAUTION :

- Pushback from stand V31R, V32L, V32R are interdependent.
- Aircraft holding on Tug release point T31 will prohibit the use of TWY Link 7



General Aviation

- Aircraft to be towed to the designated position (marked engine start up) provided on Taxiway 'R' facing West. After positioning the aircraft on the said marking, Pilot will obtain start-up clearance from ATC.
- Taxi out via TWY R → TWY S7



General Aviation

• Aircraft to be towed to the designated position (marked engine start up) provided to the west of TWY 'Q' facing east. After positioning the aircraft on the said marking, pilot will obtain start-up clearance from ATC.

• Taxi out via TWY Q/ TWY S

