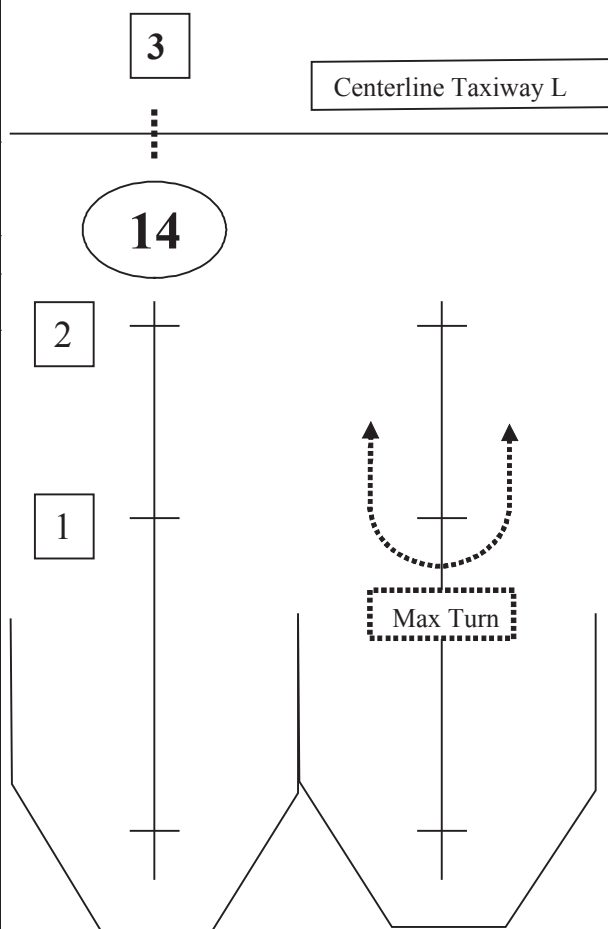


PUSH BACK PROCEDURES

TWR 118.350 MHz
GDN 121.750 MHz
ATIS 126.000 MHz

**STAVANGER
SOLA**
NORWAY



The following disconnecting position (DPSN)

DPSN 1 DHC8-400, BAE146,
F50/F70/100, A310/300,
A318/319/320, ATR-42/72, DC9-
41/51, B717, B727-100, B737-
200/300/400/500, B737-
600/700/800/900

DPSN 2 A321-100, B727-200, B707-320,
B757-200/300,
MD80/81/82/83/87/88, MD90,
TU-154, L-100

DPSN 3 No marking.
Align parallel to TWY L – facing
TWY R.
Disconnect close to gate
information sign.

A-330/340, B-747/767/777,

1. "Request Push and start": request straight pushback to DPSN 1.
(ACFT length nose gear – tail end < 38.5 M.)

Stand/Gate 7-12, and 24: "Request Long push and start" only. (All ACFT. Ref. pt. 2 and 3)

2. "Request Long push and start": request straight pushback to DPSN 2 for all ACFT with
length nose gear – tail end > 38.5 M and wingspan > 36 M.
Adjacent TWY will be closed for ACFT movement.

"Long push" shall also be requested for ACFT normally using DPSN 1, when
contaminated or slippery surface.

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

3. "Request Long push and start". ACFT code E, F and some code D, must be pushed to
align parallel to the centerline TWY L- facing TWY R.

DPSN 2 and 3 are also available for other ACFT on "Long push" request.

4. "Longitudinal slope at disconnecting points stand 11-19 varies between 1,8% and 3% "

CHANGES: Renumbered.