

# TAXI ROUTES

## 1 Standard Taxi Routes

- 1.1 The Standard Taxi Routes are described in charts AD 2-WMKK-2-31 to AD 2-WMKK-2-84.
- 1.2 Progressive taxi instructions may be issued:
  - a) if a pilot is uncertain. ATC will use progressive taxi guidance by dictating the route to the pilot;
  - b) when a portion of the published taxi route is not available;
  - c) to resolve ground traffic conflict;
  - d) when ATC is able to provide a shorter route for the inbound/outbound aircraft.
- 1.3 Arriving aircraft, after landing and clearing the runway, will normally be transferred to Surface Movement Control (SMC), who will specify the taxi route to be taken and the aircraft stand allocation.

## 2 Taxi Routes and Restrictions

- 2.1 Aircraft holding at all Runway Holding Points are to ensure that the aircraft nose shall be exactly over the Runway Holding Point to ensure adequate clearance with other aircraft taxiing behind.
- 2.2 Code C aircraft (maximum fuselage length of 45m) holding at Runway Holding Points, except Runway Holding Points A4-A7 and C5-C8, is clear of Code E or F aircraft (maximum wing span of 80m) taxiing behind.
- 2.3 Code E or F aircraft holding at Runway Holding Points, except Runway Holding Points A4-A7 and C5-C8, is clear of Code C aircraft (maximum wing span of 36m) taxiing behind.
- 2.4 When Code C aircraft holding at P1, P2 and P3 only another Code C aircraft has sufficient wing tip clearance to taxi on P.
- 2.5 When there is aircraft holding at Q5, Q6 and Q7 other aircraft do not have sufficient wing tip clearance to taxi on Q.
- 2.6 Code C aircraft do not have sufficient wing tip clearance to taxi behind Code D or above aircraft holding at Y1 to Y8.
- 2.7 Code D aircraft do not have sufficient wing tip clearance to taxi behind Code C or above aircraft holding at Y1 to Y8.
- 2.8 In the event that a Code F aircraft chooses to use Code E Taxiways, pilots shall be aware of the risk of and be responsible for:
  - a) debris injection into the outer engines; and
  - b) insufficient wing-tip clearance.
- 2.9 Intermediate Holding Position on Taxiways S1, S2, S3, S4, S5, S6, S7, S8, H3 and H5 are Code F compliance.
- 2.10 Other Intermediate Holding Positions are not Code F compliant including Intermediate Holding Positions between Taxiways A and B, Taxiways C and D, Taxiways F and G.
- 2.11 Separation at Intersection Taxiway Y2, Y3, Y4, Y5, Y6, Y7 and Y8:
  - a) When Code C aircraft (maximum length : 45.5m) holding at Taxiway Intersection Y2, Y3, Y4, Y5, Y6, Y7 and Y8, only Code C aircraft (maximum wing span 36m) is allowed to taxi behind.
  - b) Other aircraft (Code D and above) has to stop at Intermediate Holding Position until the aircraft at runway holding position cleared the runway holding position for departure.