

# Split Apron Operation

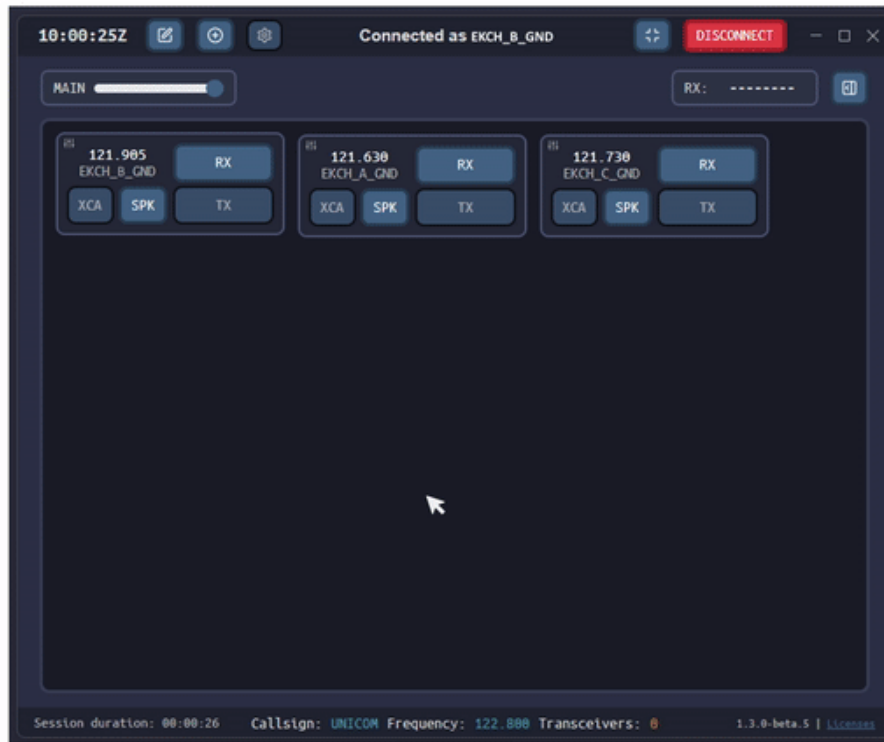
Split Apron Quick Reference Sheet

Copenhagen FIR

## 1. Setup



- Enable RX+TX on YOUR frequency, Volume 100%
- Enable RX on the OTHER frequency, Volume 25-35% or as desire



## 2. Coordination

### 2.1 Coordination procedures are as follows:

- First aircraft to get the instruction, is generally first and has the right of way.
- Listen to the other controller's frequency to start alerted on flights, and to identify when there is a pause in transmissions to coordinate.
- WHEN needing to coordinate, listen for a break in his frequency, and state the coordination request DIRECTLY and without DELAY.

### 2.2 Inbounds

- Before you give an inbound taxi instruction, make sure that no traffic already taxiing is conflicting.
- Before clearing into a stand, ensure that no pushbacks are in progress.
- If you are first, and give a longer taxi instruction, look for conflicts and highlight them to the other controller if you have not positively heard that it's been seen.
- 22L in use: Consider inbounds via B to M alley, to hold short of M, due to the length of the taxi duration.

- 04L in use: Consider inbounds to CPH GO to hold short of W, due to the length of the taxi duration.

## 2.3 Outbounds

- Before approving a pushback, ensure no already taxiing inbounds are crossing the pushback path.
- If you are first, and give a longer taxi instruction, look for conflicts and highlight them to the other controller if you have not positively heard that it's been seen

# 4. Special rules

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Following rules must be adhered to:

- S3, S4 and Y2 must NOT be used for pushback unless specifically coordinated.
- TWY S between TWY V and TWY W, may **NOT** be used for OUTBOUNDS
- TWT V shall only be used eastbound (Towards 22L) unless otherwise coordinated. TWY W remains omnidirectional.

# 5. Appendix

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**Precise usage of STANDARD TAXI ROUTES is absolutely crucial**

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