

Split Apron Operation

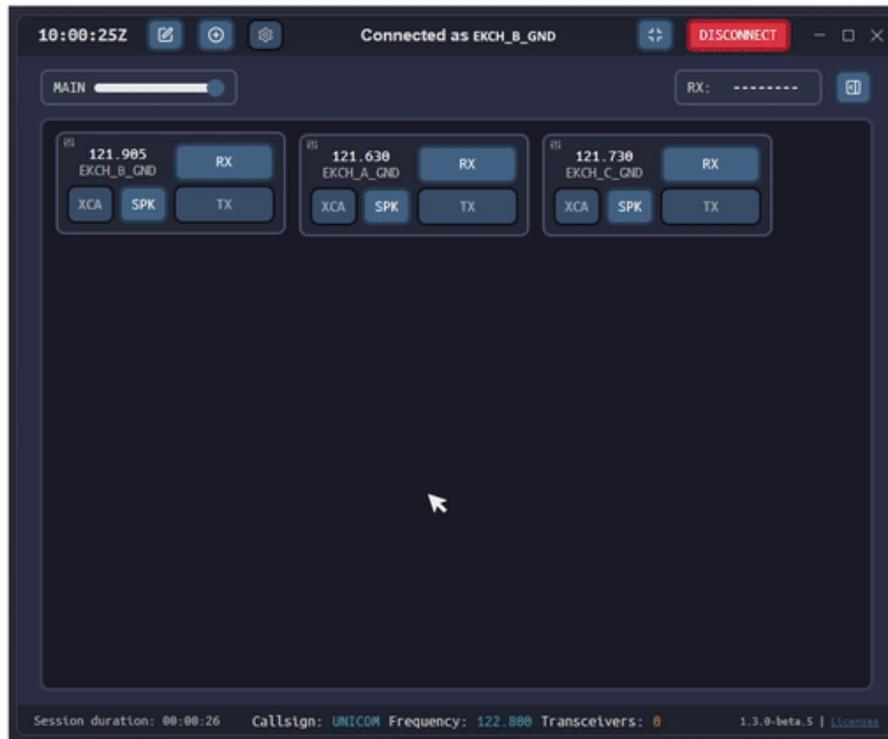
Split Apron Quick Reference Sheet

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

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

Precise usage of STANDARD TAXI ROUTES is absolutely crucial

Revision #7

Created 27 February 2025 11:59:31 by Lukas Agerskov (1226374)

Updated 10 March 2025 12:59:11 by Bartek Zawadzki (1476793)