Aircraft Pushback Procedures
T1 Charlie East
Effective from 28 January 2026, 1200 hrs local

MELBOURNE AIRPORT

Pushback from bay number	Direction aircraft tail faces	Towbar disconnect point (TDP)	Max aircraft wingspan taxiing past the front of the aircraft into bay no. or along taxiway	Max aircraft wingspan taxiing past the rear of the aircraft into bay no. or along taxiway	Procedure and limitations
C1 Critical Aircraft A321/B738 (All Jet Aircraft)	East	T0	B738 on Taxilane Quebec A333 into C11	A333 on Taxiway Romeo	Pushback tail north turning east onto Taxiway Tango to T0 Blocks entry to B29
	West	T1	B738 on Taxilane Quebec A333 into C11	B744 on Taxiway Papa	Pushback tail north turning west onto Taxiway Tango to T1 Blocks entry to C12
C1 Critical Aircraft DH8D (All Turboprop Aircraft)	South	Q5	A321/B738 into B30 A321/B738 into C9	No aircraft movement behind	Pushback tail East to pushback limit then pull forward to Q5. Engine start not permitted prior to reaching engine start position. Blocks entry to B22, B24, B26, B28, C1, C3, C5 and C7
	East	T0	B738 on Taxilane Quebec A333 into C11	A333 on Taxiway Romeo	Pushback tail north turning east onto Taxiway Tango to T0 Blocks entry to B29
	West	T1	B738 on Taxilane Quebec A333 into C11	B744 on Taxiway Papa	Pushback tail north turning west onto Taxiway Tango to T1 Blocks entry to C12
C3 Critical Aircraft B738	East	T0	B738 on Taxilane Quebec A333 into C11	A333 on Taxiway Romeo	Pushback tail north turning east onto Taxiway Tango to T0 Blocks entry to B29
	South	Q5	A321/B738 into B30 A321/B738 into C9	No aircraft movement behind	Pushback tail south to pushback limit then pull forward to Q5 Blocks entry to B22, B24, B26, B28, C1, C3, C5 and C7
	South	Q3	A333 into C11 A321/B738 into C9	No aircraft movement behind	Pushback tail south then pull forward to Q3 Blocks entry to B22, B24, B26, B28, B30, C1, C3, C5 and C7
C5 Critical Aircraft DH8D	North/South	N/A	N/A	No aircraft movement behind	Tow-on / tow-off only
C7 Critical Aircraft A321/B738	East	T0	B738 on Taxilane Quebec A333 into C11	A333 on Taxiway Romeo	Pushback tail north turning east onto Taxiway Tango to T0 Blocks entry to B29
	South	Q5	A321/B738 into B30 A320/B738 into C9	No aircraft movement behind	Pushback tail south to Q5 Blocks entry to B22, B24, B26, B28, C1, C3, C5 and C7
	South	Q3	A333 into C11 A321/B738 into C9	No aircraft movement behind	Pushback tail south then pull forward to Q3 Blocks entry to B22, B24, B26, B28, B30, C1, C3, C5 and C7

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C9 Critical Aircraft A321/B738	East	T0	B738 on Taxilane Quebec A333 into C11	A333 on Taxiway Romeo	Pushback tail north turning east onto Taxiway Tango to T0 Blocks entry to B29
	East	E4	B744 on Taxiway Quebec	A333 on Taxiway Tango	Pushback tail north past Taxiway Tango turning east onto Taxiway Echo to E4
	South	Q3	A333 into C11 A321/B738 into C9	No aircraft movement behind	Pushback tail south to Q3 Blocks entry to B22, B24, B26, B28, B30, C1, C3, C5 and C7

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C11 Critical Aircraft A333	East	T0	B738 on Taxilane Quebec	A333 on Taxiway Romeo	Pushback tail east onto Taxiway Tango to T0 Blocks entry to B29
	East	E4	B744 on Taxiway Quebec	A333 on Taxiway Tango	Pushback tail north turning east onto Taxiway Echo to E4
	West	T1	B738 on Taxilane Quebec	B744 on Taxiway Papa	Pushback tail north turning west onto Taxiway Tango to T1 Blocks entry to C11 and C12

Notes

1. Designated Towbar Disconnect Point (TDP) locations are shown on the attached Towbar Disconnect Point Map.
2. T0 is the default TDP for jet aircraft pushbacks on this apron.
3. Cross-bleed start for all aircraft permitted at E4, T0 and T1.
4. Taxilane Quebec south of Taxiway Tango is restricted to aircraft with a maximum wingspan of 36m.
5. Turbo-prop aircraft are to be pushed back on the apron using the first TDP listed for that bay unless otherwise stipulated by ATC.
6. DH8C is the ICAO code for Dash 8 Series 300 aircraft.
7. Aircraft pushback procedures are produced by Airfield Design (airfieldsupport@melair.com.au).
8. Bay B26A removed.
9. Bay C1 all jet aircraft must pushback to T0 or T1.
10. Critical Aircraft revised at C7 and C9.
11. Critical Aircraft revised at C1.
12. TDP Q7 and Q8 removed.
13. TDP Q5 added to Bay C1 Pushback procedure (All Turboprop Aircraft).