

**Aircraft Pushback Procedure  
Echo Concourse - North  
21 February 2013**

Pushback from bay number	Direction aircraft tail faces	To Tow Bar disconnect point	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
<b>E1</b> (Critical Aircraft is B737)	East	U4	B737 into E9 B747 into D8	No aircraft movement possible behind this aircraft.	<ul style="list-style-type: none"> <li>• Push back and pull forward to Disconnect Point U4.</li> <li>• Block entry to D2, D4, D4A, D6, E1, E3, E5 and E7</li> </ul>
<b>E3</b> (Critical Aircraft is B737)	East	U4	B737 into E9 B747 into D8	No aircraft movement possible behind this aircraft.	<ul style="list-style-type: none"> <li>• Push back and pull forward to Disconnect Point U4.</li> <li>• Block entry to D2, D4, D4A, D6, E1, E3, E5 and E7</li> </ul>
<b>E5</b> (Critical Aircraft is B737)	East	U4	B737 into E9 B747 into D8	No aircraft movement possible behind this aircraft.	<ul style="list-style-type: none"> <li>• Push back and pull forward to Disconnect Point U4.</li> <li>• Block entry to D2, D4, D4A, D6, E1, E3, E5 and E7</li> </ul>
<b>E7</b> (Critical Aircraft is B737)	East	U3	B747 on Taxiway Sierra B737 into D12A	No aircraft movement possible behind this aircraft.	<ul style="list-style-type: none"> <li>• Push back and pull forward to Disconnect Point U3.</li> <li>• Block entry to D2, D4, D4A, D6, D8, D12, E1, E3, E5, E7 and E9</li> </ul>
<b>E9</b> (Critical Aircraft is B737)	East	U3	B747 on Taxiway Sierra B737 into D12A	No aircraft movement possible behind this aircraft.	<ul style="list-style-type: none"> <li>• Push back and pull forward to Disconnect Point U3.</li> <li>• Block entry to D2, D4, D4A, D6, D8, D12, E1, E3, E5, E7 and E9</li> </ul>

Note 1: These pushback positions are shown on the attached "Tow Bar Disconnect Point" plan.

Note 2: Crossbleed start for all aircraft is at Tow Bar Disconnect Point U3.



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