

**Aircraft Pushback Procedure  
Echo Concourse - South  
15 January 2018**

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>E2</b> (Critical Aircraft is B737)	East	G3	B747 on Taxiway Sierra	No aircraft movement behind	<ul style="list-style-type: none"> <li>• Push back and pull forward to Disconnect Point G3</li> <li>• Blocks entry/exit to E2, E4, E6, E8, E8A, E10, F11, F13, F15, F15A, F17, F17A, F19 and F19A</li> </ul>
<b>E4</b> (Critical Aircraft is B737)	East	G3	B747 on Taxiway Sierra	No aircraft movement behind	<ul style="list-style-type: none"> <li>• Push back and pull forward to Disconnect Point G3</li> <li>• Blocks entry/exit to E2, E4, E6, E8, E8A, E10, F11, F13, F15, F15A, F17, F17A, F19 and F19A</li> </ul>
<b>E4</b> (Critical Aircraft is A330)	North	S8	A332 into Golf Taxilane B747 on Taxiway Golf	B747 on Taxiway Uniform	<ul style="list-style-type: none"> <li>• Push aircraft backwards tail west to Twy S then tail north to S8</li> </ul>
<b>E4</b> (Critical Aircraft is A330)	East	G3	B747 on Taxiway Sierra	No aircraft movement behind	<ul style="list-style-type: none"> <li>• Push back to push back limit line and pull forward to Disconnect Point G3</li> <li>• Blocks entry/exit to E2, E4, E6, E8, E8A, E10, F11, F13, F15, F15A, F17, F17A, F19 and F19A</li> </ul>
<b>E6</b> (Critical Aircraft is B737)	East	G3	B747 on Taxiway Sierra	No aircraft movement behind	<ul style="list-style-type: none"> <li>• Push back and pull forward to Disconnect Point G3</li> <li>• Blocks entry/exit to E2, E4, E6, E8, E8A, E10, F11, F13, F15, F15A, F17, F17A, F19 and F19A</li> </ul>
<b>E8</b> (Critical Aircraft is B737)	East	G3	B747 on Taxiway Sierra	No aircraft movement behind	<ul style="list-style-type: none"> <li>• Push back and pull forward to Disconnect Point G3</li> <li>• Blocks entry/exit to E2, E4, E6, E8, E8A, E10, F11, F13, F15, F15A, F17, F17A, F19 and F19A</li> </ul>

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>E8A</b>  (Critical Aircraft is A330)	North	S8	A332 into Golf Taxilane B747 on Taxiway Golf	B747 on Taxiway Uniform	<ul style="list-style-type: none"> <li>Push aircraft backwards tail west to Twy S then tail north to S8</li> </ul>
	West	G2	B747 on Taxiway Sierra	B747 on Taxiway Alpha	<ul style="list-style-type: none"> <li>Push aircraft backwards tail west to G2</li> </ul>
<b>E10</b>  (Critical Aircraft is B737)	East	G3	B747 on Taxiway Sierra	No aircraft movement behind	<ul style="list-style-type: none"> <li>Push back and pull forward to Disconnect Point G3</li> <li>Blocks entry/exit to E2, E4, E6, E8, E8A, E10, F11, F13, F15, F15A, F17, F17A, F19 and F19A</li> </ul>

Note 1: The tow bar disconnect positions are shown on the attached "Tow Bar Disconnect Point" plan.

Note 2: Crossbleed start for all aircraft is at G3.



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