

**Aircraft Pushback Procedures**  
**T3 Echo North**  
**Effective 3 November 2021**

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
<b>E1</b> Critical Aircraft B738	East	U3	B744 into D8 B772 into D12 A321/B739 into D12A A320/B738 into E9	No aircraft movement behind	Pushback tail north to pushback limit then pull forward west to U3 Blocks entry to D2, D4, DA, D6, E1, E3, E5 and E7
<b>E3</b> Critical Aircraft B738	East	U3	B744 into D8 B772 into D12 A321/B739 into D12A A320/B738 into E9	No aircraft movement behind	Pushback tail east to pushback limit then pull forward to U3 Blocks entry to D2, D4, DA, D6, E1, E3, E5 and E7
<b>E5</b> Critical Aircraft B738	East	U3	B744 into D8 B772 into D12 A321/B739 into D12A A320/B738 into E9	No aircraft movement behind	Pushback tail east then pull forward to U3 Blocks entry to D2, D4, DA, D6, E1, E3, E5 and E7
<b>E7</b> Critical Aircraft B738	East	U3	B744 into D8 B772 into D12 A321/B739 into D12A A320/B738 into E9	No aircraft movement behind	Pushback tail east then pull forward to U3 Blocks entry to D2, D4, DA, D6, E1, E3, E5 and E7
<b>E9</b> Critical Aircraft A320 B738	East	U3	B744 into D8 B772 into D12 A321/B739 into D12A A320/B738 into E9	No aircraft movement behind	Pushback tail east to U3 Blocks entry to D2, D4, DA, D6, E1, E3, E5 and E7

**Notes**

1. Designated Towbar Disconnect Point (TDP) locations are shown on the attached Towbar Disconnect Point Map.
2. Cross-bleed start for all aircraft permitted at U3.
3. Aircraft pushback procedures are produced by Airfield Design ([airfieldsupport@melair.com.au](mailto:airfieldsupport@melair.com.au)).