

# Aircraft Pushback Procedures

## T3 Echo North

23 April 2021

Pushback from bay number	Direction aircraft tail faces	To 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 <b>B738</b>	East	U4	B744 into D8 <b>A320/B738</b> into E9	No aircraft movement behind	Pushback tail east then pull forward to U4 Blocks entry to D2, D4, D4A, D6, E1, E3, E5 and E7
<b>E3</b> Critical Aircraft <b>B738</b>	East	U4	B744 into D8 <b>A320/B738</b> into E9	No aircraft movement behind	Pushback tail east then pull forward to U4 Blocks entry to D2, D4, D4A, D6, E1, E3, E5 and E7
<b>E5</b> Critical Aircraft <b>B738</b>	East	U4	B744 into D8 <b>A320/B738</b> into E9	No aircraft movement behind	Pushback tail east then pull forward to U4 Blocks entry to D2, D4, D4A, D6, E1, E3, E5 and E7
<b>E7</b> Critical Aircraft <b>B738</b>	East	U3	B744 on Taxiway Sierra <b>A321/B739</b> into D12A	No aircraft movement behind	Pushback tail east then pull forward to U3 Blocks entry to D6, D8, D12, D12A, E5, E7 and E9
<b>E9</b> Critical Aircraft <b>A320 B738</b>	East	U3	B744 on Taxiway Sierra <b>A321/B739</b> into D12A	No aircraft movement behind	Pushback tail east then pull forward to U3 Blocks entry to D6, D8, D12, D12A, E5, E7 and E9

### Notes

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