

**Aircraft Push-back Procedure
Charlie Concourse - East
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Push-back 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
C1 (Critical Aircraft is MAX B737)	South	Q7	B767 into Bay C7 B737 into B28	No aircraft movement behind	<ul style="list-style-type: none"> • Push-back to the limit marking and then pull forward to Q7 • No engine starts prior to reaching the engine start position • Blocks entry to B22, B24, B26, B26A, C1 and C3
C3 (Critical Aircraft is B767)	East	T0	B767-300 on Quebec Taxilane B747 into Bay C11 A330 into Bay C11A	B747 on Taxiway Romeo	<ul style="list-style-type: none"> • Push aircraft backwards to the north then turn the tail east into Taxiway Tango using disconnect point T0.
	East	E4	B747 on Taxiway Quebec	B747 on Taxiway Romeo	<ul style="list-style-type: none"> • Push aircraft backwards to the north then turn the tail east into Taxiway Echo using disconnect point E4.
	South	Q3	B747 into Bay C11 A330 into Bay C11A B737 into C9	No aircraft movement behind	<ul style="list-style-type: none"> • Push back and pull forward to disconnect point Q3 • Blocks entry to B22, B24, B26, B26A, B28, B30, C1, C3 and C7.
C3 (Critical Aircraft is MAX B737)	South	Q7	B767 into Bay C7 B737 into B28	No aircraft movement behind	<ul style="list-style-type: none"> • Push-back to the limit marking Q7 • Blocks entry to B22, B24, B26, B26A, C1 and C3
	South	Q3	B747 into Bay C11 A330 into Bay C11A B737 into C9	No aircraft movement behind	<ul style="list-style-type: none"> • Push back and pull forward to disconnect point Q3 • Blocks entry to B22, B24, B26, B26A, B28, B30, C1, C3 and C7.
C7 (Critical Aircraft is B767)	East	T0	B767-300 on Quebec Taxilane B747 into Bay C11 A330 into Bay C11A	B747 on Taxiway Romeo	<ul style="list-style-type: none"> • Push aircraft backwards to the north then turn the tail east into Taxiway Tango using disconnect point T0.
	East	E4	B747 on Taxiway Quebec	B747 on Taxiway Romeo	<ul style="list-style-type: none"> • Push aircraft backwards to the north then turn the tail east into Taxiway Echo using disconnect point E4.
	South	Q3	B747 into Bay C11 A330 into Bay C11A B737 into C9	No aircraft movement behind	<ul style="list-style-type: none"> • Push back and pull forward to disconnect point Q3 • Blocks entry to B22, B24, B26, B26A, B28, B30, C1, C3 and C7.

C7 (Critical Aircraft is MAX B737)	South	Q5	B737 into Bay C9 B737 into B30	No aircraft movement behind	<ul style="list-style-type: none"> • Push-back to the limit marking at Q5 • Blocks entry to B22, B24, B26, B26A, B28, C1, C3 and C7
	South	Q3	B747 into Bay C11 A330 into Bay C11A B737 into C9	No aircraft movement behind	<ul style="list-style-type: none"> • Push back and pull forward to disconnect point Q3 • Blocks entry to B22, B24, B26, B26A, B28, B30, C1, C3 and C7.
C9 (Critical Aircraft is B737)	East	T0	B767-300 on Quebec Taxilane B747 into Bay C11 A330 into Bay C11A	B747 on Taxiway Romeo	<ul style="list-style-type: none"> • Push aircraft backwards to the north then turn the tail east into Taxiway Tango using disconnect point T0.
	East	E4	B747 on Taxiway Quebec	B747 on Taxiway Romeo	<ul style="list-style-type: none"> • Push aircraft backwards to the north then turn the tail east into Taxiway Echo using disconnect point E4.
	South	Q2	B747 into Bay C11	No aircraft movement behind	<ul style="list-style-type: none"> • Push-back to Q2 • Blocks entry to B22, B24, B26, B26A, B28, B30, C1, C3, C7 and C9
	South	Q3	B747 into Bay C11 A330 into Bay C11A B737 into C9	No aircraft movement behind	<ul style="list-style-type: none"> • Push back and pull forward to disconnect point Q3 • Blocks entry to B22, B24, B26, B26A, B28, B30, C1, C3 and C7.
C11 (Critical Aircraft is MAX A330)	East	T0	B767-300 on Quebec Taxilane	B747 on Taxiway Romeo	<ul style="list-style-type: none"> • Push aircraft backwards tail east into Taxiway Tango to tow bar disconnect point T0
C11 (Critical Aircraft is B747)	West	T1	B767-300 on Quebec Taxilane	B747 on Taxiway Papa	<ul style="list-style-type: none"> • Primary Push Back Option • Push aircraft backwards to the north then turn the tail west into Taxiway Tango using disconnect point T1. • Blocks entry to C12
	East	E4	B747 on Taxiway Quebec	B747 on Taxiway Tango	<ul style="list-style-type: none"> • Push aircraft backwards to the north then turn the tail east into Taxiway Echo using disconnect point E4.

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

Note 2: Quebec Taxilane south of Taxiway Tango is restricted to maximum B767-300 aircraft.

Note 3: Cross bleed start for all aircraft is at T0, T1 or E4.

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