

AIRCRAFT PUSH BACK PROCEDURE BRAVO CONCOURSE - WEST

15 November 2016

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
B22 (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.
	West	T1	B767-300 on Quebec Taxilane B747 into Bay C11 A330 into Bay C11A	B747 on Taxiway Papa B767 into C12	<ul style="list-style-type: none"> Push aircraft backwards to the north then turn the tail west into Taxiway Tango using disconnect point T1
	South	Q8	B767 into Bay C7 B737 into Bay B28	No aircraft movement behind	<ul style="list-style-type: none"> Push-back to the limit marking and then pull forward to disconnect point Q8 No Engine Start prior to reaching the engine start position Blocks entry to B22, B24, B26, B26A, C1 and C3.
B24 (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 to disconnect point T0.
	West	T1	B767-300 on Quebec Taxilane B747 into Bay C11 A330 into Bay C11A	B747 on Taxiway Papa	<ul style="list-style-type: none"> Push aircraft backwards to the north then turn the tail west into Taxiway Tango to disconnect point T1 Blocks entry to C12.
	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.
B24 (Critical Aircraft is Max B737)	South	Q8	B767 into Bay C7 B737 into Bay B28	No aircraft movement behind	<ul style="list-style-type: none"> Push-back to the limit marking and then pull forward to disconnect point Q8 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.

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
B26 (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 to disconnect point T0.
	West	T1	B767-300 on Quebec Taxilane B747 into Bay C11 A330 into Bay C11A	B747 on Taxiway Papa B767 into C12	<ul style="list-style-type: none"> Push aircraft backwards to the north then turn the tail west into Taxiway Tango to disconnect point T1
	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.
B26A (Critical Aircraft is Dash 8)	South	Q7	B767 into Bay C7 B737 into Bay B28	No aircraft movement behind	<ul style="list-style-type: none"> Push-back to disconnect point Q7 Blocks entry to B22, B24, B26, B26A, C1 and C3.
	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 to disconnect point T0.
	West	T1	B767-300 on Quebec Taxilane B747 into Bay C11 A330 into Bay C11A	B747 on Taxiway Papa B767 into Bay C12	<ul style="list-style-type: none"> Push aircraft backwards to the north then turn the tail west into Taxiway Tango to disconnect point T1
	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.
B28 (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.
	West	T1	B767-300 on Quebec Taxilane B747 into Bay C11 A330 into Bay C11A	B747 on Taxiway Papa B767 into C12	<ul style="list-style-type: none"> Push aircraft backwards to the north then turn the tail west into Taxiway Tango using disconnect point T1
	South	Q5	B737 into Bay C9 B737 into Bay B30	No aircraft movement behind	<ul style="list-style-type: none"> Push-back and pull forward to disconnect point 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 to disconnect point Q3 Blocks entry to B22, B24, B26, B26A, B28, B30, C1, C3 and C7.

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
B30 (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.
	West	T1	B767-300 on Quebec Taxilane B747 into Bay C11 A330 into Bay C11A	B747 on Taxiway Papa B767 into C12	<ul style="list-style-type: none"> Push aircraft backwards to the north then turn the tail west into Taxiway Tango using disconnect point T1.
	South	Q1	B747 into C11	No aircraft movement behind	<ul style="list-style-type: none"> Push-back to disconnect point Q3 and pull forward to disconnect point Q1 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.

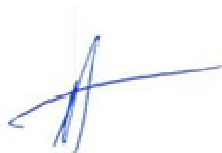
Note 1: These tow bar disconnect positions are shown on the attached "Tow Bar Disconnect Point" plan.

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

Note 3: Crossbleed start for all aircraft is at T0, T1 and E4

Note 4: The following pushback option is available for all bays listed:

ALL Bays	East	E4	B747 on Quebec Taxiway	B747 on Taxiway Romeo	<ul style="list-style-type: none"> Alternative Pushback Option Push aircraft backwards to the north then turn the tail east into Taxiway Echo using disconnect point E4.
-----------------	------	----	------------------------	-----------------------	--



Luc Ramalinga
Airfield Manager