

Aircraft Pushback Procedures

T4 Foxtrot 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
F11 Critical Aircraft B738	East	G3	B744 on Taxiway Sierra	No aircraft movement behind	Pushback tail north to pushback limit then pull forward west to G3 Blocks entry to E6, E8, E8A, E10, F15, F15A, F17 and F19
F13 Critical Aircraft A320 B738	East	G3	B744 on Taxiway Sierra	No aircraft movement behind	Pushback tail east to pushback limit then pull forward to G3 Blocks entry to E6, E8, E8A, E10, F15, F15A, F17 and F19
F15 Critical Aircraft A320 B738	East	G3	B744 on Taxiway Sierra	No aircraft movement behind	Pushback tail east then pull forward to G3 Blocks entry to E6, E8, E8A, E10, F15, F15A, F17 and F19
F15A Critical Aircraft S340	Power-in / power-out operations Propeller wash hazards on F13, F15 and F17 on arrival and departure				
F17 Critical Aircraft A320 B738	East	G3	B744 on Taxiway Sierra	No aircraft movement behind	Pushback tail east then pull forward to G3 Blocks entry to E6, E8, E8A, E10, F15, F15A, F17 and F19
F19 Critical Aircraft A320 B738	East	G3	B744 on Taxiway Sierra	No aircraft movement behind	Pushback tail east then pull forward to G3 Blocks entry to E6, E8, E8A, E10, F15, F15A, F17 and F19
F21 Critical Aircraft A320 B738	East	G3	B744 on Taxiway Sierra	No aircraft movement behind	Pushback tail east to G3 Blocks entry to E6, E8, E8A, E10, F15, F15A, F17 and F19
	North	S8	A359 on Taxiway Golf	B744 on Taxiway Uniform	Pushback tail north to S8
	West	G2	A359 on Taxiway Sierra	A388 on Taxiway Alpha	Pushback tail west to G2 Blocks entry to F21, F21A, F23, F25 and F25A
F21A Critical Aircraft A359	North	S8	A359 on Taxiway Golf	B744 on Taxiway Uniform	Pushback tail north to S8
	West	G2	A359 on Taxiway Sierra	A388 on Taxiway Alpha	Pushback tail west to G2 Blocks entry to F21, F21A, F23, F25 and F25A

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
F23 Critical Aircraft A320 B738	East	G3	B744 on Taxiway Sierra	No aircraft movement behind	Pushback tail east to G3 Blocks entry to E6, E8, E8A, E10, F15, F15A, F17 and F19
	North	S8	A359 on Taxiway Sierra	B744 on Taxiway Uniform	Pushback tail north to S8
	West	G2	A359 on Taxiway Sierra	A388 on Taxiway Alpha	Pushback tail west to G2 Blocks entry to F21, F21A, F23, F25 and F25A

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 G3.
3. Aircraft pushback procedures are produced by Airfield Design (airfieldsupport@melair.com.au).