

Aircraft Pushback Procedures

T4 Foxtrot South

Effective from 16 February 2023, 0001 hrs local

MELBOURNE
AIRPORT

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
F12 Critical Aircraft A332	East	Y3	B744 on Taxiway Sierra	No aircraft movement behind	Pushback tail east to pushback limit then pull forward to Y3 Blocks entry to F18, F20, G47 and G49
	South	S11	B744 on Taxiway Yankee	B748 on Taxiway Juliet A321/B738 into G50	Pushback tail west turning south onto Taxiway Sierra to S11 Blocks entry to G51 and G52
	West	Y2	B744 on Taxiway Sierra	A388 on Taxiway Alpha	Pushback tail west to Y2 Blocks entry to F22, F22B, F24, F24B, G57, G57A, G57F and G57G
F12 Critical Aircraft A320 B739	East	Y3	B744 on Taxiway Sierra	No aircraft movement behind	Pushback tail east to pushback limit then pull forward to Y3 Blocks entry to F18, F20, G47 and G49
F14 Critical Aircraft A332	South	S11	B744 on Taxiway Yankee	B748 on Taxiway Juliet A321/B738 into G50	Pushback tail west turning south onto Taxiway Sierra to S11 Blocks entry to G51 and G52
	West	Y2	B744 on Taxiway Sierra	A388 on Taxiway Alpha	Pushback tail west to Y2 Blocks entry to F22, F22B, F24, F24B, G57, G57A, G57F and G57G
F14 Critical Aircraft A320 B738	East	Y3	B744 on Taxiway Sierra	No aircraft movement behind	Pushback tail east to pushback limit then pull forward to Y3 Blocks entry to F18, F20, G47 and G49
F16 Critical Aircraft B3XM	East	Y3	B744 on Taxiway Sierra	No aircraft movement behind	Pushback tail east then pull forward to Y3 Blocks entry to F18, F20, G47 and G49
	South	S11	B744 on Taxiway Yankee	B748 on Taxiway Juliet A321/B738 into G52	Pushback tail west turning south onto Taxiway Sierra to S11 Blocks entry to G51
F18 Critical Aircraft B3XM	East	Y3	B744 on Taxiway Sierra	No aircraft movement behind	Pushback tail east then pull forward to Y3 Blocks entry to F18, F20, G47 and G49
	South	S11	B744 on Taxiway Yankee	B748 on Taxiway Juliet A321/B738 into G52	Pushback tail west turning south onto Taxiway Sierra to S11 Blocks entry to G51
F20 Critical Aircraft A321 B3XM	East	Y3	B744 on Taxiway Sierra	No aircraft movement behind	Pushback tail east then pull forward to Y3 Blocks entry to F18, F20, G47 and G49
	South	S11	B744 on Taxiway Yankee	B748 on Taxiway Juliet A321/B738 into G52	Pushback tail west turning south onto Taxiway Sierra to S11 Blocks entry to G51

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
F22 Critical Aircraft A359	South	S11	B744 on Taxiway Yankee	B748 on Taxiway Juliet A321/B738 into G50	Pushback tail south to S11 Blocks entry to G51 and G52
	West	Y2	B744 on Taxiway Yankee	A388 on Taxiway Alpha	Pushback tail west to Y2 Blocks entry to F22, F22B, F24, F24B, G57, G57A, G57F and G57G
F22A Critical Aircraft A321 B3XM	East	Y3	B744 on Taxiway Sierra	No aircraft movement behind	Pushback tail east to Y3 Blocks entry to F18, F20, G47 and G49
	South	S11	B744 on Taxiway Yankee	B748 on Taxiway Juliet A321/B738 into G52	Pushback tail south to S11 Blocks entry to G51
	West	Y2	B744 on Taxiway Sierra	A388 on Taxiway Alpha	Pushback tail west to Y2 Blocks entry to F22, F22B, F24, F24B, G57, G57A, G57F and G57G
F22B Critical Aircraft A321 B3XM	East	Y3	B744 on Taxiway Sierra	No aircraft movement behind	Pushback tail east to Y3 Blocks entry to F18, F20, G47 and G49
	South	S11	B744 on Taxiway Yankee	B748 on Taxiway Juliet A321/B738 into G52	Pushback tail south to S11 Blocks entry to G51
	West	Y2	B744 on Taxiway Sierra	A388 on Taxiway Alpha	Pushback tail west to Y2 Blocks entry to F22, F22B, F24, F24B, G57, G57A, G57F and G57G

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 S11 or other TDPs subject to approval by ATC and Car 2.
3. Aircraft pushback procedures are produced by Airfield Design (airfieldsupport@melair.com.au).