

Aircraft Pushback Procedures

T1 Bravo West

Effective from 30 May 2024, 0001 hrs local

Pushback from bay number	Direction aircraft tail faces	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
B22 Critical Aircraft A320/B738	East	T0	B738 on Taxilane Quebec A333 into C11	B744 on Taxiway Romeo	Pushback tail north turning east onto Taxiway Tango to T0 Blocks entry to B29
	South	Q8	A321/B738 into B28 DH8D into C5	No aircraft movement behind	Pushback tail west to pushback limit then pull forward Q8 Engine start not permitted prior to reaching engine start position Blocks entry to B22, B24, B26, C1 and C3
	West	T1	B738 on Taxilane Quebec A333 into C11	B744 on Taxiway Papa	Pushback tail north turning west onto Taxiway Tango to T1 Blocks entry to C12
B24 Critical Aircraft A321/B738	East	T0	B738 on Taxilane Quebec A333 into C11	B744 on Taxiway Romeo	Pushback tail north turning east onto Taxiway Tango to T0 Blocks entry to B29
	South	Q3	A320/B738 into C9 A333 into C11	No aircraft movement behind	Pushback tail south to pushback limit then pull forward to Q3 Blocks entry to B22, B24, B26, B28, B30, C1, C3, C5 and C7
	South	Q8	A321/B738 into B28 DH8D into C5	No aircraft movement behind	Pushback tail south to pushback limit and Q8 Blocks entry to B22, B24, B26, C1 and C3
B26 Critical Aircraft A321/B738	East	T0	B738 on Taxilane Quebec A333 into C11	B744 on Taxiway Romeo	Pushback tail north turning east onto Taxiway Tango to T0 Blocks entry to B29
	South	Q3	A320/B738 into C9 A333 into C11	No aircraft movement behind	Pushback tail south then pull forward to Q3 Blocks entry to B22, B24, B26, B28, B30, C1, C3, C5 and C7.
	West	T1	B738 on Taxilane Quebec A333 into C11	B744 on Taxiway Papa	Pushback tail north turning west onto Taxiway Tango to T1 Blocks entry to C12

Pushback from bay number	Direction aircraft tail faces	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
B28 Critical Aircraft A321/B738	East	T0	B738 on Taxilane Quebec A333 into C11	B744 on Taxiway Romeo	Pushback tail north turning east onto Taxiway Tango to T0 Blocks entry to B29
	South	Q3	A320/B738 into C9 A333 into C11	No aircraft movement behind	Pushback tail south then pull forward to Q3 Blocks entry to B22, B24, B26, B28, B30, C1, C3, C5 and C7.
	South	Q5	A321/B738 into B30 A320/B738 into C9	No aircraft movement behind	Pushback tail south then pull forward to Q5 Blocks entry to B22, B24, B26, B28, C1, C3, C5 and C7
	West	T1	B738 on Taxilane Quebec A333 into C11	B744 on Taxiway Papa	Pushback tail north turning west onto Taxiway Tango to T1 Blocks entry to C12

B30 Critical Aircraft A321/B738	East	T0	B738 on Taxilane Quebec A333 into C11	B744 on Taxiway Romeo	Pushback tail north turning east onto Taxiway Tango to T0 Blocks entry to B29
	South	Q1	A333 into C11	No aircraft movement behind	Pushback tail south then pull forward to Q3 Blocks entry to B22, B24, B26, B28, B30, C1, C3, C5, C7 and C9
	South	Q3	A320/B738 into C9 A333 into C11	No aircraft movement behind	Pushback tail south then pull forward to Q3 Blocks entry to B22, B24, B26, B28, B30, C1, C3, C5 and C7
	West	T1	B738 on Taxilane Quebec A333 into C11	B744 on Taxiway Papa	Pushback tail north turning west onto Taxiway Tango to T1 Blocks entry to C12

ALTERNATIVE PUSHBACK OPTION FOR ALL BAYS LISTED

ALL BAYS	East	E4	B744 on Taxiway Quebec	A333 on Taxiway Tango	Pushback tail north past Taxiway Tango turning east onto Taxiway Echo to E4
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Notes

1. Designated Towbar Disconnect Point (TDP) locations are shown on the attached Towbar Disconnect Point Map.
2. T0 is the default TDP for jet aircraft pushbacks on this apron.
3. Cross-bleed start for all aircraft permitted at E4, T0 and T1.
4. Taxilane Quebec south of Taxiway Tango is restricted to aircraft with a maximum wingspan of 36m.
5. Turbo-prop aircraft are to be pushed back on the apron using the first TDP listed for that bay unless otherwise stipulated by ATC.
6. DH8D is the ICAO code for Dash 8 Series 400 aircraft.
7. Aircraft pushback procedures are produced by Airfield Design (airfieldsupport@melair.com.au).
8. **Bay B26A removed.**