

# Aircraft Pushback Procedures

## T1 Bravo East

Effective from 5 September 2023, 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
<b>B21</b> Critical Aircraft A333	South	R5	A321/B738 into B25	No aircraft movement behind	Pushback tail south to pushback limit and R5 Blocks entry to B21 and B23
	West	T10	B744 on Taxiway Romeo	B744 into C11 B738 on Taxilane Quebec	Pushback tail north turning west onto Taxiway Tango to T10
<b>B21</b> Critical Aircraft B763	South	R6	A321/B738 into B25	No aircraft movement behind	Pushback tail south to pushback limit and R6 Blocks entry to B21 and B23
	West	T10	B744 on Taxiway Romeo	B744 into C11 B738 on Taxilane Quebec	Pushback tail north turning west onto Taxiway Tango to T10
<b>B23</b> Critical Aircraft A333	South	R4	A321/B738 into B25	No aircraft movement behind	Pushback tail south to pushback limit and R4 Blocks entry to B21 and B23
	West	T10	B744 on Taxiway Romeo	B744 into C11 B738 on Taxilane Quebec	Pushback tail north turning west onto Taxiway Tango to T10
<b>B23</b> Critical Aircraft B744	South	R2	A333 on Taxiway Tango	No aircraft movement behind	Pushback tail south to pushback limit then pull forward to R2 Blocks entry to B25, B25A and B27
<b>B25</b> Critical Aircraft A321/B738	South	R3	A321/B738 into B27	No aircraft movement behind	Pushback tail south to R3 Blocks entry to B21, B23, B25 and B25A
	West	T10	B744 on Taxiway Romeo	B744 into C11 B738 on Taxilane Quebec	Pushback tail north turning west onto Taxiway Tango to T10
<b>B25A</b> Critical Aircraft A333	South	R2	A333 on Taxiway Tango	No aircraft movement behind	Pushback tail south then pull forward to R2 Blocks entry to B25, B25A and B27
	West	T10	B744 on Taxiway Romeo	B744 into C11 B738 on Taxilane Quebec	Pushback tail north turning west onto Taxiway Tango to T10
<b>B27</b> Critical Aircraft A321/B738	South	R3	A321/B738 into B27	No aircraft movement behind	Pushback tail south to R3 Blocks entry to B23, B25 and B25A
	West	T10	B744 on Taxiway Romeo	B744 into C11 B738 on Taxilane Quebec	Pushback tail north turning west onto Taxiway Tango to T10

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
<b>B29</b> Critical Aircraft DH8D	East	N/A	<b>B738</b> on Taxiway Quebec	B744 on Taxiway Romeo	Tow-on / tow-off only
	West	N/A	B744 on Taxiway Romeo	<b>B738</b> on Taxiway Quebec	Tow-on / tow-off only

**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 T10.
3. DH8D is the ICAO code for Dash 8 Series 400 aircraft.
4. Aircraft pushback procedures are produced by Airfield Design ([airfieldsupport@melair.com.au](mailto:airfieldsupport@melair.com.au)).