

Aircraft Pushback Procedures T3 Echo North

Effective from 13 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
E1 Critical Aircraft B38M	East	U3	B744 into D8 B772 into D12 B38M into E9	No aircraft movement behind	Pushback tail north to pushback limit then pull forward west to U3 Blocks entry to D2, D4, D4A, D6, E1, E3, E5 and E7
E3 Critical Aircraft B38M	East	U3	B744 into D8 B772 into D12 B38M into E9	No aircraft movement behind	Pushback tail east to pushback limit then pull forward to U3 Blocks entry to D2, D4, D4A, D6, E1, E3, E5 and E7
E5 Critical Aircraft B38M	East	U3	B744 into D8 B772 into D12 B38M into E9	No aircraft movement behind	Pushback tail east then pull forward to U3 Blocks entry to D2, D4, D4A, D6, E1, E3, E5 and E7
E7 Critical Aircraft B38M	East	U3	B744 into D8 B772 into D12 B38M into E9	No aircraft movement behind	Pushback tail east then pull forward to U3 Blocks entry to D2, D4, D4A, D6, E1, E3, E5 and E7
E9 Critical Aircraft B38M	East	U3	B744 into D8 B772 into D12	No aircraft movement behind	Pushback tail east to U3 Blocks entry to D2, D4, D4A, D6, E1, E3, E5 and E7

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 U3.
3. B38M is the ICAO code for 737 MAX 8 aircraft.
4. Aircraft pushback procedures are produced by Airfield Design (airfieldsupport@melair.com.au).
5. BayD12A removed.