

**Aircraft Pushback Procedures**  
**T4 Foxtrot North**  
**Effective 3 November 2021**

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>F11</b> 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
<b>F13</b> 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
<b>F15</b> 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
<b>F17</b> 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
<b>F19</b> 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
<b>F21</b> 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
<b>F21A</b> 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	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>F23</b> 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 **permitted** at G3.
3. Aircraft pushback procedures are produced by Airfield Design ([airfieldsupport@melair.com.au](mailto:airfieldsupport@melair.com.au)).