Aircraft Pushback Procedures T3 Echo South



Effective from 12 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
E2 Critical Aircraft B738	East	G3	B744 on Taxiway Sierra	No aircraft movement behind	Pushback tail south to pushback limit then pull forward east to G3 Blocks entry to E6, E8, E8A, E10, F15, F15A, F17 and F19
E4 Critical Aircraft B738	East	G3	B744 on Taxiway Sierra	No aircraft movement behind	Pushback tail south to pushback limit then pull forward east to G3 Blocks entry to E6, E8, E8A, E10, F15, F15A, F17 and F19
E6 Critical Aircraft 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
E8 Critical Aircraft 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
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E8A Critical Aircraft A332	North	S8	B744 on Taxiway Golf A332 on Taxilane Golf	B744 on Taxiway Uniform	Pushback tail west turning north onto Taxiway Sierra to S8
	West	G2	B744 on Taxiway Sierra	B744 on Taxiway Alpha	Pushback tail west to G2 Blocks entry to F21, F21A, F23, F25 and F25A
E10 Critical Aircraft 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

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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 G3.
- 3. Aircraft pushback procedures are produced by Airfield Design (airfieldsupport@melair.com.au).