

Aircraft Pushback Procedures

T4 Golf North

Effective from 26 November 2024, 0100 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
G41 Critical Aircraft A321 B738	East	Y4	B748 on Taxiway Sierra A321/B738 into G49	No aircraft movement behind	Pushback tail north to pushback limit then pull forward west to Y4 Blocks entry to G41, G43, G45 and G47 Restrictions apply, refer Aircraft Pushback Matrix and Note 3
	South	S11	B77L into F22 A321/B39M into F22A A321/B738 into G49	B748 on Taxiway Juliet A321/B738 into G52	Pushback tail west turning south onto Taxiway Sierra to S11 Blocks entry to G51
G43 Critical Aircraft A321 B738	East	Y4	B748 on Taxiway Sierra A321/B738 into G49	No aircraft movement behind	Pushback tail east to pushback limit then pull forward to Y4 Blocks entry to G41, G43, G45 and G47 Restrictions apply, refer Aircraft Pushback Matrix and Note 3
	South	S11	B77L into F22 A321/B39M into F22A A321/B738 into G49	B748 on Taxiway Juliet A321/B738 into G52	Pushback tail west turning south onto Taxiway Sierra to S11 Blocks entry to G51
G45 Critical Aircraft A321 B738	East	Y4	B748 on Taxiway Sierra A321/B738 into G49	No aircraft movement behind	Pushback tail east then pull forward to Y4 Blocks entry to G41, G43, G45 and G47 Restrictions apply, refer Aircraft Pushback Matrix and Note 3
	South	S11	B77L into F22 A321/B39M into F22A A321/B738 into G49	B748 on Taxiway Juliet A321/B738 into G52	Pushback tail west turning south onto Taxiway Sierra to S11 Blocks entry to G51
G47 Critical Aircraft A321 B738	East	Y4	B748 on Taxiway Sierra A321/B738 into G49	No aircraft movement behind	Pushback tail east then pull forward to Y4 Blocks entry to G41, G43, G45 and G47
	South	S11	B77L into F22 A321/B39M into F22A A321/B738 into G49	B748 on Taxiway Juliet A321/B738 into G52	Pushback tail west turning south onto Taxiway Sierra to S11 Blocks entry to G51
G49 Critical Aircraft A321 B738	East	Y4	B748 on Taxiway Sierra A321/B39M into G49	No aircraft movement behind	Pushback tail east then pull forward to Y4 Blocks entry to G41, G43, G45 and G47
	South	S11	B77L into F22 A321/B39M into F22A A321/B738 into G49	B748 on Taxiway Juliet A321/B738 into G52	Pushback tail west turning south onto Taxiway Sierra to S11 Blocks entry to G51

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
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G51 Critical Aircraft A321 B738	North	S12	B748 on Taxiway Juliet A321/B738 into G50	B77L into F22 A321/B39M into F22A A321/B738 into G49	Pushback tail north then pull forward to S12 Blocks entry to G51 and G52
	North	S14	B748 on Taxiway Juliet A321/B738 into G50	B77L into F22 A321/B39M into F22A A321/B738 into G49	Pushback tail north then pull forward to S14 Blocks entry to G51 and G52
	South	S11	B77L into F22 A321/B39M into F22A A321/B738 into G49	B748 on Taxiway Juliet A321/B738 into G50	Pushback tail south then pull forward to S11 Blocks entry to G51
	South	S14	B77L into F22 A321/B39M into F22A A321/B738 into G49	B748 on Taxiway Juliet A321/B738 into G50	Pushback tail south to S14 Blocks entry to G51 and G52

Apron Taxilanes (APN8 & APN9) Aircraft Pushback Matrix – Bay G41, G43, G45, F12 and F14

		F12		F14	
		Taxi-In	Pushback	Taxi-In	Pushback
G41	Taxi-In	Yes	No	Yes	Yes
	Pushback	Yes	No	Yes	No
G43	Taxi-In	Yes	No	Yes	Yes
	Pushback	Yes	No	Yes	Yes
G45	Taxi-In	Yes	Yes	Yes	Yes
	Pushback	Yes	No	Yes	Yes

Notes

1. Designated Towbar Disconnect Point (TDP) locations are shown on the attached Towbar Disconnect Point Map.
2. Cross bleed starts for all aircraft permitted at S11 or other TDPs subject to approval by ATC and Car 2.
3. Simultaneous taxi-in and/or pushback from G41, G43, G45, F12 and F14 are restricted, refer Aircraft Pushback Matrix. Simultaneous taxi-in and/or pushback are permissible on all other bays.
4. B39M is the ICAO code for 737 MAX 9 aircraft.
5. Aircraft pushback procedures are produced by Airfield Design (airfieldsupport@melair.com.au).
6. TDP S11 added to G41 G43 G45 G47 and G49