

Aircraft Pushback Procedures

T4 Golf North

Effective from 20 September 2024, 0001 hrs local

MELBOURNE
AIRPORT

Pushback from bay number	Direction aircraft tail faces	To 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	Y3	B748 on Taxiway Sierra	No aircraft movement behind	Pushback tail north to pushback limit then pull forward east to Y3 Blocks entry to F18, F20, G47 and G49
	South	S11	B744 on Taxiway Yankee	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	Y3	B748 on Taxiway Sierra	No aircraft movement behind	Pushback tail east to pushback limit then pull forward to Y3 Blocks entry to F18, F20, G47 and G49
	South	S11	B744 on Taxiway Yankee	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	Y3	B748 on Taxiway Sierra	No aircraft movement behind	Pushback tail east then pull forward to Y3 Blocks entry to F18, F20, G47 and G49
	South	S11	B744 on Taxiway Yankee	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	Y3	B748 on Taxiway Sierra	No aircraft movement behind	Pushback tail east then pull forward to Y3 Blocks entry to F18, F20, G47 and G49
	South	S11	B744 on Taxiway Yankee	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	Y3	B748 on Taxiway Sierra	No aircraft movement behind	Pushback tail east then pull forward to Y3 Blocks entry to F18, F20, G47 and G49
	South	S11	B744 on Taxiway Yankee	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	To 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
G51 Critical Aircraft A321 B738	North	S12	B748 on Taxiway Juliet A321/B738 into G50	B744 on Taxiway Yankee	Pushback tail north then pull forward to S12 Blocks entry to G51 and G52
	North	S14	B748 on Taxiway Juliet A321/B738 into G50	B744 on Taxiway Yankee	Pushback tail north then pull forward to S14 Blocks entry to G51 and G52
	South	S11	B744 on Taxiway Yankee	B748 on Taxiway Juliet A321/B738 into G50	Pushback tail south then pull forward to S11 Blocks entry to G51
	South	S14	B744 on Taxiway Yankee	B748 on Taxiway Juliet A321/B738 into G50	Pushback tail south to S14 Blocks entry to G51 and G52

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. Aircraft pushback procedures are produced by Airfield Design (airfieldsupport@melair.com.au).
4. Bay G41A and G45A removed.