

Aircraft Pushback Procedures

T1 Charlie West

Effective from 30 January 2025, 0500 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
C4 Critical Aircraft B738	East	T2	B744 on Taxiway Papa	B744 on Taxiway Quebec	Pushback tail north turning east onto Taxiway Tango to T2 Blocks entry to C12
	South	P3	B744 on Taxiway Tango	No aircraft movement behind	Pushback tail west to pushback limit then pull forward to P3 Blocks entry to C6, C8, C10, D3 and D5
	West	T3	B744 on Taxiway Papa B772 into D7	A388 into D11 and D15 A321/B739 into D9B and D15A	Pushback tail north turning west onto Taxiway Tango to T3 Blocks entry to D9, D9A, D15, D15B, D17 and D19
C6 Critical Aircraft B738	South	P3	B744 on Taxiway Tango	No aircraft movement behind	Pushback tail south to pushback limit then pull forward to P3 Blocks entry to C4, C8, C10, D3 and D5
	East	T2	B744 on Taxiway Papa	B744 on Taxiway Quebec	Pushback tail north turning east onto Taxiway Tango to T2 Blocks entry to C12
C8 Critical Aircraft B738	South	P3	B744 on Taxiway Tango	No aircraft movement behind	Pushback tail south then pull forward to P3 Blocks entry to C4, C6, C10, D3 and D5
C10 Critical Aircraft A321 B738	South	P3	B744 on Taxiway Tango	No aircraft movement behind	Pushback tail south then pull forward to P3 Blocks entry to C4, C6, C8, D3 and D5
C12 Critical Aircraft A333	East	T2	B744 on Taxiway Papa	B744 on Taxiway Quebec	Pushback tail east then pull forward to T2 Blocks entry to C11 and C12
	North	P2	B772 into D7 via Taxiway Tango A321/B739 into Taxilane Papa via Taxiway Tango west of Taxiway Papa	No aircraft movement behind	Pushback tail north onto Taxiway Papa then pull forward to P2 Blocks entry to C12

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 T2 and T3.
3. Apron pushback available on pilot request.
4. Aircraft pushback procedures are produced by Airfield Design (airfieldsupport@melair.com.au).