

# Aircraft Pushback Procedures

## T4 Golf West

Effective from 19 October 2023, 0001 hrs local

**MELBOURNE**  
AIRPORT

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>G54</b> Critical Aircraft A321 B38M	East	J2	A388 on Taxiway Alpha	B744 on Taxiway Sierra	Pushback tail south turning east onto Taxiway Juliet to J2 Blocks entry to G54A
	North	A15	B748 on Taxiway Juliet	A321/B738 into G58 B748 into G60A S340 into G60F and G60G	Pushback tail north to A15 Blocks entry to G54, G54A and G56
	South	A15	A321/B738 into G58 B748 into G60A S340 into G60F and G60G	A388 on Taxiway Juliet	Pushback tail south then pull forward to A15 Blocks entry to G54, G54A and G56
<b>G54A</b> Critical Aircraft B748	East	J2	A388 on Taxiway Alpha A321/B738 into G58 S340 into G60F and G60G	B744 on Taxiway Sierra	Pushback tail south turning east onto Taxiway Juliet to J2 Blocks entry to G54A
	North	A15	B748 on Taxiway Juliet	A321/B738 into G60 B748 into G60A S340 into G60C – G60E	Pushback tail north to A15 Blocks entry to G54, G54A, G56 and G58
	South	A16	A388 on Taxiway Juliet A321/B738 into G58 S340 into G60F and G60G	A388 on Taxiway Kilo	Pushback tail south past Taxiway Juliet to A16 Blocks entry to G54, G54A and G56
<b>G56</b> Critical Aircraft A321 B38M	North	A15	A388 on Taxiway Juliet	A321/B738 into G60 B748 into G60A S340 into G60C – G60E	Pushback tail north then pull forward to A15 Blocks entry to G54, G54A, G56, G58, G60F and G60G
	South	A15	A321/B738 into G58 B748 into G60A S340 into G60F and G60G	A388 on Taxiway Juliet	Pushback tail south then pull forward to A15 Blocks entry to G54, G54A and G56
<b>G57</b> Critical Aircraft A321 C130	East	Y1	A388 on Taxiway Alpha	A321/B738 on Taxiway Sierra	Pushback tail east to Y1 Blocks entry to F22B, F24, F24B, G57 and G57A – G57G
	North	A11	B744 on Taxiway Yankee	B779 into F25 A321/B738 into F25B	Pushback tail north to A11 Blocks entry to F24, F24A, F24B, G57 and G57A – G57G
	South	A12	B744 on Taxiway Yankee	A321/B738 into G60 S340 into G60D – G60G	Pushback tail south to A12 Blocks entry to F24, F24B, G57, G57A – G57G, G59 and G60A – G60C
<b>G57A</b> Critical Aircraft B748	East	Y1	A388 on Taxiway Alpha	A321/B738 on Taxiway Sierra	Pushback tail east to Y1 Blocks entry to F22B, F24, F24B, G57 and G57A – G57G
	North	A11	B744 on Taxiway Yankee	B779 into F25 A321/B738 into F25B	Pushback tail north to A11 Blocks entry to F24, F24A, F24B, G57 and G57A – G57G
	South	A12	B744 on Taxiway Yankee	A321/B738 into G58	Pushback tail south to A12 Blocks entry to F24, F24B, G57, G57A – G57G, G59, G60 and G60A – G60E

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>G57B-G</b> Critical Aircraft S340	<i>Power-in / power-out operations</i> <i>Propeller wash hazards on G57, G57A – G57G, G58, G60 and G60A on arrival and departure</i>				
<b>G58</b> Critical Aircraft A321 B738	North	A14	A321/ <b>B38M</b> into G54 B748 into G54A	A321/B738 into G59	Pushback tail north then pull forward to A14 Blocks entry to G56, G58, G60 and G60A – G60G
	South	A14	A321/B738 into G60	A321/ <b>B38M</b> into G54 B748 into G54A	Pushback tail south to A14 Blocks entry to G56, G58 and G60A – G60G
<b>G59</b> Critical Aircraft A321 B738	North	A13	A321/B738 into G58	B744 on Taxiway Yankee B748 into G57A A321/B738 into G57	Pushback tail north then pull forward to A13 Blocks entry to G57B, G57C, G59, G60 and G60A – G60G
	South	A12	B744 on Taxiway Yankee B748 into G57A A321/B738 into G57	A321/B738 into G58	Pushback tail south then pull forward to A12 Blocks entry to G57B – G57E, G59, G60 and G60A – G60C
<b>G60</b> Critical Aircraft A321 B738	North	A13	A321/B738 into G58	B744 on Taxiway Yankee B748 into G57A A321/B738 into G57	Pushback tail north to A13 Blocks entry to G57B, G57C, G59, G60 and G60A – G60G
	South	A13	A321/B738 into G59	A321/ <b>B38M</b> into G56	Pushback tail south then pull forward to A13 Blocks entry to G58, G60 and G60A – G60G
<b>G60A</b> Critical Aircraft A124 B748	East	Y1	A388 on Taxiway Alpha	A321/B738 on Taxiway Sierra	Pushback tail north turning east onto Taxiway Yankee to Y1 Blocks entry to F22B, F24, F24B, G57 and G57A – G57G
	North	A13	A321/ <b>B38M</b> into G56	B744 on Taxiway Yankee	Pushback tail north then pull forward to A13 Blocks entry to G57, G57A – G57G, G58, G59, G60 and G60A – G60G
<b>G60B-G</b> Critical Aircraft S340	<i>Power-in / power-out operations</i> <i>Propeller wash hazards on G58, G69, G60, G60A – G60G on arrival and departure</i>				

#### 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 A11, A12, A13, A14, A15 and A16.
3. S340 operations on G57B – G57G and G60B – G60G restricted when aircraft pushback to A11 – A16, J2 or Y1.
4. Aircraft pushback procedures are produced by Airfield Design ([airfieldsupport@melair.com.au](mailto:airfieldsupport@melair.com.au)).