

Aircraft Pushback Procedures

T3 Echo North (Version 1)

Effective from 19 March 2026, 0300 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
E1 Critical Aircraft B38M	South	S7	B744 on Taxiway Uniform	B744 on Taxiway Golf	Pushback tail west turning south onto Taxiway Sierra to S7
	West	U2	B744 on Taxiway Sierra	A388 on Taxiway Alpha	Activate warning system Pushback tail west to U2 Blocks entry to D14
	West	U0	A388 on Taxiway Alpha	A388 on Taxiway Victor	Activate warning system Pushback tail west past Taxiway Sierra and Alpha to U0
E3 Critical Aircraft B38M	East	U3	B744 into D8 B772 into D12 B38M into E9	No aircraft movement behind	Pushback tail east to pushback limit, then pull forward to U3 Blocks entry to D2, D4, D4A, D6, E1, E3, E5 and E7
E5 Critical Aircraft B38M	East	U3	B744 into D8 B772 into D12 B38M into E9	No aircraft movement behind	Pushback tail east, then pull forward to U3 Blocks entry to D2, D4, D4A, D6, E1, E3, E5 and E7
E7 Critical Aircraft B38M	East	U3	B744 into D8 B772 into D12 B38M into E9	No aircraft movement behind	Pushback tail east, then pull forward to U3 Blocks entry to D2, D4, D4A, D6, E1, E3, E5 and E7
E9 Critical Aircraft B38M	East	U3	B744 into D8 B772 into D12 B38M into E9	No aircraft movement behind	Pushback tail east to U3 Blocks entry to D2, D4, D4A, D6, E1, E3, E5 and E7

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 U3.
3. B38M is the ICAO code for 737 MAX 8 aircraft.
4. Aircraft pushback procedures are produced by Airfield Operations, email: airfieldsupport@melair.com.au.
5. Bay D12A removed.
6. E1 Aircraft pushback to TDP S7.