

Aircraft Pushback Procedures

T1 Bravo East

Effective from 19 July 2024, 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
B21 Critical Aircraft A333	South	R5	A321/B738 into B25	No aircraft movement behind	Pushback tail south to pushback limit and R5 Blocks entry to B21 and B23
	West	T10	A333 on Taxiway Romeo	A333 into C11 A321/B738 on Taxilane Quebec	Pushback tail north turning west onto Taxiway Tango to T10
B21 Critical Aircraft A321/B738	South	R6	A321/B738 into B25	No aircraft movement behind	Pushback tail south to pushback limit and R6 Blocks entry to B21 and B23
	West	T10	A333 on Taxiway Romeo	A333 into C11 A321/B738 on Taxilane Quebec	Pushback tail north turning west onto Taxiway Tango to T10
B23 Critical Aircraft A333	South	R4	A321/B738 into B25	No aircraft movement behind	Pushback tail south to pushback limit and R4 Blocks entry to B21 and B23
	West	T10	A333 on Taxiway Romeo	A333 into C11 A321/B738 on Taxilane Quebec	Pushback tail north turning west onto Taxiway Tango to T10
B25 Critical Aircraft A321/B738	South	R3	A321/B738 into B27	No aircraft movement behind	Pushback tail south to R3 Blocks entry to B21, B23, B25 and B25A
	West	T10	A333 on Taxiway Romeo	A333 into C11 A321/B738 on Taxilane Quebec	Pushback tail north turning west onto Taxiway Tango to T10
B25A Critical Aircraft A333	South	R2	A333 on Taxiway Tango	No aircraft movement behind	Pushback tail south then pull forward to R2 Blocks entry to B21, B23, B25, B25A and B27
	West	T10	A333 on Taxiway Romeo	A333 into C11 A321/B738 on Taxilane Quebec	Pushback tail north turning west onto Taxiway Tango to T10
B27 Critical Aircraft A321/B738	South	R3	A321/B738 into B27	No aircraft movement behind	Pushback tail south to R3 Blocks entry to B21, B23, B25 and B25A
	West	T10	A333 on Taxiway Romeo	A333 into C11 A321/B738 on Taxilane Quebec	Pushback tail north turning west onto Taxiway Tango to T10

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
B29 Critical Aircraft DH8D	East	N/A	A321/B738 on Taxiway Quebec	A333 on Taxiway Romeo	Tow-on / tow-off only
	West	N/A	A333 on Taxiway Romeo	A321/B738 on Taxiway Quebec	Tow-on / tow-off only

Notes

1. Designated Towbar Disconnect Point (TDP) locations are shown on the attached Towbar Disconnect Point Map.
2. Cross-bleed start for all aircraft is at T10.
3. DH8D is the ICAO code for Dash 8 Series 400 aircraft.
4. Aircraft pushback procedures are produced by Airfield Design (airfieldsupport@melair.com.au).
5. B744 and B763 removed from BayB21 and B23.