

Aircraft Pushback Procedures
T4 Foxtrot West (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
F24 Critical Aircraft A35K B77W	East	Y1	A388 on Taxiway Alpha	A332 on Taxiway Yankee	Pushback tail east to Y1 Blocks entry to F22, F22B, F24, F24B, G57, G57A, G57F and G57G
	North	A11	B779 into F24 B748 into G57A	B748 into F25 A321/B3XM into F25A	Pushback tail north to A11 Blocks entry to F24, F24A, F24B and F25B
	South	A12	A35K on Taxiway Yankee	A321/B738 into G58	Pushback tail south to A12 Blocks entry to, G57, G57A – G57G, G59, G60, G60A and G60B
F24A Critical Aircraft A321 B39M	North	A10	B779 into F24 A321/B3XM into F24B	B748 into F25 A321/B3XM into F25A	Pushback tail north, then pull forward to A10 Blocks entry to F24, F24A and F25B
	South	A10	B779 into F25 A321/B3XM into F25B	A321/B3XM into F24B	Pushback tail south, then pull forward to A10 Blocks entry to F24, F24A and F25B
F24B Critical Aircraft A321 B39M	East	Y1	A388 on Taxiway Alpha	A332 on Taxiway Yankee	Pushback tail east to Y1 Blocks entry to F22, F22B, F24, F24B, G57, G57A, G57F and G57G
	North	A11	B779 into F24 B748 into G57A	B748 into F25 A321/B3XM into F25A	Pushback tail north to A11 Blocks entry to F24, F24A, F24B and F25B
	South	A10	B779 into F25 A321/B3XM into F25B	A321/B3XM into F24B	Pushback tail south, then pull forward to A10 Blocks entry to F24, F24A and F25B
F25 Critical Aircraft B748	East	G1	A388 on Taxiway Alpha	A320/B738 into F21	Pushback tail east to G1 Blocks entry to F23 and F25A
	South	A7	A35K on Taxiway Golf	B779 into F24 A321/B3XM into F24B	Pushback tail south to A7 Blocks entry to F24A, F25, F25A and F25B
F25A Critical Aircraft A321 B39M	East	G1	A388 on Taxiway Alpha	A320/B738 into F23	Pushback tail east to G1 Blocks entry to F23 and F25A
	North	A8	B779 into F24 A321/B3XM into F24A	A321/B3XM into F25A	Pushback tail north, then pull forward to A8 Blocks entry to F25 and F25B
	South	A7	A35K on Taxiway Golf	B779 into F24 A321/B3XM into F24B	Pushback tail south to A7 Blocks entry to F24A, F25, F25A and F25B

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
F25B Critical Aircraft A321 B39M	North	A8	B779 into F24 A321/B3XM into F24A	A321/B3XM into F25A	Pushback tail north, then pull forward to A8 Blocks entry to F25 and F25B
	South	A8	A35K on Taxiway Golf A321/B3XM into F25A	B779 into F24 A321/B3XM into F24B	Pushback tail south, then pull forward to A8 Blocks entry to F24A, F25 and F25B

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 A7, A8, A10, A11 and A12.
3. Aircraft pushback procedures are produced by Airfield Operations, email: airfieldsupport@melair.com.au.