

# Aircraft Pushback Procedures

## T4 Foxtrot South (Version 1)

Effective from 19 March 2026, 0300 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>F12</b> Critical Aircraft A321 B739	East	Y3	B748 on Taxiway Sierra A321/B39M into F20	No aircraft movement behind	Pushback tail southeast to pushback limit, then pull forward to Y3 Blocks entry to F12, F14, F16, F18, G41 and G43  Restrictions apply, refer Aircraft Pushback Matrix, Note 3
	South	S11	B77L into F22 A321/B39M into F22A A321/B738 into G49	B748 on Taxiway Juliet A321/B738 into G50	Pushback tail west turning south onto Taxiway Sierra to S11 Blocks entry to G51 and G52
<b>F12A</b> Critical Aircraft B788	West	Y2	B748 on Taxiway Sierra	A388 on Taxiway Alpha	Pushback tail west to Y2 Blocks Taxilane APN8 and APN9
	South	S11	B744 on Taxiway Yankee	B748 on Taxiway Juliet A321/B738 into G50	Pushback tail west turning south onto Taxiway Sierra to S11 Blocks Taxilane APN8 and APN9
<b>F14</b> Critical Aircraft B738	East	Y3	B748 on Taxiway Sierra A321/B39M into F20	No aircraft movement behind	Pushback tail east to pushback limit, then pull forward to Y3 Blocks entry to F12, F14, F16 and F18  Restrictions apply, refer Aircraft Pushback Matrix and Note 3
	South	S11	B77L into F22 A321/B39M into F22A A321/B738 into G49	B748 on Taxiway Juliet A321/B738 into G50	Pushback tail west turning south onto Taxiway Sierra to S11 Blocks entry to G51 and G52
<b>F16</b> Critical Aircraft B739	East	Y3	B748 on Taxiway Sierra A321/B39M into F20	No aircraft movement behind	Pushback tail east, then pull forward to Y3 Blocks entry to F12, F14, F16 and F18
	South	S11	B77L into F22 A321/B39M into F22A A321/B738 into G49	B748 on Taxiway Juliet A321/B738 into G50	Pushback tail west turning south onto Taxiway Sierra to S11 Blocks entry to G51 and G52
<b>F18</b> Critical Aircraft A321 B39M	East	Y3	B748 on Taxiway Sierra A321/B39M into F20	No aircraft movement behind	Pushback tail east, then pull forward to Y3 A321 tow-on / tow-off only Blocks entry to F12, F14, F16 and F18
	South	S11	B77L into F22 A321/B39M into F22A A321/B738 into G49	B748 on Taxiway Juliet A321/B738 into G50	Pushback tail west turning south onto Taxiway Sierra to S11 Blocks entry to G51 and G52
<b>F20</b> Critical Aircraft A321 B39M	East	Y3	B748 on Taxiway Sierra A321/B39M into F20	No aircraft movement behind	Pushback tail east to Y3 Blocks entry to F12, F14, F16 and F18
	South	S11	B77L into F22 A321/B39M into F22A A321/B738 into G49	B748 on Taxiway Juliet A321/B738 into G50	Pushback tail west turning south onto Taxiway Sierra to S11 Blocks entry to G51 and G52

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>F22</b> Critical Aircraft B77L B78X	South	S11	B77L into F22 A321/B39M into F22A A321/B738 into G49	B748 on Taxiway Juliet A321/B738 into G50	Pushback tail south to S11 Blocks entry to G51 and G52
	West	Y2	A321/B39M into F22A A321/B738 into G49	A388 on Taxiway Alpha	Pushback tail west to Y2 Blocks entry to F22, F22B, F24, F24B, G57, G57A, G57F and G57G

<b>F22A</b> Critical Aircraft A321 B39M	East	Y3	B748 on Taxiway Sierra A321/B39M into F20	No aircraft movement behind	Pushback tail east to Y3 Blocks entry to F12, F14, F16 and F18
	South	S11	B77L into F22 A321/B39M into F22A A321/B738 into G49	B748 on Taxiway Juliet A321/B738 into G52	Pushback tail south to S11 Blocks entry to G51
	West	Y2	A321/B39M into F22A A321/B738 into G49	A388 on Taxiway Alpha	Pushback tail west to Y2 Blocks entry to F22, F22B, F24, F24B, G57, G57A, G57F and G57G

<b>F22B</b> Critical Aircraft A321 B39M	South	S11	B77L into F22 A321/B39M into F22A A321/B738 into G49	B748 on Taxiway Juliet A321/B738 into G52	Pushback tail south to S11 Blocks entry to G51
	West	Y2	A321/B39M into F22A A321/B738 into G49	A388 on Taxiway Alpha	Pushback tail west to Y2 Blocks entry to F22, F22B, F24, F24B, G57, G57A, G57F and G57G

#### Apron Taxilanes (APN8 & APN9) Aircraft Pushback Matrix – Bay G41, G43, G45, F12 and F14

		F12		F14	
		Taxi-In	Pushback	Taxi-In	Pushback
<b>G41</b>	Taxi-In	Yes	No	Yes	Yes
	Pushback	Yes	No	Yes	No
<b>G43</b>	Taxi-In	Yes	No	Yes	Yes
	Pushback	Yes	No	Yes	Yes
<b>G45</b>	Taxi-In	Yes	Yes	Yes	Yes
	Pushback	Yes	No	Yes	Yes

#### 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 S11 or other TDPs subject to approval by ATC and Car 2.
3. Simultaneous taxi-in and/or pushback from G41, G43, G45, F12 and F14 are restricted, refer Aircraft Pushback Matrix. Simultaneous taxi-in and/or pushback are permissible on all other bays.
4. B39M is the ICAO code for 737 MAX 9 aircraft.
5. B78X is the ICAO code for 787-10 aircraft.
6. Aircraft pushback procedures are produced by Airfield Operations, email: [airfieldsupport@melair.com.au](mailto:airfieldsupport@melair.com.au).
7. TDP S11 added to F12, F14, F16, F18 and F20.
8. Bay F12A added.