Aircraft Pushback Procedures
T3 Echo South
Effective from 27 November 2024, 0001 hrs local

MELBOURNE
A I R P O R T

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
E2 Critical Aircraft B38M	East	G3	B744 on Taxiway Sierra	No aircraft movement behind	Pushback tail south to pushback limit then pull forward west to G3 Blocks entry to E6, E8, E10, F15, F17 and F19
E4 Critical Aircraft B38M	East	G3	B744 on Taxiway Sierra	No aircraft movement behind	Pushback tail east to pushback limit then pull forward to G3 Blocks entry to E6, E8, E10, F15, F17 and F19
E6 Critical Aircraft B38M	East	G3	B744 on Taxiway Sierra	No aircraft movement behind	Pushback tail east to pushback limit then pull forward to G3 Blocks entry to E6, E8, E10, F15, F17 and F19
E8 Critical Aircraft B38M	East	G3	B744 on Taxiway Sierra	No aircraft movement behind	Pushback tail east to pushback limit then pull forward to G3 Blocks entry to E6, E8, E10, F15, F17 and F19
E10 Critical Aircraft **B38M**	East	G3	B744 on Taxiway Sierra	No aircraft movement behind	Pushback tail east then pull forward to G3 Blocks entry to E6, E8, E10, F15, F17 and F19

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 G3.
3. Aircraft pushback procedures are produced by Airfield Design (airfieldsupport@melair.com.au).
4. B38M is the ICAO code for 737 MAX 8 aircraft.