

SAFETY BULLETIN

Safety Bulletin No.	2022/02	Date Issued	06 May 2022
Subject	Aircraft Pushback Procedures		
Area of Concern	Darwin Airside		
Issued By	Mike Clancy - Airside Manager		

Introduction

This [Safety Bulletin](#) is issued to remind operators of the correct procedures when involved in aircraft pushback procedures.

Unless prior approval has been provided by DIA, all aircraft with >20m wingspan are required to be parked nose-in and pushback for departure, and it is the responsibility of the operator to ensure that the appropriate equipment, including towbar, and resources are available.

Aircraft Pushback

Following completion of aircraft servicing and all vehicles, GSE, stairs and/or aerobridge (Bays 1 to 5) have been removed to a safe distance, the following outlines the general requirements for aircraft pushbacks:

- Only personnel trained and qualified, and hold a valid ADA are permitted to perform aircraft pushback operations.
- Category 2 ADA holders are permitted to pushback aircraft into the apron taxilane.
- Any **vehicle engaged in a pushback must** be authorised for use airside (AUA) and **be fitted with a radio capable of communicating with ATC.**
- The dispatcher must closely monitor the vehicle and pedestrian movements in the vicinity of the aircraft just prior to pushback.
- The **tug operator must be in contact with ATC** via radio and monitor Ground frequency 119.55 or 121.8 during pushback operations.
- All radio communications must be in accordance with radio procedures.
- All signals given by the dispatcher must be followed.

Commencement of Pushback

The following steps outline the requirements during the pushback sequence:

- The correct tug, towbar and bypass or shear pin must be used for specific aircraft type to be pushed back.
- Prior to commencement of the pushback a pre-departure walk around should be undertaken to ensure it is safe to commence pushback and ensure that:
 - 1) The area is clear of FOD
 - 2) All aircraft service doors/panels are closed and locked
 - 3) All chocks removed and stowed
 - 4) Aerobridge retracted / stairs removed
 - 5) All equipment and personnel are clear of the aircraft and pushback route is not impeded
- As per requirements for towing aircraft the nominated '**person in charge**' of the pushback will contact ATC via radio and request approval for pushback.

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SAFETY BULLETIN

Pushback Directions from Air Transport Apron

- In accordance with the procedures detailed in Airservices Australia AIP, ATC will provide pushback directions to aircraft operating on the Air Transport Apron.
- Following pushback request e.g. "*XX123 on Bay 3 request pushback*" ATC will provide pushback approval and directions to the aircraft, the duty Runway will dictate the direction the aircraft will pushback, and approval will generally be issued in the following format:
 - "*Pushback approved tail west*" – Aircraft will pushback towards the west for departure via TWY E2 – or could be conditional approval
 - "*Give way to E170 taxiing behind, pushback approved tail east*" – Following E170 passing behind aircraft will pushback tail towards the east for departure via TWY B2.Or if unable TWR could respond "*Hold Position – Expect Delay*"
- Note all pushbacks from Bays 21 to 25 "*tail west*" for departure via TWY B2 or E2.
- Following receipt of approval from ATC commence pushback following the direction of the pushback guidance lines as per the pushback approval.
- Maximum turning angle of the aircraft should be closely monitored during pushback to avoid over steering and potential to damage the bypass pin; and continue pushback to disconnect point.



Situational awareness must be maintained at all times, with location of other personnel, equipment and infrastructure known, and ensuring pushback route is not impeded.

The pushback must be stopped if safety is compromised at any stage and communicated to ATC.

- At the completion of pushback and tow bar disconnected from aircraft, the pushback tug must return to the same Bay that aircraft departed from and must not traverse along the taxiway or apron to another Bay.
- Complete Bay check and all equipment, including towbar and chocks, returned to appropriate storage areas.

Refer to the ***Airside Drivers Guide*** and ***Air Transport Procedures*** for additional information.

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