

				Manchester Airport Aircraft Pushback Procedure		Risk Rating	High – Reviewed Annually
Reference:	EGCC-I-AOPS-018	Issue:	2	Owner:	Head of Airfield Operations	Department:	Airfield
Issue Date:	01/08/2025		Compliance Date:	01/09/2025		Planned Review Date:	19/06/2026

1 Conditions and Procedures

The following conditions apply to all pushbacks:

- The pushback driver must, in all cases, have a valid Manchester Airport 'M2' driver permit.
- Pilots must inform Air Traffic Control (ATC) if they do not have communication with the Pushback Crew. In cases where communication does not exist, a non-standard pushback will not be issued.
- Ground crew to confirm with Flight Deck that the aircraft and pushback crew are fully ready to complete a safe procedure, prior to the pushback request.
- When a pushback instruction includes a Tug Release Point (TRP) marked on the ground. Jet aircraft must ALWAYS be on the taxiway centreline and released at the relevant TRP unless instructed otherwise by ATC.
- All tugs should be equipped with a serviceable, switched on, CTCSS Capable base radio and an up-to-date copy of the latest pushback procedures which includes the current Manchester Airport Manoeuvring Area Map.
- Propeller aircraft are subject to special consideration, and as such, are not to be towed forward.
- Any information given as part of the pushback instruction that relates to the direction in which an aircraft must be facing (for example "facing west gate security") is applicable to the aircraft, not the pushback tug.
- Any information given as part of the ATC pushback instruction that relates to the position of an aircraft relative to a stopbar (for example 'behind stopbar Juliet 4') is applicable to the aircraft and the pushback tug.
- Any information given as part of the pushback instruction that relates to the position of an aircraft relative to a tug release point is applicable to the nose wheel of the aircraft only.
- The procedures provided herewith cover all designated stands, including subsidiary Left and Right centrelines.
- Positive confirmation must be made between the aircraft commander, headset operative and pushback tug driver as to any specific details of a non-standard pushback instruction prior to commencing the push.
- The tug driver must monitor the Air Traffic Control (ATC) Ground Movement Control (GMC) to ensure pushback clearance has been given by ATC, and that the instructions have been relayed correctly by the pilot. If the tug driver does not understand or mis-hears the pushback instruction, this should be confirmed with ATC GMC before push back commences.
- Any changes to the Manchester Airport standard pushback procedures will be notified via email notification and by the republication of the Pushback Procedures Document. Temporary procedure changes will be by OAN or Information Notice and will contain a valid From/To start/end date.

2 Illuminated Red Wands

If there is a rear of stand road, red illuminated torches with attachable cones must be in use to indicate to airside drivers that a pushback is occurring. This should be done using the IATA standard signals and at all times.

These torches are a mandatory requirement for all pushbacks where rear of stand roads is in situ.

The specification of these torches are a mandatory requirement by the ground handling community and all torches must adhere to the exact specifications as detailed below:-

	Light Output (Lumens)	Beam Distance (Metres)	Beam Intensity (Candelas)	Run Time (Hours/Mins)
Low	37	44	480	29h
Medium	479	157	6172	4h 30 min
High	944	255	12693	3h 15m

3 Headsets

Mandatory for ALL pushbacks.

Exceptions:

Not to be used during thunderstorm warnings, as notified on the Airport Community App.

Pushback may continue if headset becomes unserviceable after pushback request, ATC must be advised. Standard IATA hand signals must also be used.

4 Cross Bleed Starts

Cross-bleed starts must not be carried out on stands due to excessive noise and jet blast hazard. Cross bleed starts may only be carried out on a suitable taxiway or taxilane, and then only with the express permission of the Airfield Operations Duty Manager (AODM). For all cross bleed starts, ATC must consult the AODM on telephone number 0161 489 3331 for approval.

Aircraft Stand-specific Procedures:-

Stand-specific pushback procedures are published in the form of Pushback Procedures Document and show the specific manoeuvre to be followed for that stand, with variations according to jet or prop aircraft type where applicable.

These specific procedures comply with the generic rules given elsewhere in this Instruction.

When a revised document is produced email notification will be sent to all relevant parties. The latest copy is hosted on the [Aviation Professionals Website](#) with the documentation containing the date of publication and Version Addition. The document is also available via the Airport Community App.

It is essential that all organisations involved in pushbacks ensure that they are in possession of the current revision and the latest version is available in all pushback Tugs.

5 Power-back Manoeuvres

Aircraft are not permitted to reverse off stands using engine power except in unusual circumstances. When an aircraft arrives with a known unserviceability which will prevent a push-back, the Airline and/or Ground Handling Agent must advise Airfield Control in advance, and the aircraft must park 'side on' or 'nose-out' at a remote stand. Where unserviceability of the aircraft or ground equipment, unknown at the time of arrival occurs, which means that there is no other way to get the aircraft off the stand, Airfield Control and ATC must be advised well in advance so that Airfield Operations can attend and supervise the safety of the surrounding areas.

6 Operational Towing

It may not be recommended by aircraft manufacturers to conduct 'operational towing'. Operational towing is described as manoeuvring an aircraft under tow (with or without tow bar) that contains passengers, cargo or fuel. Airline operators shall satisfy themselves that operational towing can be conducted on their aircraft and ensure any restrictions to undertake towing manoeuvres are communicated to the relevant ground handling agent and Manchester Airport. It remains the airline operator's responsibility to assess the risks posed to its aircraft associated with any pushback or towing procedures.

7 Remote Controlled Pushback Ground Service Equipment

A suitable and sufficient risk assessment must be undertaken and maintained which considers all operational limitations, adverse weather conditions, surface gradients, surface condition and aircraft type/weight compatibility. Such risk assessments must be submitted to the Head of Airfield Operations for approval prior to the introduction of such equipment.

Such equipment may only be used during aircraft pushbacks and not for aircraft towing operations. Headset communication must be maintained when using remote-controlled pushback equipment.

All remote-controlled pushback equipment must comply with the requirements EGCC-I-AOPS-032 Airside Vehicle and Equipment Standards – MA CAP 642 requirements.