

## General Principles to Avoid Pushback Errors

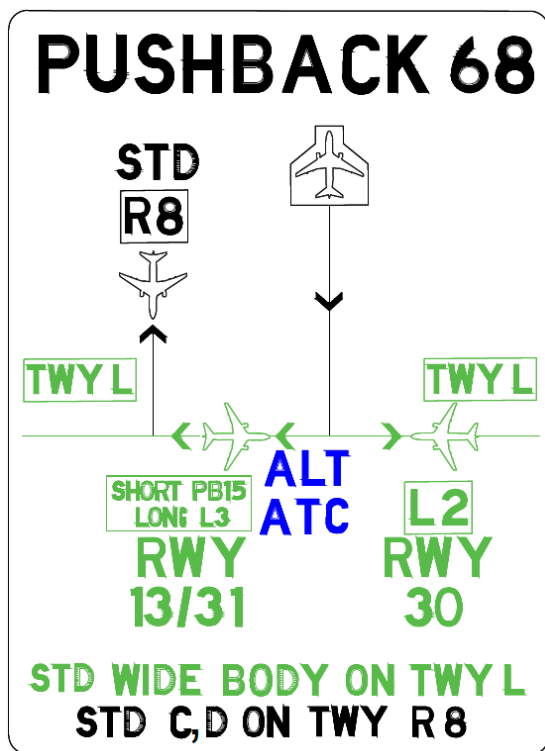
- **Priority sequence for pushback clearances:** Clearance from TWR to pushback does not imply priority over other pushback maneuvers; it is the responsibility of the ground handling agent to ensure the safety of the pushback operations. Pushback clearances are issued based on the time the aircraft is ready for departure.
- **Stop the maneuver if there is any doubt about the instructions:** the **MAIN CAUSE** of pushback errors is the misunderstanding or miscommunication of ATC instructions to the crew and from the crew to the ramp coordinator:
  - Pushback **CANNOT** be initiated without ATC clearance. **PLEASE** relay the controller's instructions accurately. **ALWAYS** ask for clarification from TWR if there is any doubt.
  - Note that in pushback instructions, **ATC will use the designation of the PB point** rather than other indications such as headings or runways in use. The pushback points are designated with names such as PB (Push back) + a number, or alternatively with a designation associated with the taxiway: L2, L3...
  - **EXERCISE EXTREME CAUTION** during pushbacks entering **TWY L**.
  - **REQUEST** assistance from the marshaller if the confusion is not resolved.
- **Situational awareness:** before initiating a maneuver, the ground coordinator must verify that the pushback is safe and that there are no other aircraft or equipment that could pose a risk to Operational Safety. See [LE\\_AD\\_2\\_LEMG\\_en.pdf \(enaire.es\)](#)
  - 2.1.4. Collision avoidance with other aircraft or obstacles is the responsibility of:
    - Pilots taxiing in the apron and taxiway segments not visible from TWR (see AD 2-LEMG GMC).
    - Handling companies during towing.

May 2024

## INCORRECT PUSHBACK PREVENTION CAMPAIGN / PILOTS

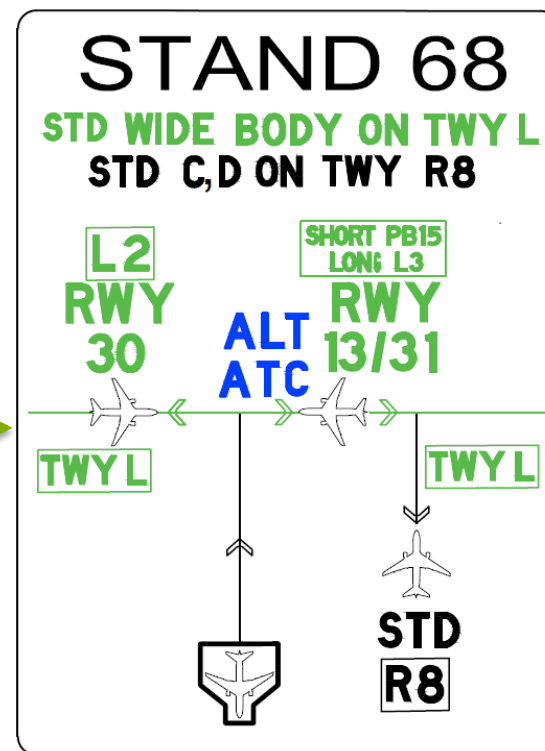
### Pushback Maneuver Charts

- **Pushback procedure diagrams:** The airport has provided ramp coordinators and pushback tractor drivers with maps of authorized pushback maneuvers (standard and alternatives) for each stand.



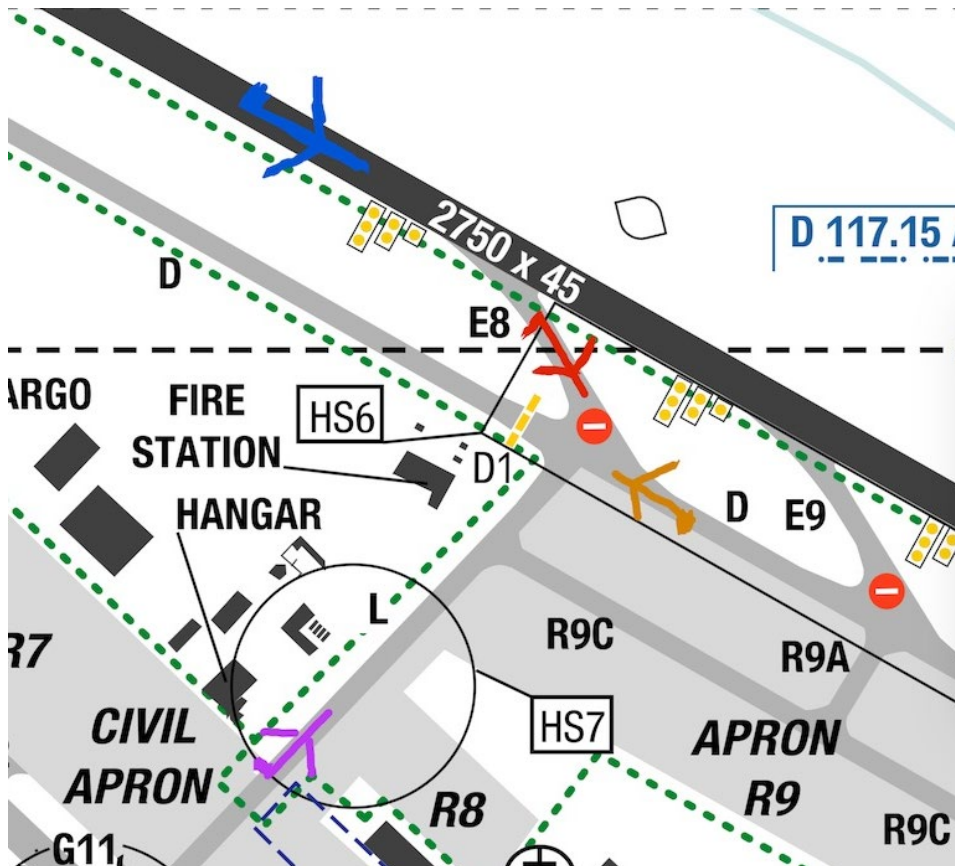
← pilot's perspective

pushback tractor driver's perspective →



May 2024

## INCORRECT PUSHBACK PREVENTION CAMPAIGN / PILOTS



TWY L congested due to incorrect pushback

### PLEASE REMEMBER

DO NOT INITIATE A  
PUSHBACK IF IN DOUBT OR  
CONFUSION



WHEN IN DOUBT, REQUEST  
CLARIFICATION FROM ATC  
AND CONFIRM THE  
PUSHBACK POINT



REQUEST ASSISTANCE  
FROM MARSHALLER IF THE  
ISSUE PERSISTS