TENANT DIRECTIVE

BWI: 203.1
DATE: September 30, 2008
DISTRIBUTION: B

TITLE: AIRCRAFT PARKING, PUSHBACK & REVERSE-THRUST POWER-BACK PROCEDURES

I. REFERENCES:

A. Code of Maryland Regulations 11.03.01.02U, "Pushing, Towing, Backing and Taxiing of Aircraft."

B. This Directive supersedes Tenant Directive 203.1, dated November 15, 2007.

II. DIRECTIVE STATEMENT:

All aircraft operations at Baltimore/Washington International Thurgood Marshall Airport (BWI Marshall) are required to conform to the procedures contained herein to minimize the hazards associated with parking, pushbacks, reverse-thrust power-back, and taxiing on aircraft terminal gate and ramp areas.

NOTE: Only aircraft designed to use a terminal loading bridge shall be authorized or assigned parking positions on gates having loading bridges. All other aircraft shall be parked on aprons or ramp parking positions designated by the Airport Operations Center.

III. PROCEDURES:

A. Terminal Gate Pushback Procedures

1. Clearance from Federal Aviation Administration (FAA) Ground Control is required to pushback/power-back aircraft departing the following gates due to

the proximity of the FAA controlled Movement Area: Gates A-1, A-2, A-3, A-4, A-5, A-7, A-9, A-11, B-2, B-4, B-6, B-8, B-10, B-12, B-14, C-13, C-14, D-13, D-15, and D-16.

2. **Traffic Advisory from FAA Ground Control**

A traffic advisory from FAA Ground Control is required to pushback aircraft departing the following gates: Gates A-6, A-8, A-10, B-1, B-3, B-5, B-7, B-9, B-11, B-13, B-15, C-1, C-2, C-3, C-4, C-5, C-6, C-7, C-8, C-9, C-10, C-11, C-12, D-1, D-2, D-3, D-4, D-5, D-7, D-8, D-10, D-11, D-12, D-14, D-20, D-21, D-23, D-25, D-27, D-29, E-1, E-2, E-3, E-4, E-6, and E-8.

3. **Terminal Gate Pushback Positioning**

a. Gates A-1, A-2, A-3, A-4, A-5, A-7, A-9, A-11, B-2, B-4, B-6, B-8, B-10, B-12, and B-14: After obtaining clearance from FAA Ground Control to commence pushback, the aircraft shall be pushed back clear of gate and halted on Taxiway A perpendicular to the taxiway centerline, to allow the aircraft to turn left or right depending on instructions from FAA Ground Control.

Aircraft pushing back into Taxiway A shall not block taxiway intersections.

b. Gates A-6, A-8, and A-10: After contacting FAA Ground Control for a pushback advisory, the aircraft will be pushed back clear of the gate and pulled forward to a point adjacent to gate A-10 before starting engines.

c. Gates B-1, B-3, B-5, B-7, and B-9: After contacting FAA Ground Control for a pushback advisory, the aircraft shall be pushed back clear of the gate and then towed forward to a point between Gates B-9 and C-8. The aircraft nose gear shall be on or forward of the break-away power line before
starting engines and disconnecting the tug. When taxi clearance is obtained, the aircraft shall exit the ramp as per instructions issued by FAA Ground Control.

d. Gates B-11, B-13, and B-15: After contacting FAA Ground Control for a pushback advisory, the aircraft shall be pushed back clear of the gate with the tail of the aircraft turned toward the Terminal Building before disconnecting the tug and starting engines. The aircraft nose gear shall be on or forward of the break-away power line before starting engines and disconnecting the tug. When taxi clearance is obtained, the aircraft shall

exit the ramp as per instructions issued by FAA Ground Control.

e. Gates C-2, C-4, and C-6: After contacting FAA Ground Control for a pushback advisory, the aircraft shall be pushed back clear of the gate and then towed forward to a point between Gates B-9 and C-8. The aircraft nose gear shall be on or forward of the break-away power line before starting engines and disconnecting the tug. When taxi clearance is obtained, the aircraft shall exit the ramp as per instructions issued by FAA Ground Control.

f. Gates C-8, C-10, and C-12: After contacting FAA Ground Control for a pushback advisory, the aircraft shall be pushed back clear of the gate and adjacent gates/aircraft before disconnecting the tug. The aircraft nose gear shall be on or forward of the break-away power line before starting engines and disconnecting the tug. When taxi clearance is obtained, the aircraft shall exit the ramp as per instructions issued by FAA Ground Control.

g. Gates C-13 and C-14: After obtaining clearance from FAA Ground Control to commence pushback, the aircraft shall be pushed straight back into Taxiway A, engines started and tug disconnected. Aircraft will be issued taxi instructions to turn right or left dependent upon the runway in use for air traffic operations.

h. Gates C-1, C-3, C-5, C-7, D-2, D-4, and D-8: After contacting FAA Ground Control for a pushback advisory, the aircraft shall be pushed back clear of the gate with the tail of the aircraft turned toward the Terminal Building and then towed forward to a position on the break-away power line between C-9 and D-12. The aircraft nose-gear shall be on or forward of this line before starting engines. When taxi clearance is obtained, the aircraft shall exit the ramp as per instructions issued by FAA Ground Control.

i. Gates C-9, C-11, D-10, D-12, and D-14: After contacting FAA Ground Control for a pushback advisory, the aircraft shall be pushed back clear of the gate with the tail of the aircraft turned toward the terminal. When taxi clearance is obtained, the aircraft shall exit the ramp as per instructions issued by FAA Ground Control.

j. Gates D-20, D-22, D-24, D-26; and Commuter Ramp parking positions D-36, D-37, and D-45 shall be under the control of the US Airways Ramp Control Tower.

k. Gates D-15 and D-16: After obtaining clearance from FAA Ground Control to commence pushback, the aircraft shall be pushed back clear of the gate and halted on Taxiway A, engines started and tug disconnected.

l. Gates D-7, D-11, and D-13: After contacting FAA Ground Control for a pushback advisory, the aircraft shall be pushed back clear of the gate and towed forward adjacent to Gate D-13, short of the Vehicle Service Road. When taxi clearance is obtained, the aircraft shall exit the ramp as per instructions issued by FAA Ground Control.

m. Gates D-1, D-3, D-5, D-21, D-23, D-25, D-27, and D-29: After contacting FAA Ground Control for a pushback advisory, the aircraft shall be pushed back clear of the gate and turned so as not to interfere with operations on adjacent gates. The aircraft will then be towed forward on Taxilane N to the break-away power line adjacent to Gates E-8 and D-23. The aircraft nose gear will be on or forward of this line before starting engines.

n. Gates E-1 and E-3: After contacting FAA Ground Control for a pushback advisory, the aircraft shall be pushed back beyond the Pedestrian Intrusion Detection System (P.I.D.S.) line, which is the in-pavement security line located perpendicular to checkpoint "J" and parallel to the International Concourse. Aircraft pushback shall continue until the aircraft can be pulled forward to the break-away power line located on Taxilane AA.

o. Gates E-2 and E-4: After contacting FAA Ground Control for a pushback advisory, the aircraft shall be pushed back clear of the gate with the tail of the aircraft turned so as not to interfere with operations on Gates D-1 or D-3. The aircraft will then be towed forward on Taxilane N to the break-away power line adjacent to Gates E-8 and D-23. The aircraft nose gear will be on or forward of this line before starting engines.

p. Gates E-6 and E-8: After contacting FAA Ground Control for a pushback advisory, the aircraft shall be pushed back clear of the gate with the tail of the aircraft turned to the right. The aircraft will then be towed forward on Taxilane N to the break-away power line adjacent to Gates E-8 and D-23. The aircraft nose gear will be on or forward of this line before starting engines.

4. **Terminal Gate Pushback Information Signs**

   a. The following gates have signs that state, "**CONTACT GROUND CONTROL FOR PUSHBACK CLEARANCE**:" A-1, A-2, A-3, A-4, A-5, A-7, A-9, A-11, B-2, B-4, B-6, B-8, B-10, B-12, B-14, C-13, C-14, D-13, D-15, and D-16.

   b. The following Concourse D gates require pushback clearance from US Airways Ramp Control and have signs that read, "**CONTACT US AIRWAYS RAMP CONTROL ON 129.80 FOR PUSHBACK CLEARANCE**:" Gates D-20, D-22, D-24, and D-26.

   c. The following gates do not require pushback clearance; however, it is required to contact FAA Ground Control for a traffic advisory prior to commencing pushback. The gates have signs that read, "**FOR TRAFFIC ADVISORY CONTACT GROUND CONTROL**:" Gates A-6, A-8, A-10, B-1, B-3, B-5, B-7, B-9, B-11, B-13, B-15, C-1, C-2, C-3, C-4, C-5, C-6, C-7, C-8, C-9, C-10, C-11, C-12, D-1, D-2, D-3, D-4, D-5, D-7, D-8, D-10, D-11, D-12, D-14, D-20, D-21, D-23, D-25, D-27, D-29, E-1, E-2, E-3, E-4, E-6, and E-8.

   d. All other gates should contact FAA Ground Control for traffic advisory and delay information prior to pushback.

B. **Terminal Gate Reverse-Thrust Power-back Procedures**

1. All aircraft engine reverse-thrust power-back procedures at BWI Marshall must be submitted to the Director, Office of Airport Operations and approved in writing by the Maryland Aviation Administration (MAA).

2. MAA approval will be contingent upon an air carrier:

   a. Having its reverse-thrust power-back procedures approved by the FAA Air Carrier District Office and published in the carrier's operating manual.

   b. Demonstrate the reverse-thrust power-back to the MAA at each gate for which reverse-thrust power-back authority is requested, using the type/model aircraft the carrier shall power-back in regular scheduled operations from the gate. During each demonstration, the MAA shall observe aircraft and ground crew interaction and adherence to safe operating procedures, and measure the level of noise generated. Power-backs exceeding a noise level of 120 dB, measured on the Airport

terminal roof above the gate in question, shall not be authorized.

3. All aircraft power-back operations must include a minimum of two aircraft marshallers: one in front of the aircraft visible to the pilot and another to the rear of the aircraft to clear the area for any possible hazards.

4. Authorization to conduct power-back procedures shall be terminated by the MAA should any environmental or safety hazards become evident.

5. Reverse-thrust back power-back procedures shall not be permitted when gate/ramp surfaces are covered with ice, snow, or slush, or when the visibility is hindered to such an extent that the pilot is unable to see the ground guide.

6. Reverse-thrust power-back operations shall be conducted in accordance with procedures approved by the MAA, the participating airline, and the FAA Air Carrier District Office.

   NOTE: Reverse-thrust power-back operations are prohibited at BWI Marshall between 2300 and 0700 local hours daily.

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