



## TENANT DIRECTIVE

BWI: 205.2  
DATE: July 24, 2000  
DISTRIBUTION: B AND C

**TITLE: NORTH AIR CARGO RAMP PARKING**

**I. REFERENCES:**

- A. Code of Maryland Regulations 11.03.01.02V, Aircraft Parking.
- B. Tenant Directive 203.1, Aircraft Parking, Pushback, Reverse-Thrust Powerback Procedures.
- C. This Directive supersedes Tenant Directive 205.2 dated January 19, 1990.

**II. DIRECTIVE STATEMENT:**

Baltimore/Washington International Airport (BWI) can accommodate all categories of air cargo aircraft. The North Air Cargo ramp parking positions are designated F-1 through F-17 as depicted on attached diagram (see Attachment 1). For a temporary period only, parking positions F-18, F-19 and F-20 have been created on Taxilane JJ to assist with the high demand for overnight (RON) parking.

**III. PROCEDURES:**

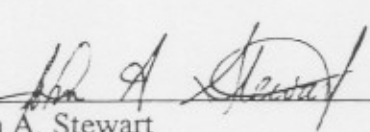
- A. Assignment of North Air Cargo ramp parking positions are accomplished by the Airport Operations Center based upon requests from tenant and non-tenant air freight/cargo aircraft operators. A designated BWI Airport ground handler may make requests for non-tenant/itinerant aircraft parking. Parking positions are assigned by the Airport Operations Center for specified time periods only. Any change in assignment can only be made by the Airport Operations Center.
- B. Priority for assignment of north air cargo ramp parking positions will be given to scheduled air freight/cargo aircraft operated by BWI Airport tenants. Tenants that lease/occupy space and conduct cargo operations at the North Air Cargo ramp will receive aircraft parking assignment priority over cargo tenants not located at the North Air Cargo ramp. Non-tenant air freight/cargo aircraft operators will be assigned parking positions by the Airport Operations Center on request and based upon parking space availability. No aircraft may taxi to the North Air Cargo area without having a parking assignment by prior arrangement.

- C. Aircraft assigned to an North Air Cargo ramp parking position by the Airport Operations Center to load or unload will have priority over aircraft standing idle at a parking position regardless of preferential use status. An operator shall be required to move an idle aircraft to another parking position if requested to do so by the Airport Operations Center.
- D. Power-in/Pushback procedures apply for all jet aircraft on all parking positions (F-1 through F-17). Aircraft will be parked nose in. Smaller, propeller driven aircraft may use power-in/out procedures at the pilots' discretion provided no hazardous conditions will result.
- E. To preclude excessive jet engine blast onto, and possible damage to support personnel, equipment and parked aircraft on Cargo Area I (positions F-1 through F-8), the following procedures shall be used for aircraft being pushed back from these positions:
  - 1. Aircraft being pushed back from positions F-1 through F-4 will be turned with the tail to the left (northwest) upon entering the ramp vehicle roadway. Aircraft will then be towed forward to a point abeam parking positions F-1 and F-8. At that point aircraft engines will be started and taxiing initiated.
  - 2. Aircraft being pushed back from positions F-5 through F-8 will be turned with the tail to the right (northwest). When parallel to the ramp vehicle roadway, the aircraft will then be towed forward to a point abeam parking positions F-1 and F-8. At that point aircraft engines will be started and taxiing initiated.

**IV. SAFETY:**

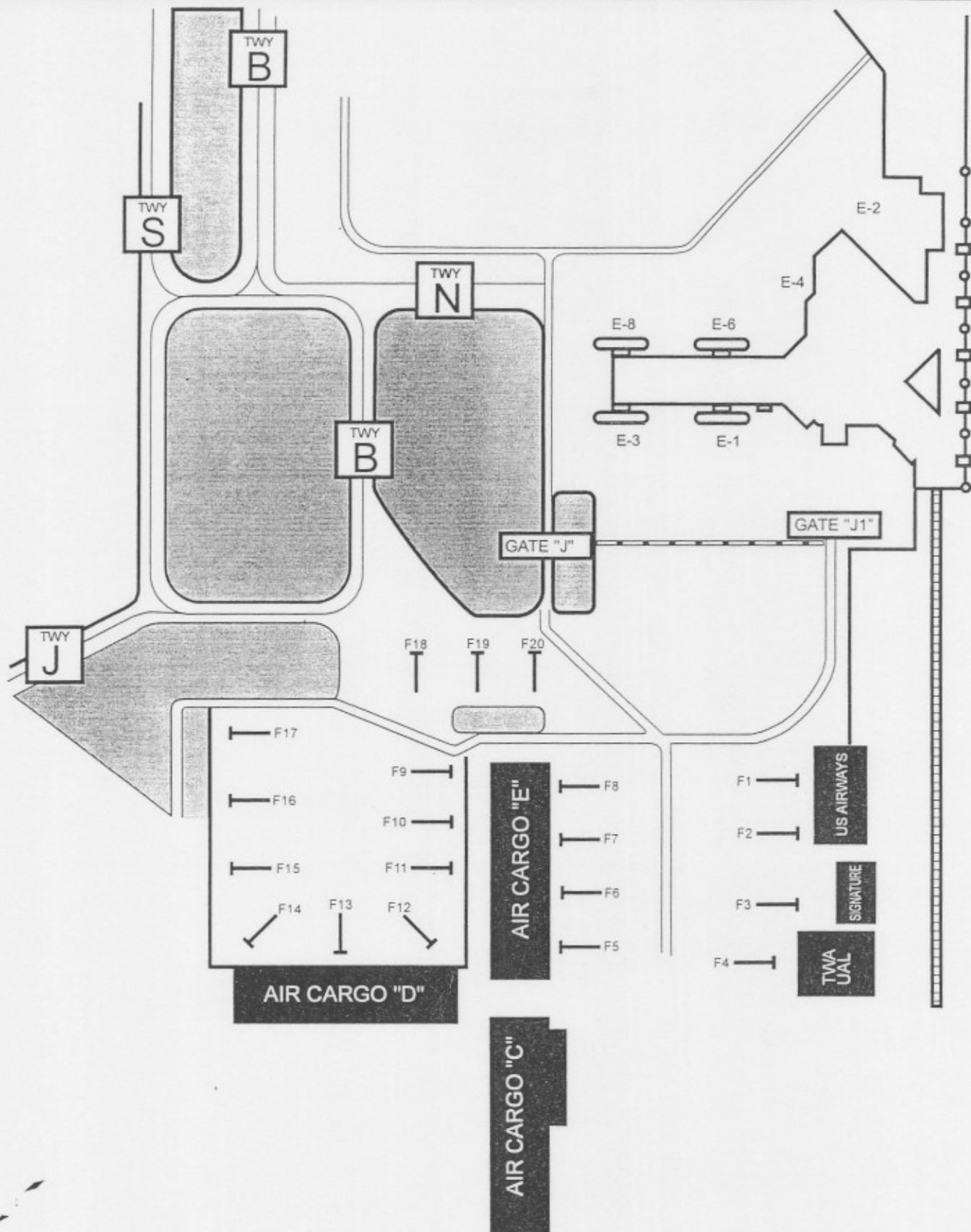
- A. Reverse-thrust powerback procedures are not authorized from any North Air Cargo ramp parking positions. In unusual circumstances, an air carrier/ground handler may request permission to powerback from the Airport Operations Center. The Airport Operations Center may approve powerback procedures on a case-by-case basis provided no unsafe conditions exist.
- B. Operation of aircraft engine(s) during the enplaning/deplaning of passengers and/or cargo/baggage is expressly prohibited.

- C. Any type of aircraft engine run-up for the purpose of performing maintenance is strictly prohibited at the North Air Cargo ramp area. Refer to BWI Tenant Directive 501.1, BWI Noise Abatement Plan, for guidance on aircraft engine run-up locations and procedures.



John A. Stewart  
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BWI Airport

Attachment 1



TITLE: NORTH RAMP AIRCRAFT PARKING  
 REF:  
 FIGURE:  
 DATE: 6/30/00