



# TENANT DIRECTIVE

**BWI:** 203.1  
**DATE:** October 14, 2020  
**DISTRIBUTION:** B and C

**TITLE: AIRCRAFT PUSHBACK 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 December 9, 2019.

**II. DIRECTIVE STATEMENT:**

All aircraft operations at Baltimore/Washington International Thurgood Marshall (BWI Marshall) Airport are required to conform to the procedures contained herein.

**III. PROCEDURES:**

**A. Terminal Gate Pushback Procedures**

**1. Pushback Clearance Required**

Clearance from Federal Aviation Administration (FAA) Ground Control is required to pushback 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, A-13, and A-15
- Gates B-2, B-4, B-6, B-8, B-10, B-12, and B-14
- Gates C-12, C-13, and C-14
- Gates D-13 and D-15
- Commuter Terminal Gates D-30, D-36, D-37, D-41, and D-42

2. **Pushback Advisory Required**

A pushback advisory from FAA Ground Control is required to pushback aircraft departing the following gates:

- Gates A-6, A-8, A-10, A-12, A-14, and A-16
- Gates B-1, B-3, B-5, B-7, B-9, B-11, B-13, and B-15
- Gates C-1, C-2, C-3, C-4, C-5, C-6, C-7, C-8, C-9, C-10, and C-11
- Gates D-1, D-2, D-3, D-4, D-5, D-7, D-8, D-10, D-11, D-12, D-14, D-16, D-20, D-21, D-22, D-23, D-24, D-25, D-26, D-27, and D-29
- Gates E-1, E-2, E-3, E-4, E-5, E-6, E-7, E-8, E-9, E-10, and E-12

3. **Terminal Gate Pushback Positioning**

- a. **Gates A-1, A-2, A-3, A-4, A-5, A-7, A-9, A-11, A-13, and A-15  
Gates 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 the gate and halted on Taxiway T perpendicular to the taxiway centerline to allow the aircraft to turn left or right depending on instructions from FAA Ground Control.

**NOTE: Aircraft pushing back shall not block taxiway intersections.**

- b. **Gates A-6, A-8, A-10, A-12, and A-14**

After contacting FAA Ground Control for a pushback advisory, the aircraft will be pushed back clear of the gate and pushed to a point beyond Gate A-14 onto Taxilane H before starting engines.

- c. **Gate A-16**

After contacting FAA Ground Control for a pushback advisory, the aircraft shall be pushed back clear of the gate and halted on Taxilane T1 parallel to the taxilane centerline. The nose of the aircraft shall be pointed towards the west to access Taxiway T.

- d. **Gates B-1, B-3, B-5, B-7, and B-9  
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.

e. **Gates B-11, B-13, and B-15  
Gates C-8 and C-10**

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. The aircraft nose gear shall be on or forward of the break-away power line before starting engines and disconnecting the tug.

f. **Gates C-12, C-13, and C-14**

After obtaining clearance from FAA Ground Control to commence pushback, the aircraft shall be pushed straight back onto Taxiway A.

g. **Gates C-1, C-3, C-5, and C-7  
Gates 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 Gates C-9 and D-12.

h. **Gates C-9 and C-11  
Gates D-10, D-12, D-14, and D-16**

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.

i. **Gates D-13 and D-15**

After obtaining clearance from FAA Ground Control to commence pushback, the aircraft shall be pushed back onto Taxiway T.

j. **Gates D-7, D-11, D-20, D-22, D-24, and D-26**

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.

k. **Commuter Terminal Gates D-30, D-36, D-37, D-41, and D-42**

Aircraft shall contact FAA Ground Control for engine start and taxi instructions.

**l. Gates D-1, D-3, D-5, D-21, D-23, D-25, D-27, and D-29  
Gates E-2, E-4, E-6, and E-8**

After contacting FAA Ground Control for a pushback advisory, the aircraft will be pushed back with the tail toward the Terminal Building and pulled forward onto Taxilane N or N1 to a point adjacent to Gates D-23 or E-8.

**m. Gates E-1, E-3, and E-5**

After contacting FAA Ground Control for a pushback advisory, the aircraft shall be pushed back onto Taxilane AA.

**n. Gates E-7, E-9, E-10, and E-12**

After contacting FAA Ground Control for a pushback advisory, the aircraft shall be pushed back onto Taxilane B.

**B. Remote Gate Pushback Procedures**

**Remote Parking Spots F-1, F-2, F-3, F-4, F-5, F-6, F-7, F-8, F-9, F-10, F-11, F-12, F-14, F-15, F-16, F-17, F-18, F-18A, F-19, F-20, F-20A, F-21, F-22, F-23, and F-24**

**Remote Parking Spots G-1, G-2, G-3, G-4, G-5, G-6, G-7, G-8, G-9, G-10, G-11, and G-12**

After contacting FAA Ground Control for a pushback advisory, the aircraft shall be pushed back clear of the gate and so as not to interfere with operations on adjacent gates.

- C. Reverse-thrust power-back operations are limited to military aircraft on remote parking spots and are approved on a case-by-case basis by Airport Operations.
- D. Information transmitted by the BWI Air Traffic Control Tower to an aircraft or vehicle on the non-movement area is advisory in nature and does imply control responsibility.

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