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Baltimore Washington ATCT

Version 1.30 – April 1, 2017

Change Log

Version 1.00 – January 19, 2017

- Initial

Version 1.10 – February 19, 2017

- Updated “climb via” procedures
- Added wind calm configuration
- Added scratchpad entries

Version 1.20 – March 10, 2017

- Updated missed approach instructions
- Updated departure headings
- Added VFR altitude for turbojets/turboprops

Version 1.30 – April 1, 2017


- Updated to new formatting
 - Updated departure gate guide
- 

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Chapter 1. Positions

| Identifier | Position | Frequency | VOX Channel | Notes |
|------------------|----------------------------|---------------|---------------|-------|
| BWI_DEL | Clearance Delivery | 118.05 | BWI_1C | |
| BWI_W_GND | Ground Control West | 121.90 | BWI_1D | 1 |
| BWI_E_GND | Ground Control East | 120.20 | BWI_1Z | |
| BWI_W_TWR | Local Control West | 119.40 | BWI_1T | 1 |
| BWI_E_TWR | Local Control East | 123.75 | BWI_1A | |
| KBWI_ATIS | ATIS | 127.80 | KBWI_ATIS | |

1. Primary position

Chapter 2. Runway Configurations

2-1. General

- a. Runway configurations are selected at the discretion of the Local controller, and the selection is based primarily on weather conditions. There are no limits on what configuration should be used; however, safety and operational efficiency must be considered when decided which runway(s) are used.
- b. Surface wind and approach minima shall be the primary considerations for runway selection.
- c. All configurations at BWI are listed by the direction of the flow. Multiple runways may be in use with either flow.

2-2. East Operation

- a. Runway 15R is the primary departure runway for IFR turbojets or airliners.
- b. Runway 15L is the arrival and departure runway for general aviation aircraft or business jets from the GA ramp.
- c. Runway 10 is the primary arrival runway for IFR turbojets or airliners.

2-3. West Operation

- a. Runway 28 is the primary departure runway for IFR turbojets or airliners.
- b. Runway 33R is the arrival and departure runway for general aviation aircraft or business jets from the GA ramp.
- c. Runway 33L is the primary arrival runway for IFR turbojets or airliners.

Chapter 3. Clearance Delivery

3-1. IFR Departure Instructions

- a. Departure procedures:
 - 1) IFR departures should be assigned a departure and transition consistent with their direction of flight. Non-RNAV Turbojets and Props should be assigned “fly runway heading, radar vectors (first fix)”.
 - 2) All SID’s should be entered into the aircraft’s flight strip.
- b. Climb via SID shall be used for all aircraft on the TERPZ#, CONLE# or FIXET# SIDs. All other aircraft should be told to maintain 4,000 and expect their cruise altitude 10 minutes after departure.
- c. Issue the appropriate departure frequency. (See below)
- d. Do not amend flight plan routes unless the pilot can accept and fly the new routing. Coordinate non-standard routings with the appropriate facilities.

3-2. Altitude Restrictions

- a. Aircraft departing DCA to the following airports must meet certain route and altitude requirements;
 1. **DCA, IAD or HEF** –radar vectors direct, maintain 4000
 2. **RIC** – 10000 (Prop), 14000 (Jet)
 3. **PHL** – 7000 (Prop), 11000 (Jet)
 4. **JFK** – 17000
 5. **EWR, TEB or LGA** – FL210
 6. **ORF** – 14000
 7. **MTN** – Radar vectors direct, maintain 3000

3-3. VFR Departure Instructions

- a. All VFR departures will receive a Class B Clearance. Local control will issue specific departure instructions.
- b. Altitude Assignment
 1. Turbojet and Turbojet – At or below 3,500
 2. Prop and Helicopter – At or below 2,000
- c. Departure Frequency – See 4-5. Departure Frequency

3-4. Departure Gates

- a. To standardize departure flows and ensure proper and expeditious routing of traffic, Potomac TRACON (PCT) uses departure exit gates for IRF Departures to destinations outside of PCT airspace. Every IFR aircraft leaving BWI must leave PCT airspace bound for one of these gates, unless coordinated otherwise.
- b. The following high altitude departure gates are used for aircraft filed above 10,000'. Prop or turboprop aircraft may be routed via a low altitude gate regardless of altitude.
 1. BUFFR [Intersection] – Aircraft going to the Northwest.
 2. CLTCH [Intersection] – Aircraft going to the Southwest, often to join J48. For aircraft unable to comply, PAUKI or CSN is acceptable.
 3. DAILY/COLIN [Intersection] – Aircraft going to the south or southeast. Typically they will join J61.
 4. JERES [Intersection] – Aircraft going to the North or Northwest, typically to join J211, J220/J227.
 5. JDUBB [Intersection] – Aircraft to the Southwest, typically those going to Florida. For aircraft unable to comply, HAFNR or GVE is acceptable.
 6. OTTTO [Intersection] – RNAV Aircraft going to the West. For aircraft unable to comply, LDN is acceptable, or vectors to join J134.
 7. PALEO [Intersection] – Aircraft going to the Northeast. This is used for LGA, JFK and ISP arrivals.
 8. RAMAY [Intersection] – Aircraft going to the West. For aircraft unable to comply, vectors to join J134 is acceptable.
 9. SCRAM [Intersection] – Aircraft going to the Southwest. For aircraft unable to comply, FLUKY is acceptable.
 10. SWANN [Intersection] – Aircraft going to the Northeast via J42. This is used for BOS, BDL, EWR arrivals.
 11. WOOLY [Intersection] – Aircraft going to the Northeast. This gate is rarely used out of DCA. For aircraft unable to comply, EMI is acceptable.
- c. The following low altitude departure gates are used for aircraft filed at or below 10,000'.
 1. CSN [VOR] – Aircraft going to the West or Southwest.
 2. EMI [VOR] – Aircraft going to the North or Northeast
 3. GVE [VOR] – Aircraft going to the South or Southwest.
 4. PXT [VOR] – Aircraft going to the Southeast.
 5. MRB [VOR] – Aircraft going to the North or Northwest
 6. Low altitude aircraft may receive vectors to join any Victor airway.
- d. It is very important that departures routed to the northeast with a destination NORTH of New York be routed via SWANN..BROSS.J42.RBV

3-5. CPDLC and PDCs

- a. CPDLC and PDCs are authorized for use at KBWI with any IFR aircraft except general aviation aircraft who wouldn't be able to receive such messages.
- b. Aircraft who receive a PDC will call Clearance Delivery when ready for taxi with their assigned SID, ATIS code and location when ready to taxi. Once CD has verified these are correct, tell them to contact/monitor ground control.

3-6. Departure Frequency

Assign aircraft the appropriate departure frequency for their appropriate departure gate or direction of flight (if VFR).

- a. **EAST/SOUTHEAST** – GRACO (124.550)
- b. **SOUTHWEST/WEST/NORTH** – WOOLY (128.700)

Chapter 4. Ground Control

4-1. General

- a. To reduce delays at the runway, sequence aircraft that have the same first fix or direction departure with other aircraft.
- b. The ramp and alleys are non-movement areas. GC cannot approve push backs or startups in this area. GC may only approve push backs or startups when the aircraft is pushing into the movement area.
- c. Taxiways must be kept clear for landing traffic to exit. All taxiway exits must be protected.

4-2. Ground Splits

- a. GCW is responsible for the movement areas from pier C clockwise. When L1 declares Runways 10/28, 4/22, or 15R/33L inactive, responsibility and control for the inactive runway must revert to GCW.
- b. GCE is responsible for the movement areas from Pier D counter-clockwise (including Taxiways Bravo and Charlie) to and including the Cargo Ramp. When L1 declares Runway 15L/33R inactive, control for that runway must revert to GCE.

4-3. Runway Crossings

- a. All aircraft crossing an active runway shall either have the crossing approved by LC or control should be transferred to LC.

4-4. Pushback Procedures

- a. Movement Areas.
 1. Approve pushbacks onto taxiways.
 2. Specify tail direction, if nonstandard.
- b. Non-Movement Areas.
 1. The following should only be used during events. Normally, aircraft pushing into the alleys or other non-movement areas should be told "advice ready to taxi."
 2. If ground metering is in effect, tell aircraft to advise ready to push. Ground may then provide pushback into the alleys.
 3. Provide traffic advisories into or out of non-movement areas.

NOTE: Information related to aircraft movement in non-movement areas is advisory in nature and does not imply control responsibility.

4-5. Departure Sequence

a. **West Operation:**

1. Ground Control West must utilize Taxiway "U" for Runway 28 departures;
2. Ground Control East must utilize Taxiways "B" and "C" for Runway 28 departures.

b. **East Operation:**

1. GCW must establish the departure sequence for Runway 15R or Runway 10.
2. GCE must establish the departure sequence for Runway 15L.

4-6. Runway Exit Procedures

Ground Control shall protect the following runway/taxiway intersections to ensure that arrivals exiting the runway have clearance onto or across active taxiways so as to properly clear the active runway.

- i. Runway 15R/33L Taxiways E, F and H
- ii. Runway 10/28 Taxiway E and Runway 4/22
- iii. Runway 4/22 Taxiways B, C, P, and D
- iv. Runway 15L/33R Taxiways K, L, and M

Chapter 5. Local Control

5-1. Airspace

- a. LC is delegated the airspace within the Washington Class B surface area at and below 3,000 feet and from the surface to (but not including) 1,500 from 5-7 DME of the BAL VOR, and split as shown in Appendix 1.

5-2. Line Up and Wait (LUAW)

- a. LUAW procedures are authorized at BWI. Such operations are generally viewed as necessary to maintain airport efficiency. Use LUAW when it is expected the aircraft will depart after conflicting traffic is clear of the runway/ intersection. Utilize good operating practices and memory aids as needed when using LUAW procedures.
- b. The landing clearance need not be withheld if traffic is holding in position.
- c. LUAW procedures are not authorized when the ceiling is below 800ft or visibility below 2nm.

5-3. Departure Headings

- a. Aircraft on a SID should not be assigned a heading with their takeoff clearance. Any aircraft not on a SID should be assigned a heading in accordance with the table below (including VFR departures), or as coordinated.

West Operations

| LC-1 (jet departures) | Heading | Frequency |
|-------------------------------|----------------|------------------|
| WOOLY | 270-290 | 128.7 |
| GRACO | 150 | 124.55 |
| LANDING MTN | Runway | 128.7 |
| LANDING DCA and DCA Sat's | 270-290 | 128.7 |
| LC-2 (prop departures) | Heading | Frequency |
| WOOLY | 310-330 | 128.7 |
| GRACO | 360-030 | 124.55 |
| LANDING MTN | Runway | 128.7 |
| LANDING DCA and DCA Sat's | 310-330 | 128.7 |
| NORTH FINAL | 060 | 119.0 |

East Operations

| LC-1 (jet departures) | Heading | Frequency |
|-------------------------------|----------------|------------------|
| WOOLY | 330 | 128.7 |
| GRACO | 120-150 | 124.55 |
| LANDING MTN, DCA and DCA Sats | Runway | 124.55 |
| LC-2 (prop departures) | Heading | Frequency |
| WOOLY | 040-070 | 128.7 |
| GRACO (INCLUDING MTN) | 100-120 | 124.55 |
| NORTH FINAL | 040 OR 120 | 119.0 |
| LANDING DCA and DCA Sat's | 100-120 | 124.55 |

5-4. Missed Approaches/Go Arouns

- a. The tower shall verbally inform the appropriate departure controller of a missed approach/go-around. Unless otherwise coordinated, issue the following instructions to missed approach/go-around aircraft for the corresponding runways:

| Runway | Altitude | Heading |
|---------------|-----------------|--|
| 10 or 33L | 2000 | 200 |
| 15L or 33R | 2000 | 060 |
| Other | 2000 | Runway Heading, then verbally coordinate with TRACON |

- b. After a missed approach or go around, all departure releases are suspended until released by PCT.
- c. Tower may re-sequence props providing the Tower ensures separation between the go around and all other pertinent traffic and does not affect the sequence of other IFR arrivals sequenced by the TRACON.

5-5. Arrival Procedures

- a. Separation of IFR arrivals may be reduced to 2.5nm within 10nm of the runway on the final approach course, regardless of operation or runways in use, providing that wake turbulence is not a factor.
- b. Exiting Runway 28 West of Runway 33L - Tower shall instruct aircraft to taxi via F or R, cross Runway 33L, hold short of Taxiway P and contact ground.
- d. Exiting Runway 15R or 22 South of Runway 10 - Tower shall instruct aircraft to taxi via D or E, cross Runway 10, hold short of Taxiway P and contact ground.

5-6. Runway Exiting Procedures

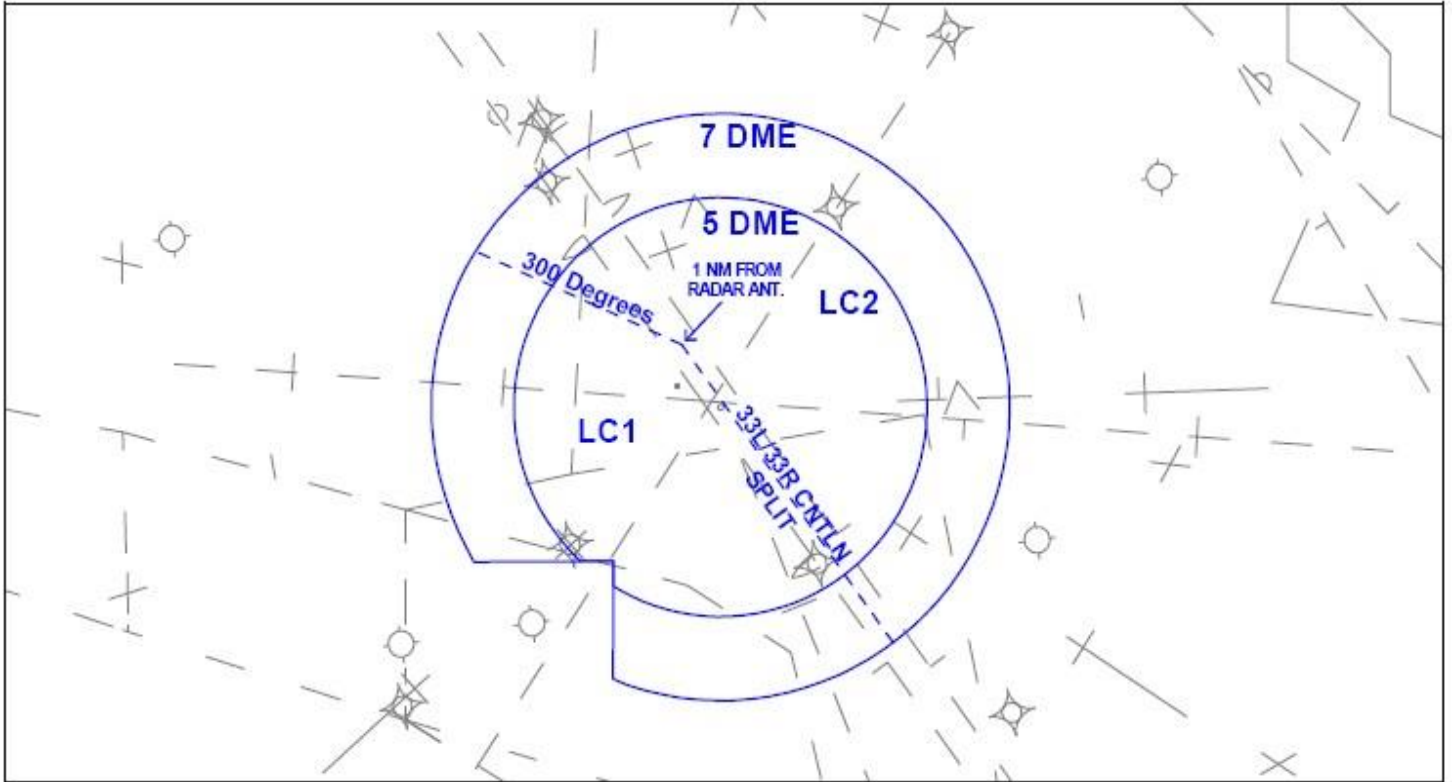
- a. Once aircraft are clear of the runway, they shall taxi across all other active runways prior to being handed off to GC. If the aircraft does not need to cross an active runway, they shall be handed off to GC as soon as they are clear of the runway.

5-7. Arrival/Departure Restrictions

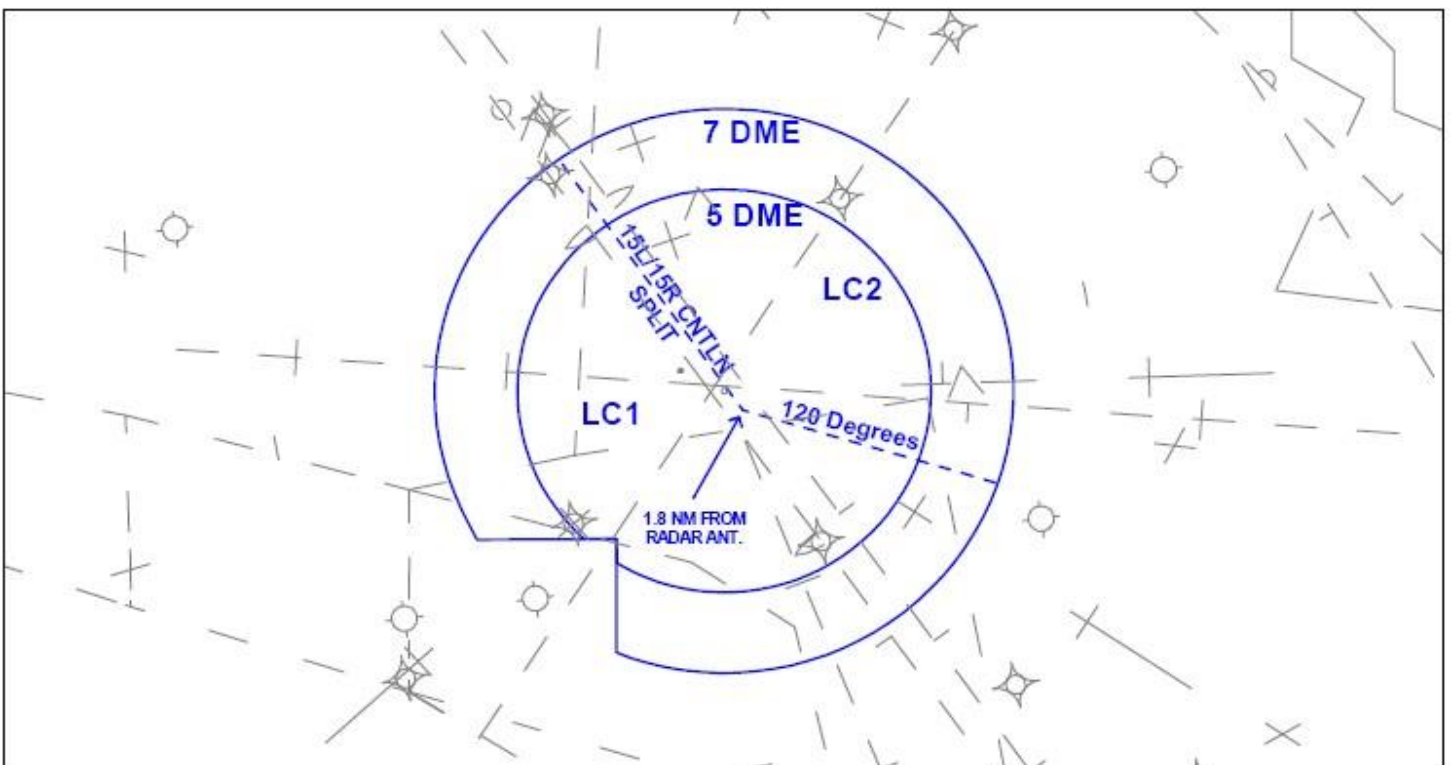
- a. In a west operation, Taxiway "B" is the primary departure point for aircraft departing Runway 28. For those aircraft requesting the full length of the runway, the following separation standards must be applied to protect aircraft landing Runway 33R from the possible jet blast.
- b. All non-heavy turbojet aircraft departing Runway 28 full length must commence takeoff roll prior to a Runway 33R arrival reaching 3 flying miles from the approach end of Runway 33R.
- c. All B757 and heavy jet aircraft departing Runway 28 full length must commence takeoff roll prior to a Runway 33R arrival aircraft reaching a point 5 flying miles from the approach end of Runway 33R.

Appendix 1. BWI ATCT Airspace

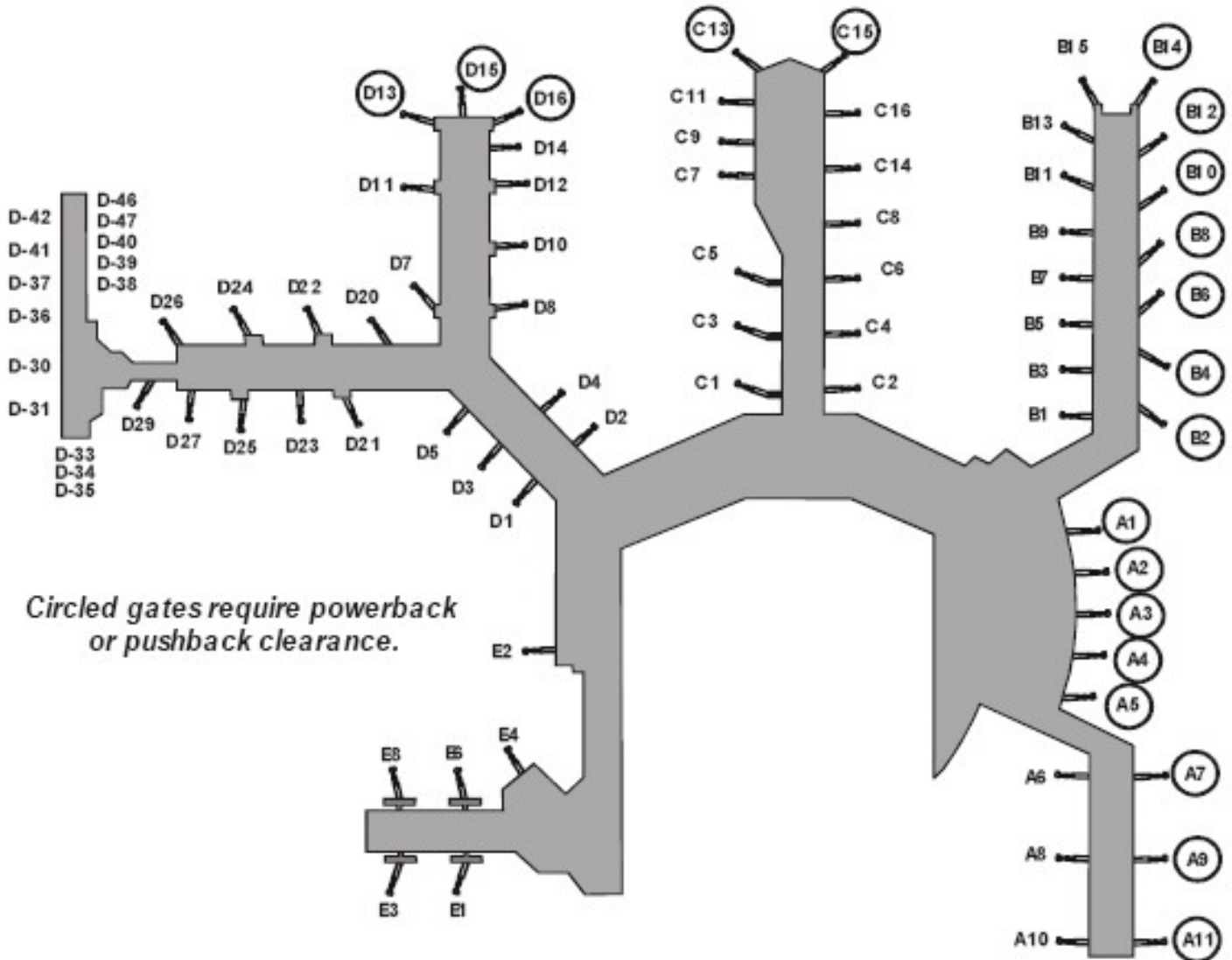
West Ops



East Ops



Appendix 2. Pushback Gates



Appendix 3. Intersection Departure Lengths

| <u>Runway 10</u> | | <u>Runway 15R</u> | |
|-------------------------|-------|--------------------------|-------|
| At F1 | 9,950 | At H | 7,500 |
| At G | 8,300 | At F | 5,900 |
| At R1 | 6,850 | At R | 4,700 |
| At RWY 15R/33L | 5,300 | At RWY 10/28 | 4,250 |
| At E | 4,600 | At E | 3,500 |
| At RWY 4/22 | 3,800 | At RWY 4/22 | 2,850 |
| At U1 | N/A | At T | 1,100 |
| At B | N/A | | |
| At V | N/A | | |
| <u>Runway 28</u> | | <u>Runway 33L</u> | |
| At U1 | 8,800 | At T | 8,350 |
| At RWY 4/22 | 6,700 | At RWY 4/22 | 6,650 |
| At E | 5,900 | At E | 5,950 |
| At RWY 15R/33L | 5,150 | At RWY 10/28 | 5,250 |
| At R1 | 3,600 | At R | 4,800 |
| At G | 2,150 | At F | 3,350 |
| At F1 | N/A | At H | 1,950 |
| At F | N/A | | |
| At V | N/A | | |

Appendix 4. Scratchpad Entries

TERPZ# JERES J211: JS1

TERPZ5 JERES J220/227: JS2

TERPZ# MCRAY: MCR

TERPZ# RAMAY: TRM

TERPZ# OTTTO: TOT

TERPZ# MAULS/FLASK: TCL (for CLTCH)

TERPZ# LYH: TSC (for SCRAM)

TERPZ# GSO/SBV: TJD (for JDUBB)

CONLE# COLIN: DXE

DIXXE COLIN (non-SID): COL (note: these are still RNAV capable aircraft, just not on the SID).