

ORDERS & INSTRUCTIONS

SUBJECT: WASHINGTON DULLES INTERNATIONAL AIRPORT MIDFIELD
TERMINAL RAMP OPERATIONS

1. PURPOSE

To establish procedures for movement of aircraft at the midfield terminal ramp.

2. DISTRIBUTION

This Orders & Instructions (O&I) is distributed to Airports Authority branch level and above, all air carriers, fixed base operators, ground handlers, and FAA Dulles Air Traffic Control Tower.

3. CANCELLATION

Orders & Instructions IAD 2-1-4B, Washington Dulles International Airport Midfield Terminal Ramp Operations, dated September 16, 1987, is canceled.

4. BACKGROUND

The Washington Dulles midfield terminal ramp, taxilanes C, D, and E are designated non-movement areas, and ramp control service is in effect.

5. PROCEDURES

- a. Aircraft operating to and from the midfield terminal shall contact ramp control on 129.55MHz for approval. Pushback/powerback operations will be authorized based on known traffic. Ramp control will direct departing aircraft to parallel taxiway Z or J and instruct them to contact Dulles Ground Control for further clearance. When changed to Ground Control frequency, departing aircraft shall inform the controller what taxiway he or she is holding short of.
- b. Dulles Ground Control will instruct arriving aircraft to contact ramp control prior to entering the ramp area. Aircraft should contact ramp control on 129.55MHz prior to entering the ramp area stating the taxiway that they are on and the assigned gate.

- c. No aircraft may pass another aircraft on the same taxilane. All pushback/powerback procedures are to be conducted so as not to block mobile lounge and vehicle roads.

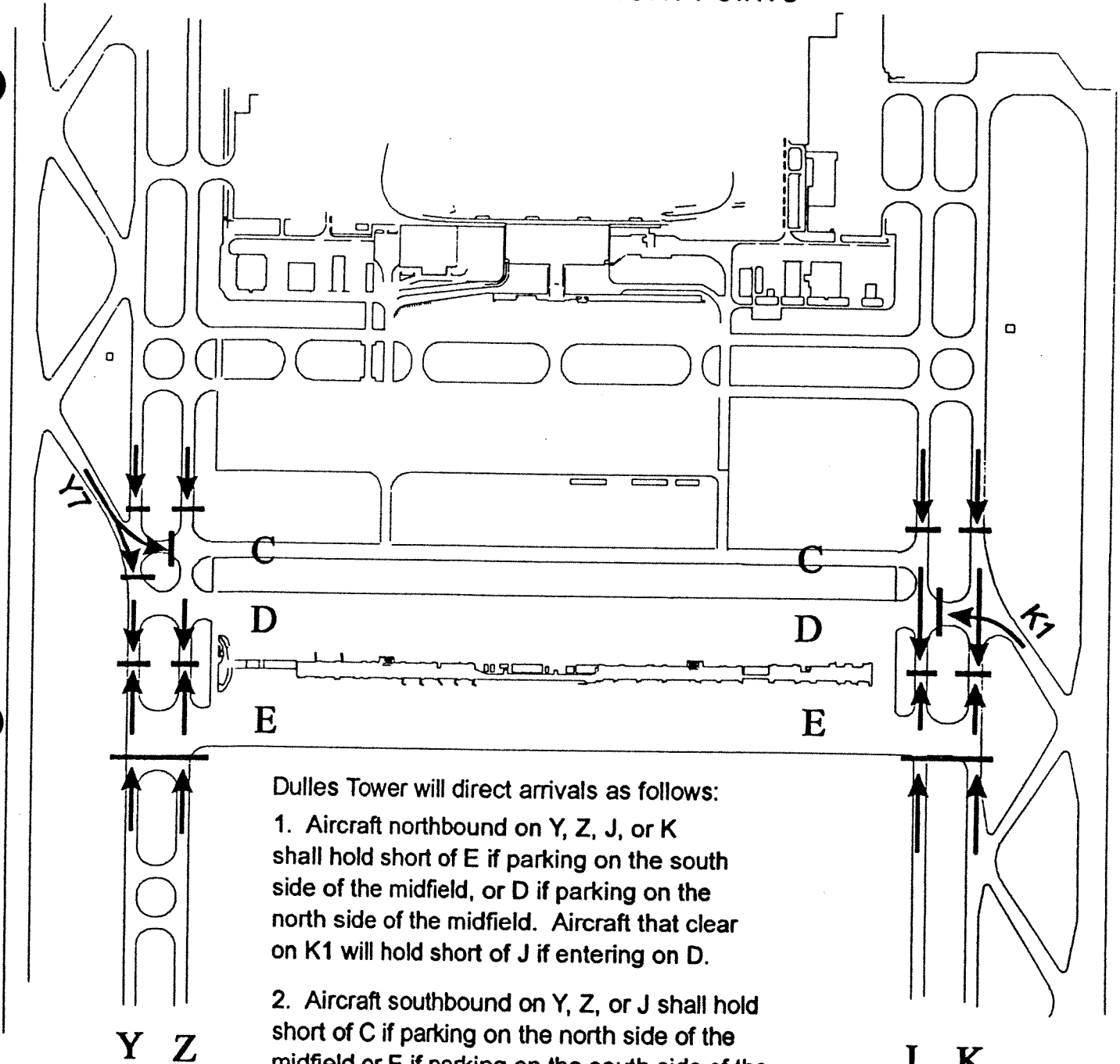


Keith W. Meurlin
Airport Manager

January 13, 1997
Date

Enclosures
Ramp Control Hold Short Map
Non-Movement Area Map

RAMP CONTROL HOLD SHORT POINTS



Dulles Tower will direct arrivals as follows:

1. Aircraft northbound on Y, Z, J, or K shall hold short of E if parking on the south side of the midfield, or D if parking on the north side of the midfield. Aircraft that clear on K1 will hold short of J if entering on D.
2. Aircraft southbound on Y, Z, or J shall hold short of C if parking on the north side of the midfield or E if parking on the south side of the midfield.
3. Aircraft southbound on K shall hold short of K1 if parking on the north side of the midfield or E if parking on the south side.
4. Aircraft clearing on Y7 will hold short of Z if on C, or short of D or E, respectively, if on Y.
5. Ground Control shall ensure all conflicts are resolved prior to switching aircraft to the ramp tower.

