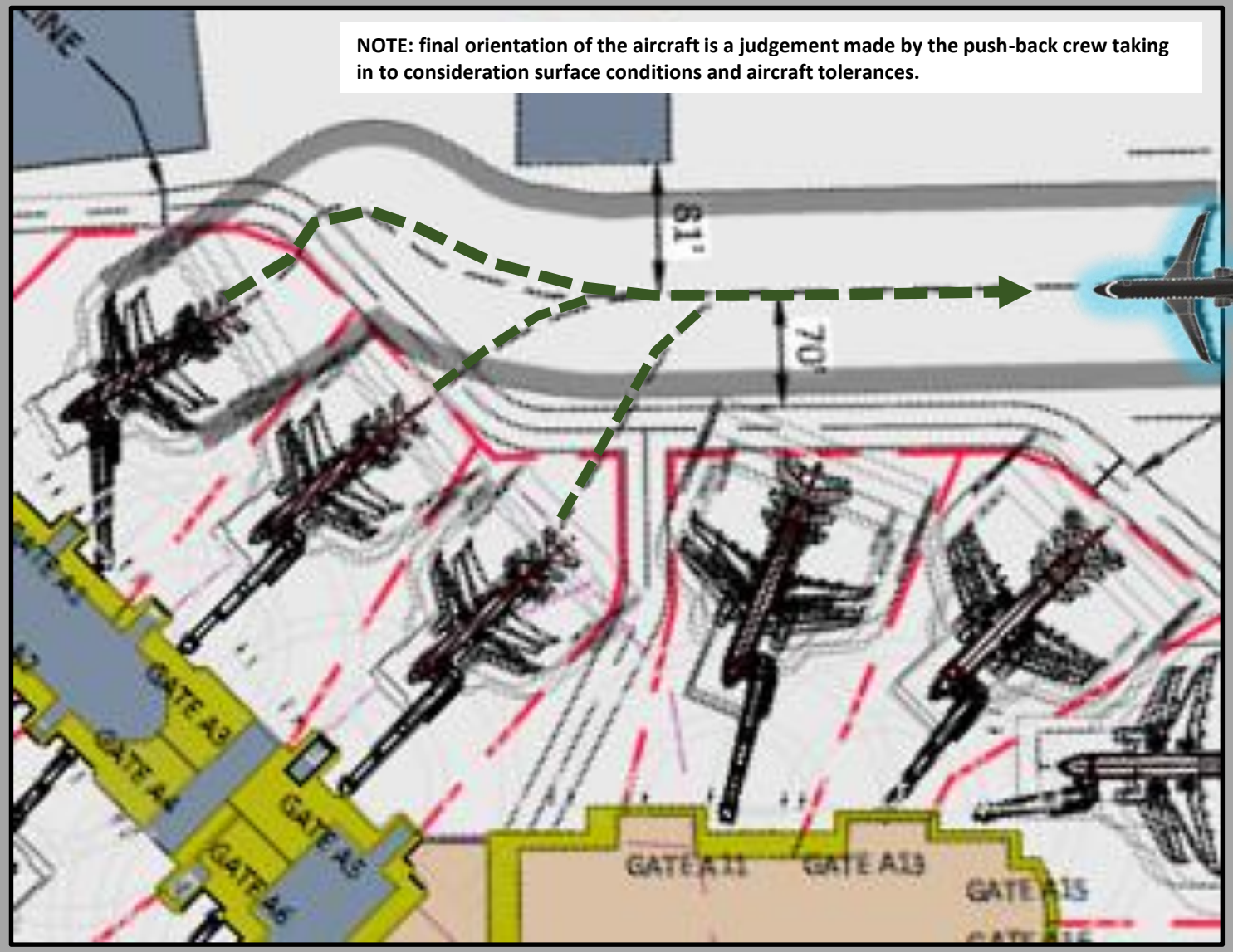
RIC Airline Push-Back Standards -Appendix A



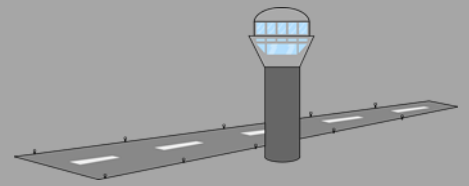
Gates A1, A3, & A5

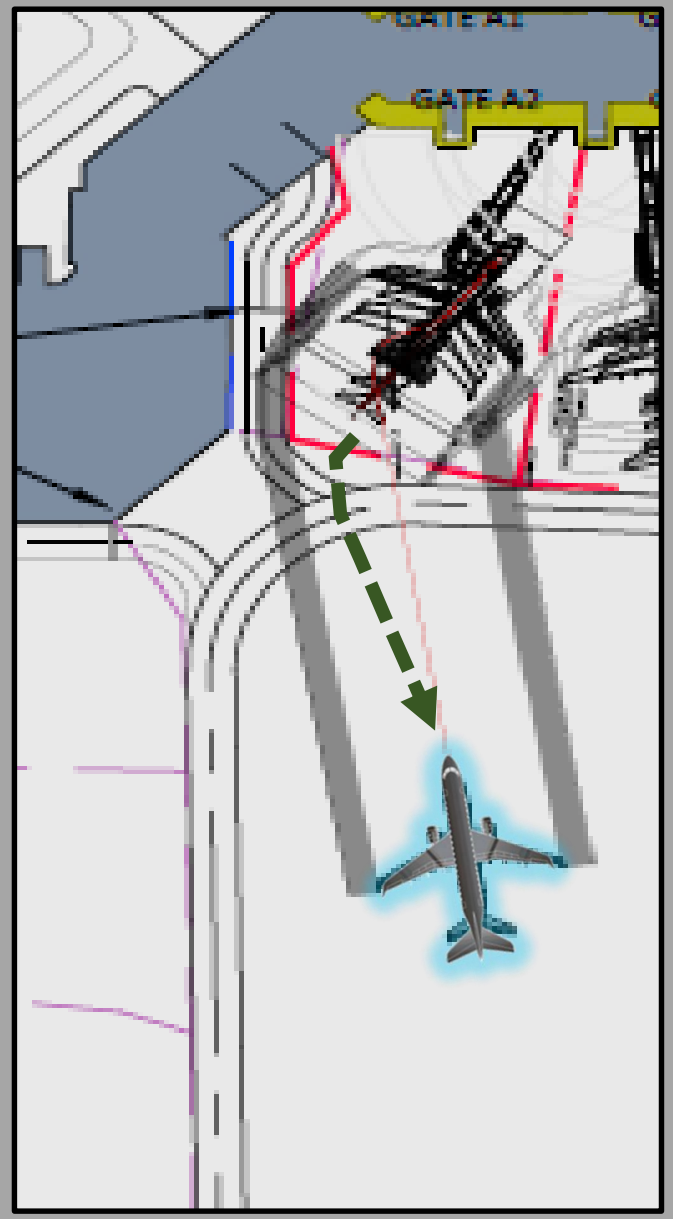
- Courtesy call only to RIC Air Traffic Control.
- Pushback from gate to position adjacent Gate A13.
- Give way to taxiing aircraft.
- **No holding on ramp for more than 5 minutes!**
- Wing walkers recommended on both sides of aircraft.
- Pushback operators must be authorized, trained and qualified by their companies.

CONGESTED AREA! Use caution for aircraft pushback or parking at Gates A1, A3, A5, A11 & A13.

RIC Air Traffic

- Ground frequency 121.90





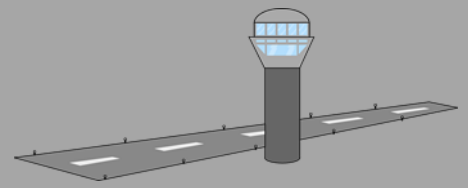
NOTE: final orientation of the aircraft is a judgement made by the push-back crew taking in to consideration surface conditions and aircraft tolerances.

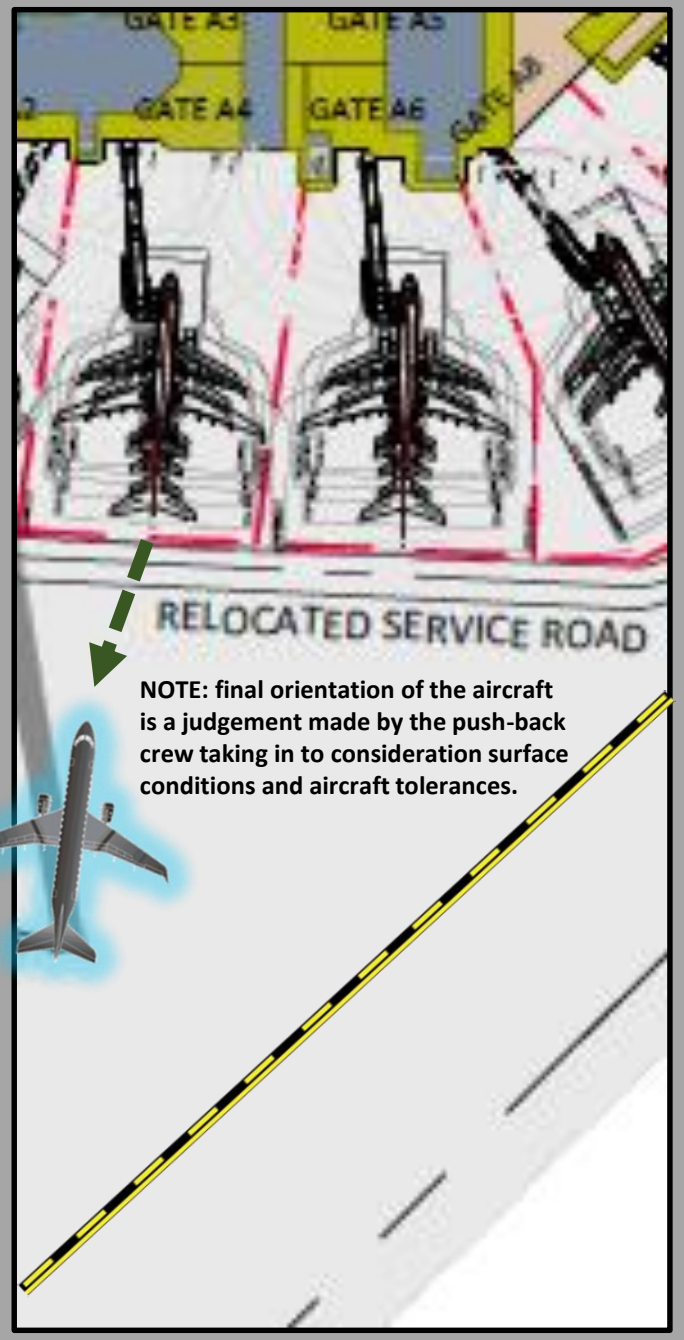
Gate A2

- **Avoid pushback on to Taxiway "A"lpha unless coordinated with RIC Air Traffic.**
- Aircraft push straight back from gate.
- Wing walkers recommended on both sides of aircraft.
- **No holding on ramp for more than 5 minutes!**
- Pushback operators must be authorized, trained and qualified by their companies.
- Aircraft fuselage and wingtips should be clear of vehicle service road to allow for passenger vehicles.

RIC Air Traffic

- Ground frequency 121.90



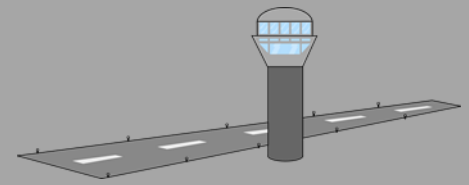


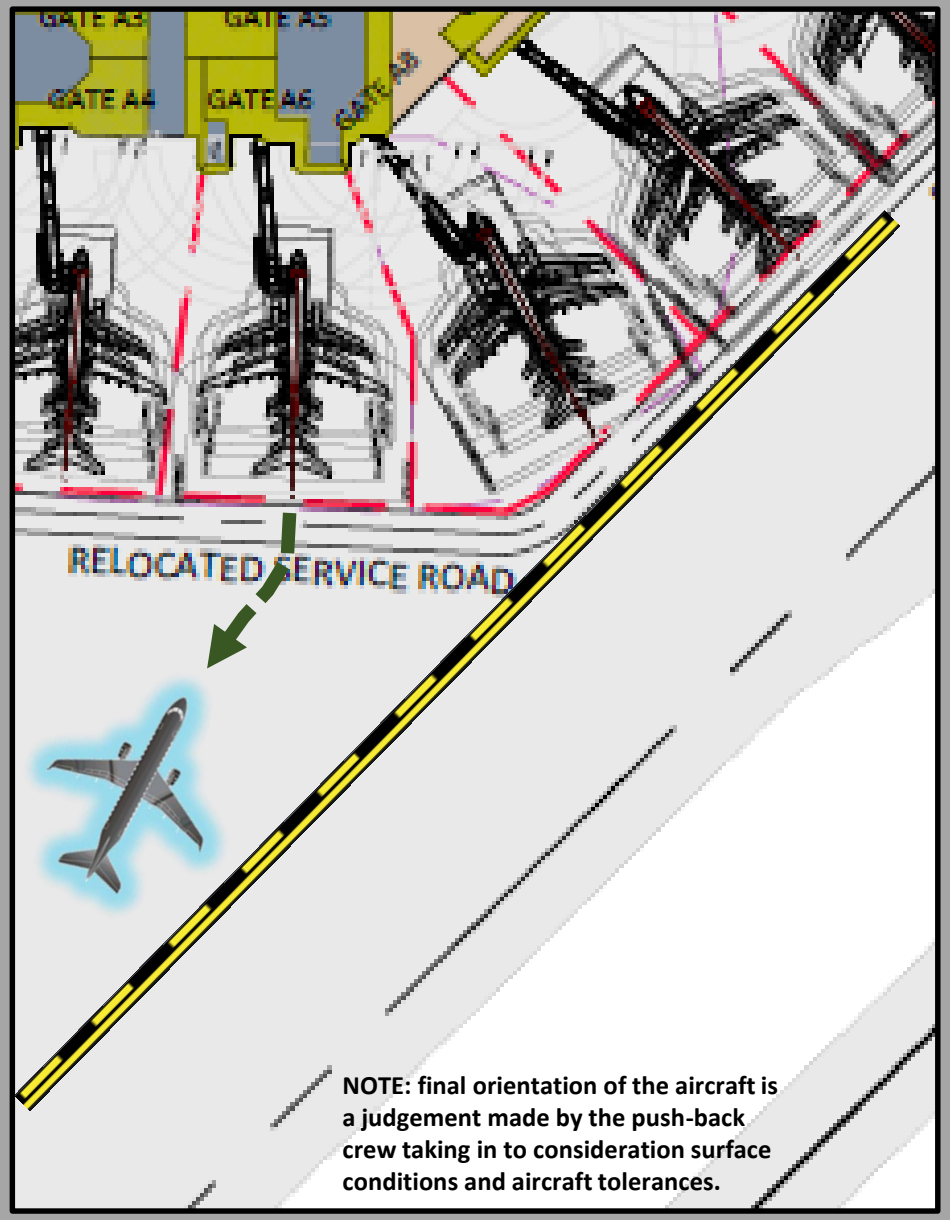
Gate A4

- **Avoid pushback on to Taxiway "A"lpha unless coordinated with RIC Air Traffic.**
- Aircraft push straight back from gate.
- Wing walkers recommended on both sides of aircraft.
- **No holding on ramp for more than 5 minutes!**
- Pushback operators must be authorized, trained and qualified by their companies.
- Aircraft fuselage and wingtips should be clear of vehicle service road to allow for passenger vehicles.

RIC Air Traffic

- Ground frequency 121.90



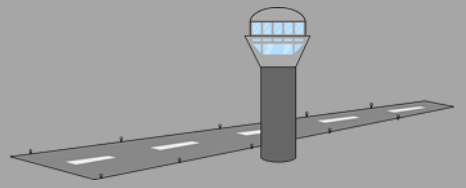


Gate A6

- **Avoid pushback on to Taxiway "A"lpha unless coordinated with RIC Air Traffic.**
- Aircraft push straight back from gate.
- Wing walkers recommended on both sides of aircraft.
- **No holding on ramp for more than 5 minutes!**
- Pushback operators must be authorized, trained and qualified by their companies.
- Aircraft fuselage and wingtips should be clear of vehicle service road to allow for passenger vehicles.

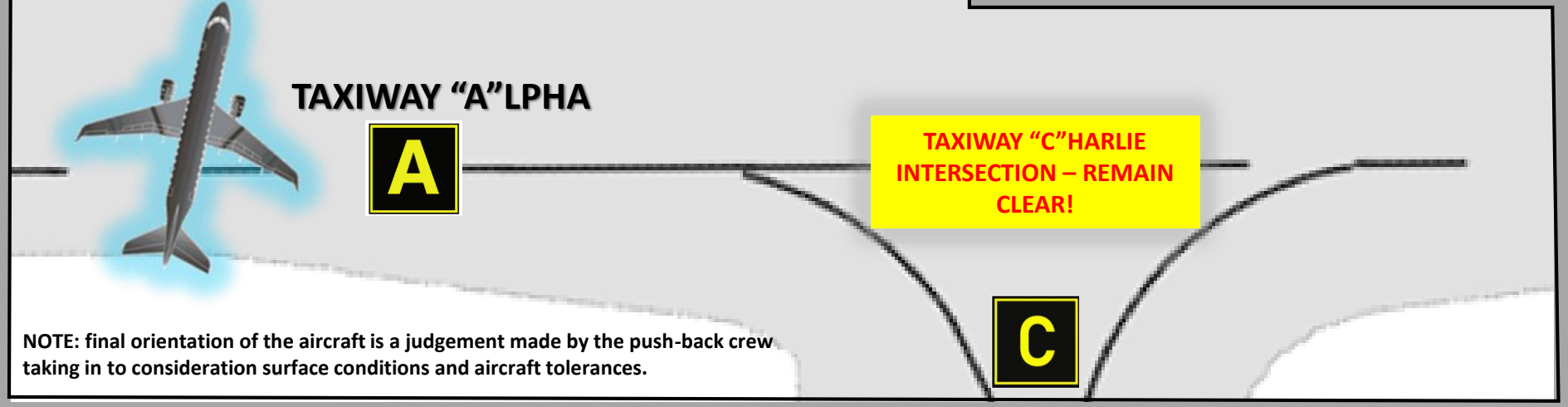
RIC Air Traffic

- Ground frequency 121.90



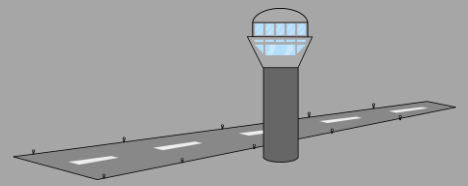
Gate A8

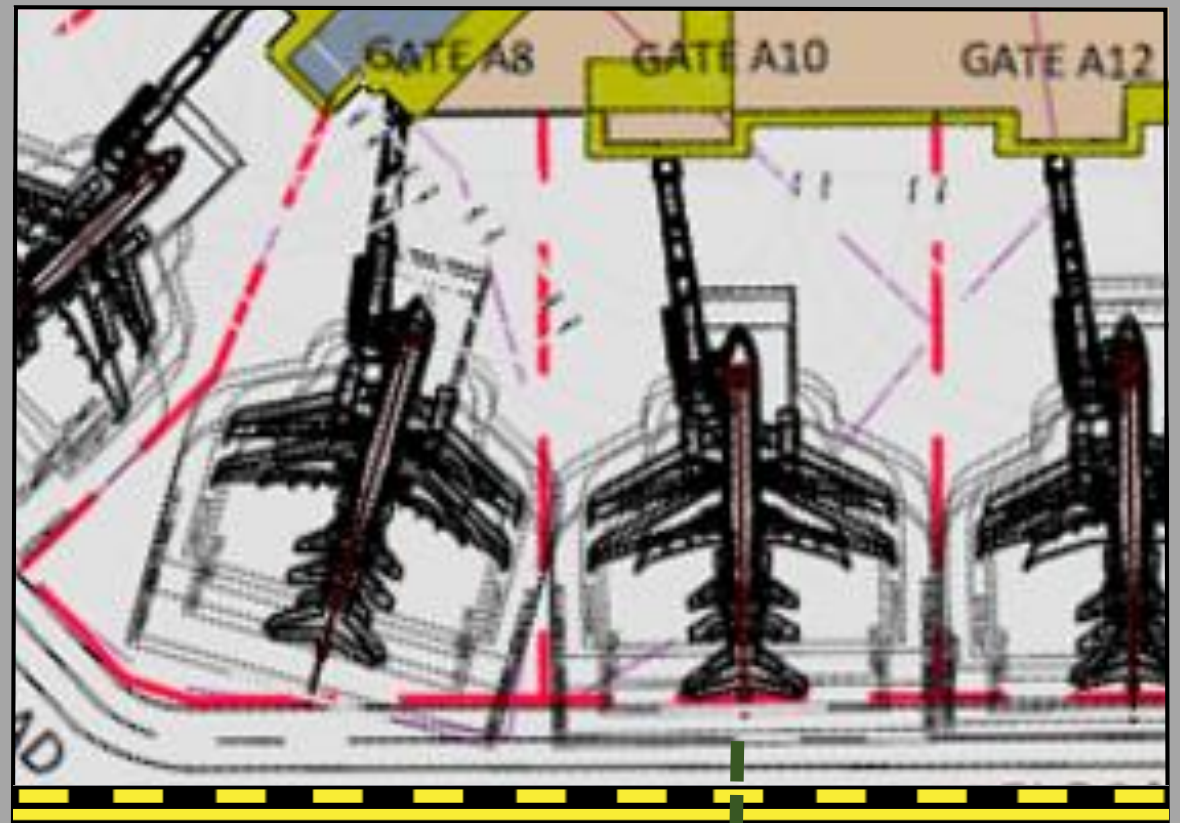
- **Pushback clearance on to Taxiway “A”lpha required!**
- Aircraft push straight back from gate.
- Wing walkers recommended on both sides of aircraft.
- Remain clear of the Taxiways A & C intersection.
- Pushback operators must be authorized, trained and qualified by their companies.
- For pushbacks without a “pilot in command” or taxi qualified mechanic, a “M”ovement qualified employee must be present.



RIC Air Traffic

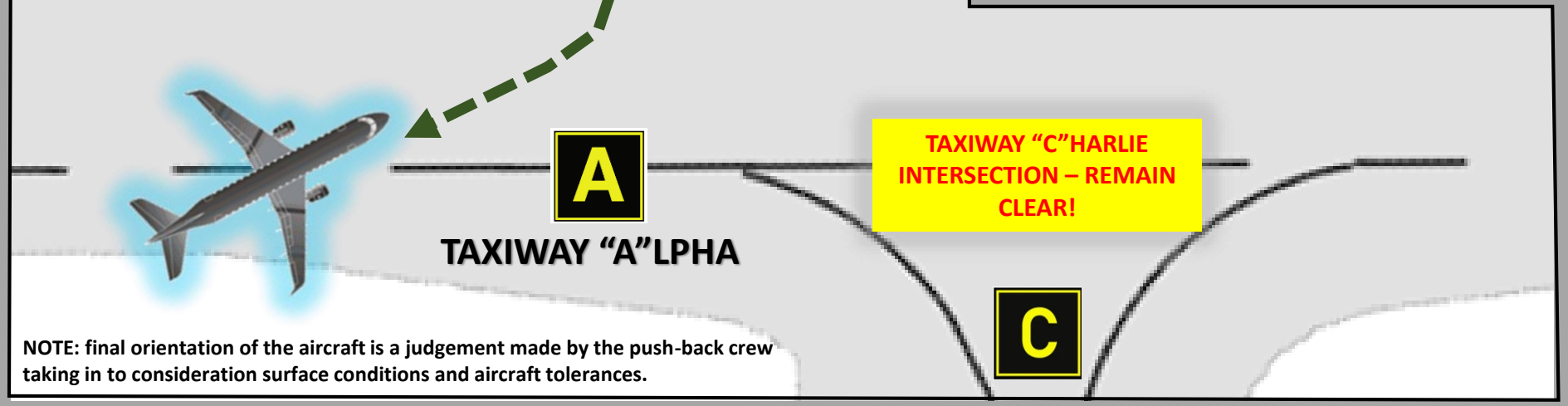
- Ground frequency 121.90





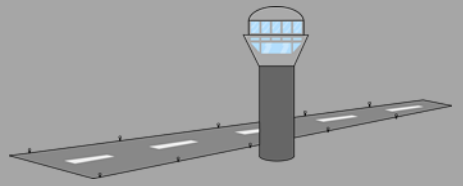
Gate A10

- **Pushback clearance on to Taxiway “A”lpha required!**
- Aircraft should be pushed “tail south”.
- Wing walkers recommended on both sides of aircraft.
- Remain clear of the Taxiways A & C intersection.
- Pushback operators must be authorized, trained and qualified by their companies.
- For pushbacks without a “pilot in command” or taxi qualified mechanic, a “M”ovement qualified employee must be present.



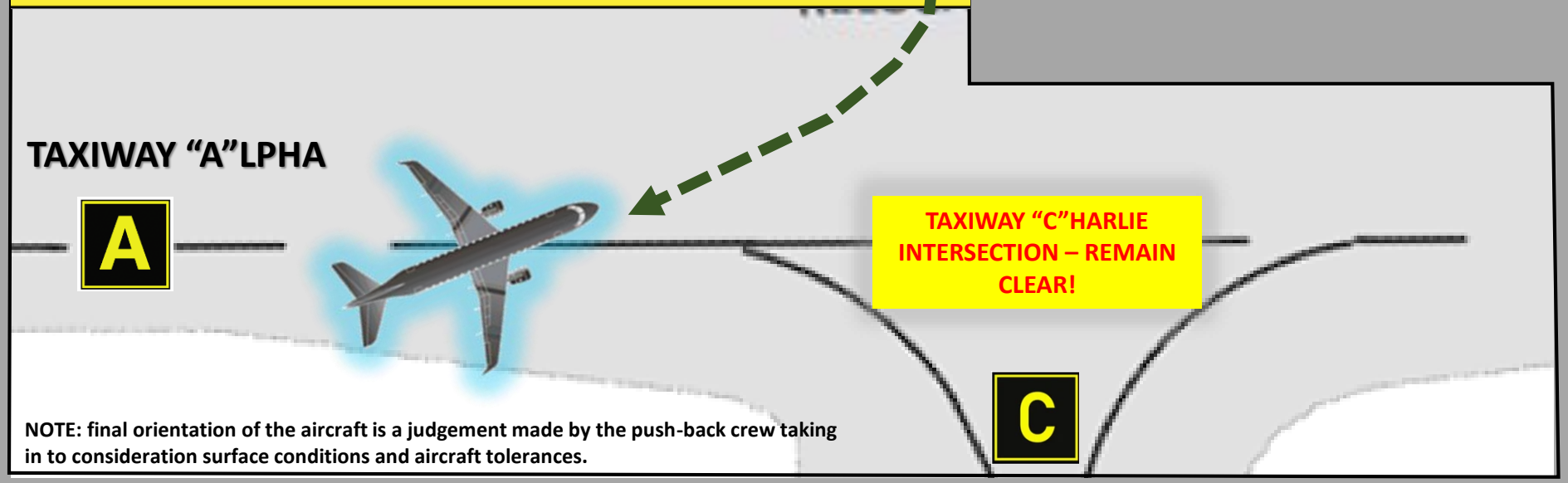
RIC Air Traffic

- Ground frequency 121.90



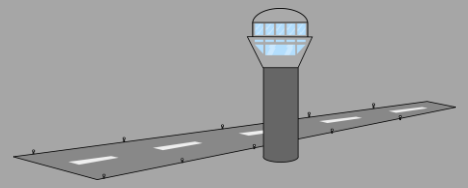
Gate A12

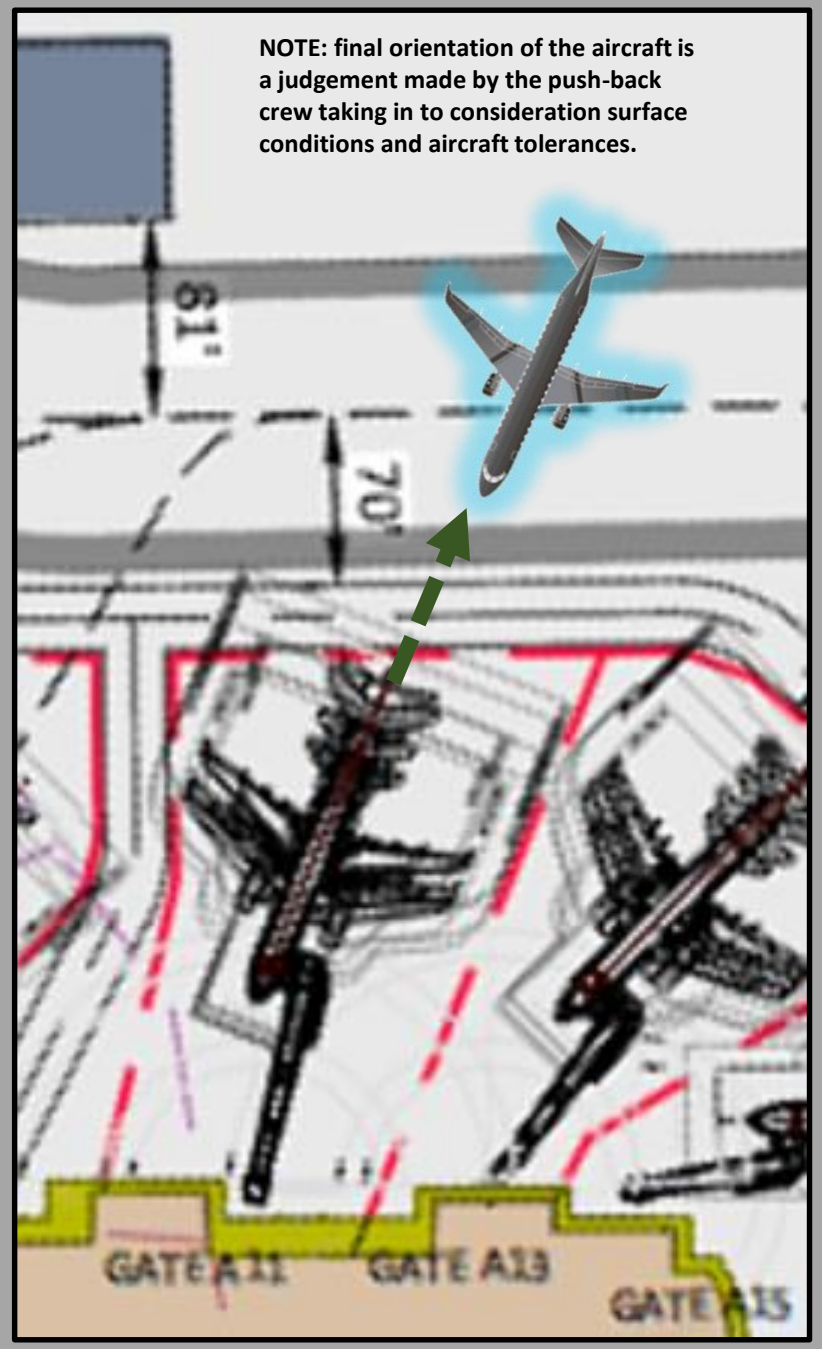
- **Pushback clearance on to Taxiway “A”lpha required!**
- Aircraft should be pushed “tail south”.
- Wing walkers recommended on both sides of aircraft.
- Remain clear of the Taxiways A & C intersection.
- Pushback operators must be authorized, trained and qualified by their companies.
- For pushbacks without a “pilot in command” or taxi qualified mechanic, a “M”ovement qualified employee must be present.



RIC Air Traffic

- Ground frequency 121.90



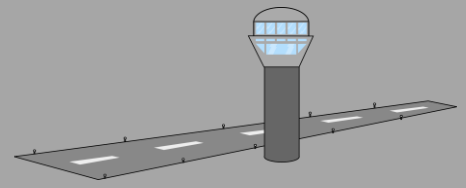


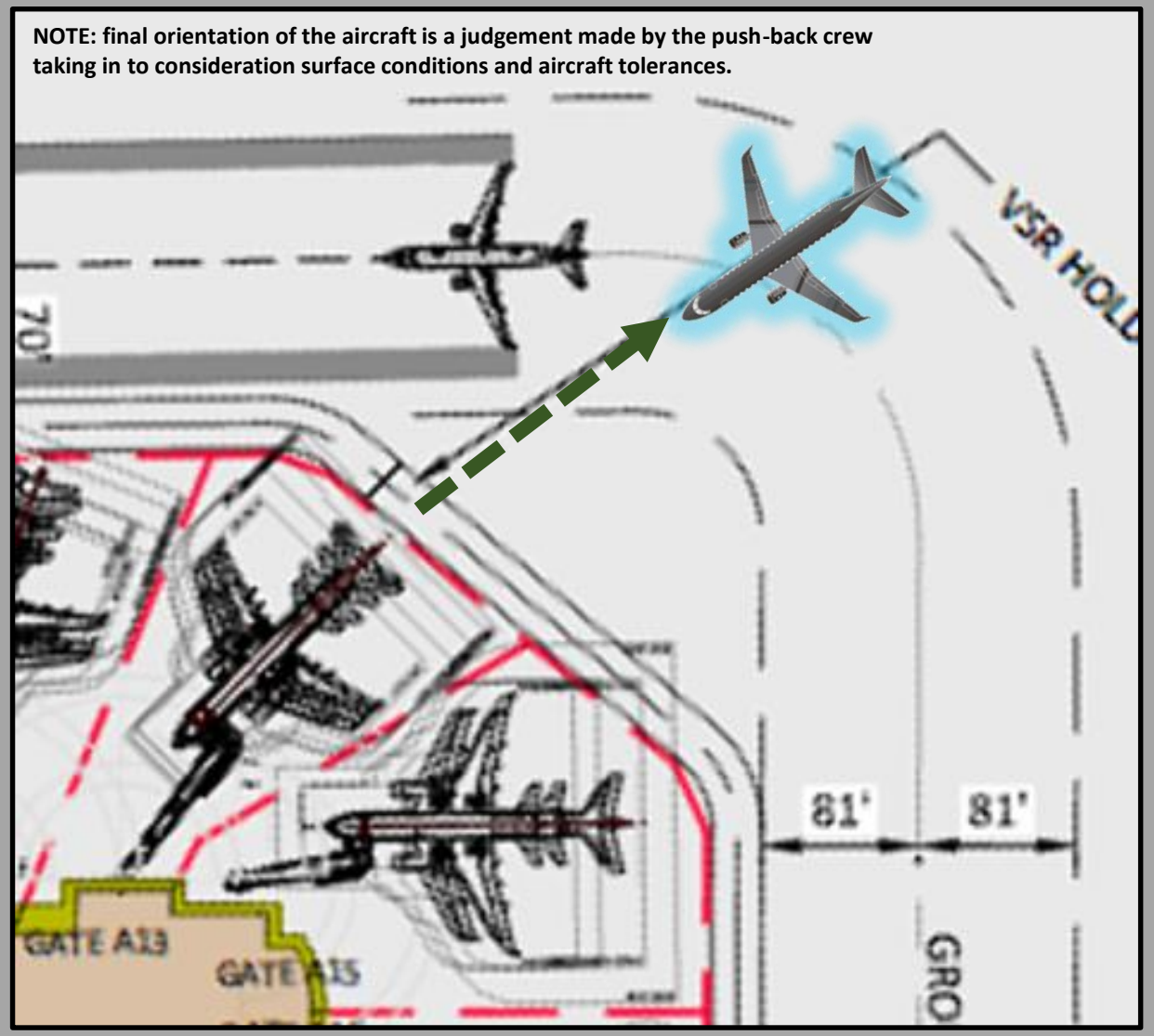
Gate A11

- Courtesy call only to RIC Air Traffic Control.
- Give way to taxiing aircraft.
- **No holding on ramp for more than 5 minutes!**
- Aircraft push straight back from gate.
- Wing walkers recommended on both sides of aircraft.
- Pushback operators must be authorized, trained and qualified by their companies.

RIC Air Traffic

- Ground frequency 121.90



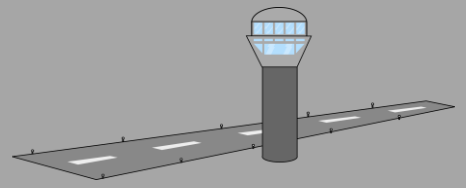


Gate A13

- Courtesy call only to RIC Air Traffic Control.
- Give way to taxiing aircraft.
- **No holding on ramp for more than 5 minutes!**
- Aircraft push straight back from gate.
- Wing walkers recommended on both sides of aircraft.
- Pushback operators must be authorized, trained and qualified by their companies.

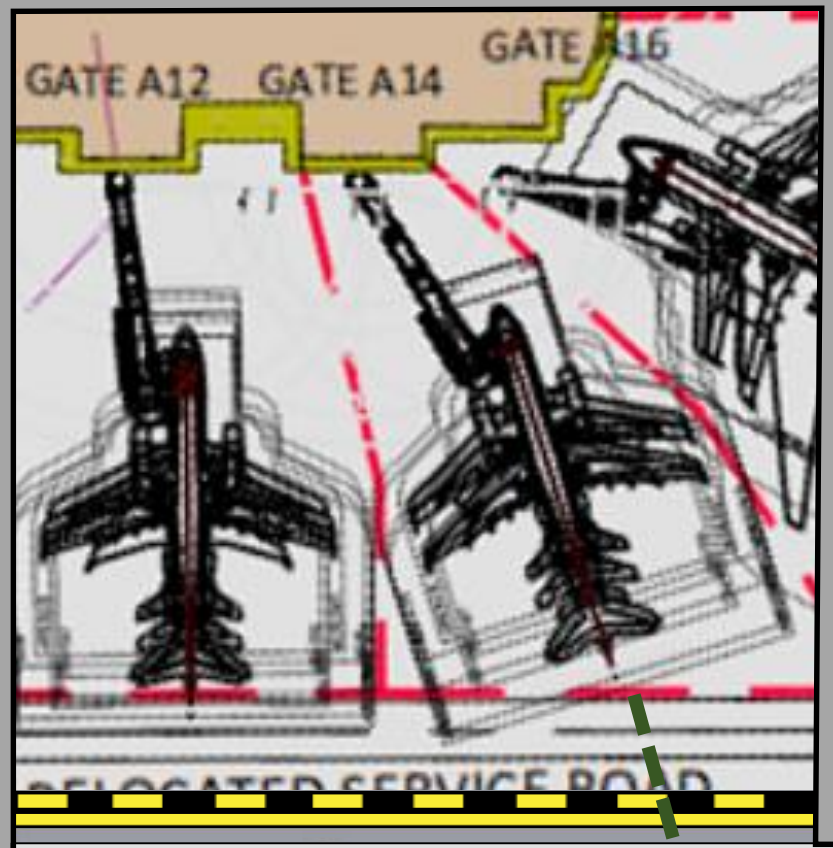
RIC Air Traffic

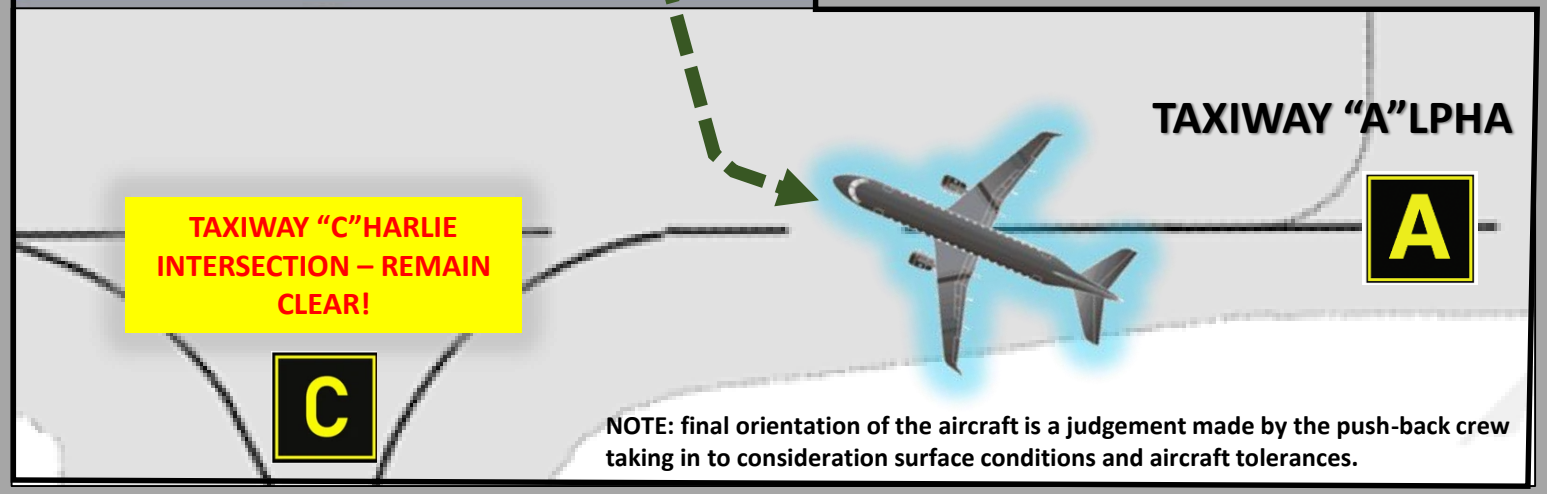
- Ground frequency 121.90



Gate A14

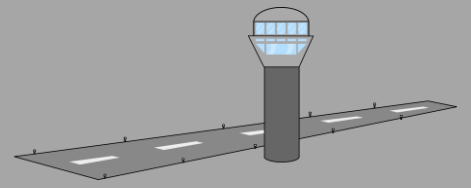
- **Pushback clearance on to Taxiway “A”lpha required!**
- Aircraft should be pushed “tail north”.
- Wing walkers recommended on both sides of aircraft.
- Remain clear of the Taxiways A & C intersection.
- Pushback operators must be authorized, trained and qualified by their companies.
- For pushbacks without a “pilot in command” or taxi qualified mechanic, a “M”ovement qualified employee must be present.

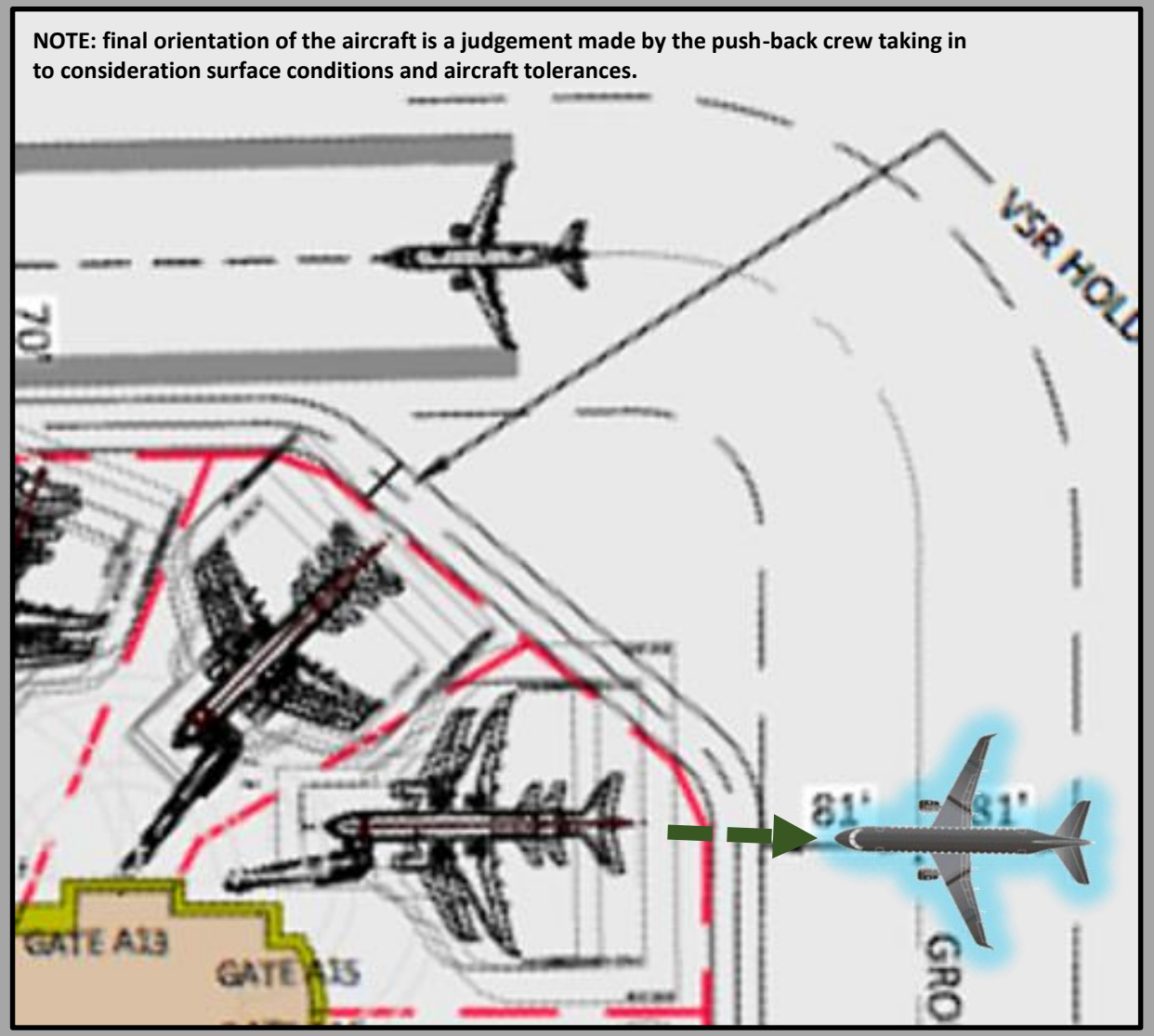




RIC Air Traffic

- Ground frequency 121.90



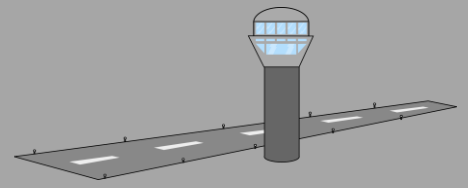


Gate A15

- Courtesy call only to RIC Air Traffic Control.
- Give way to taxiing aircraft.
- **No holding on ramp for more than 5 minutes.**
- Aircraft push straight back from gate.
- Wing walkers recommended on both sides of aircraft.
- Pushback operators must be authorized, trained and qualified by their companies.

RIC Air Traffic

- Ground frequency 121.90

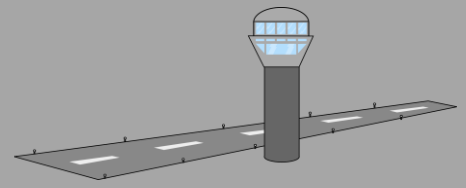


Gate A16

- **Avoid pushback on to Taxiway "A"lpha unless coordinated with RIC Air Traffic.**
- Aircraft push straight back from gate.
- Wing walkers recommended on both sides of aircraft.
- Pushback operators must be authorized, trained and qualified by their companies.
- For pushbacks without a "pilot in command" or taxi qualified mechanic, a "M"ovement qualified employee must be present.

RIC Air Traffic

- Ground frequency 121.90

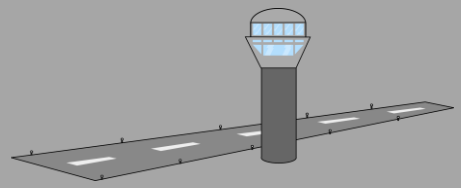


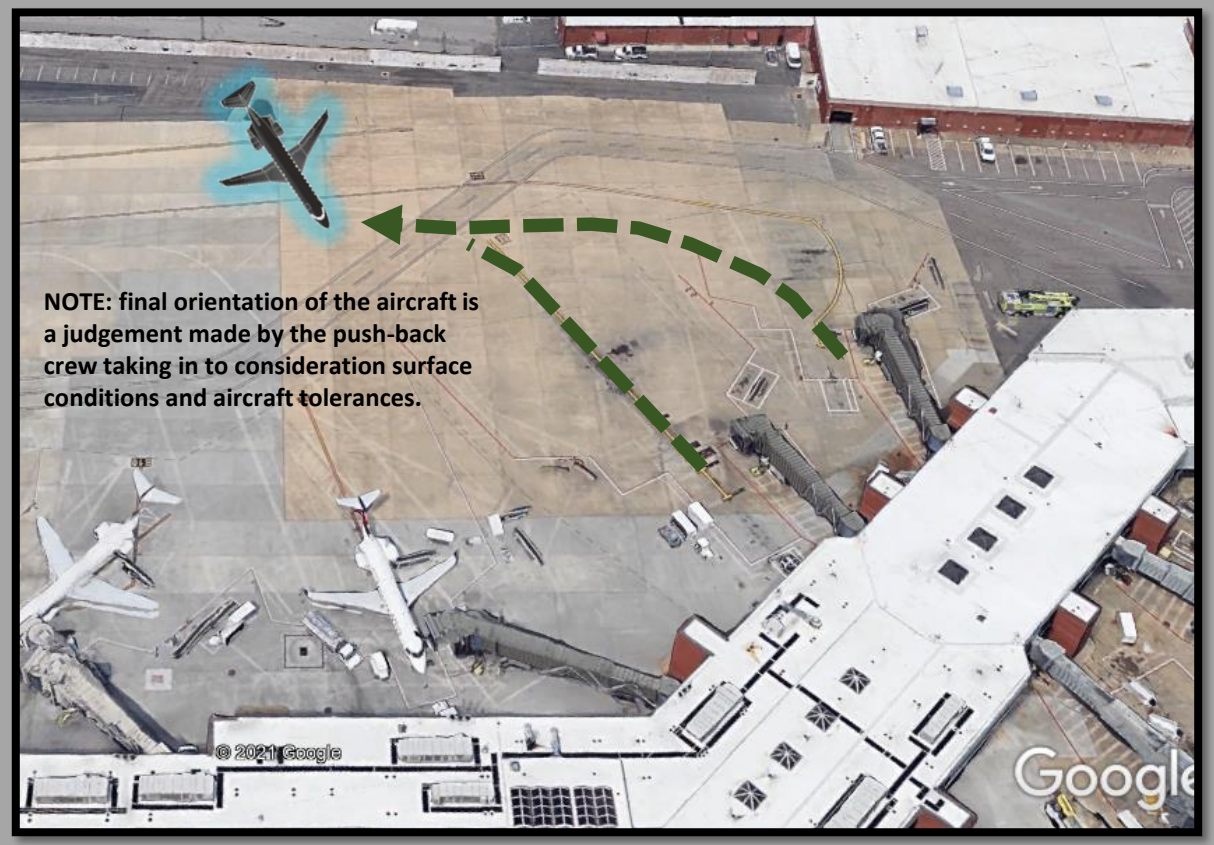
Gate B1, B3

- **Avoid pushback on to Taxiway "A"lpha unless coordinated with RIC Air Traffic.**
- Aircraft push straight back from gate to a position where the aircraft can turn out and remain well clear of the vehicle service road while taxiing.
- **No holding on ramp for more than 5 minutes.**
- Wing walkers recommended on both sides of aircraft.
- Pushback operators must be authorized, trained and qualified by their companies.
- For pushbacks without a "pilot in command" or taxi qualified mechanic, a "M"ovement qualified employee must be present.

RIC Air Traffic

- Ground frequency 121.90





Gate B2, B4

- Aircraft push from these gates require a left turn once clear of the gate parking area and then a right turn for pilot visibility during turn out and taxi.
- Aircraft should be stopped at a position that it remains clear of the vehicle service road when it turns out to taxi.
- **No holding on ramp for more than 5 minutes.**
- Wing walkers recommended on both sides of aircraft.
- Pushback operators must be authorized, trained and qualified by their companies.
- For pushbacks without a “pilot in command” or taxi qualified mechanic, a “M”ovement qualified employee must be present.

CONGESTED AREA! Use caution for aircraft pushback or parking at Gates B6 and B10.

RIC Air Traffic

- Ground frequency 121.90

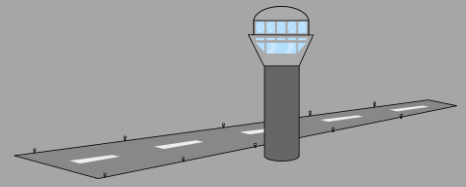
Gate B5

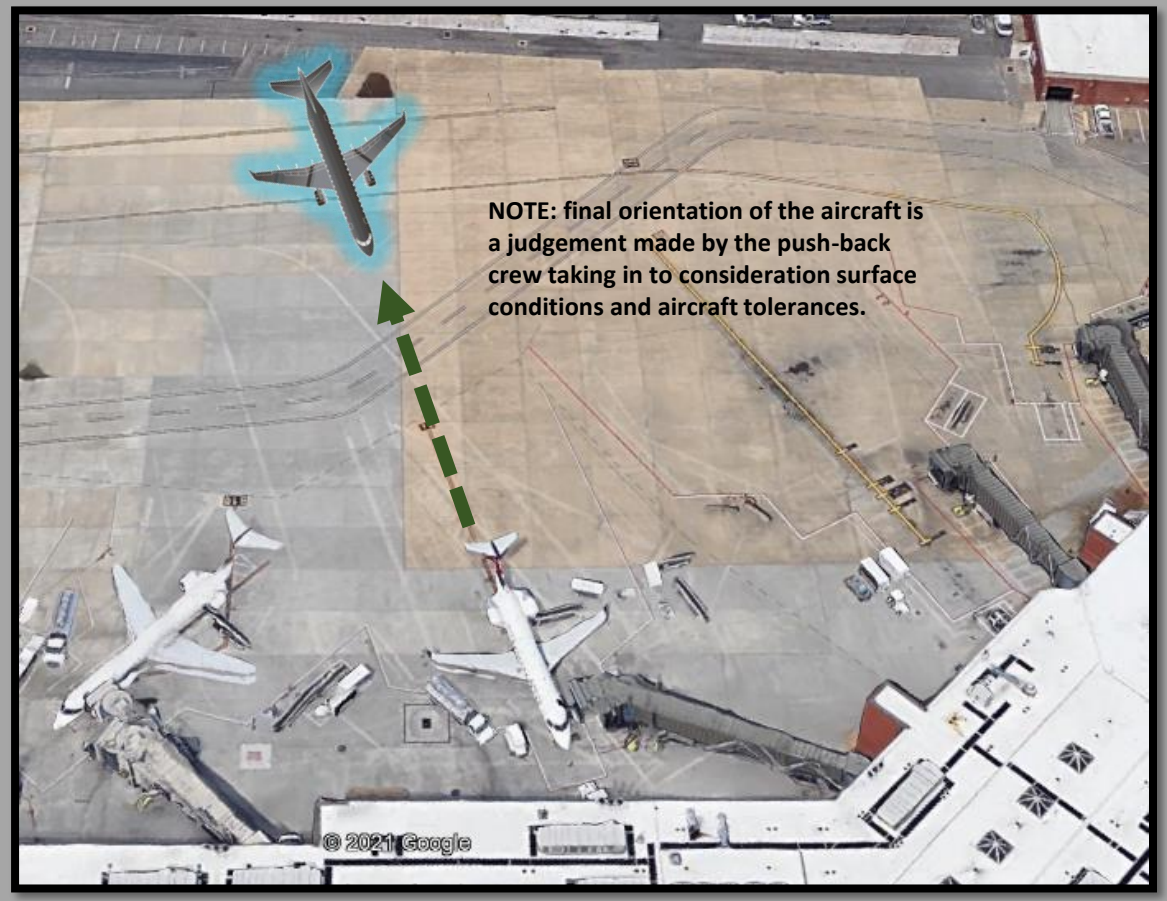
- **Pushback clearance on to Taxiway "A"lpha required!**
- Aircraft may be pushed so it remains on the ramp in the non-movement area. Aircraft should be pushed to a position so it remains well clear of the service road as it taxis.
- **No holding on ramp for more than 5 minutes.**
- Wing walkers recommended on both sides of aircraft.
- Pushback operators must be authorized, trained and qualified by their companies.
- For pushbacks without a "pilot in command" or taxi qualified mechanic, a "M"ovement qualified employee must be present.

CONGESTED AREA! Use caution for aircraft pushback or parking at Gate B3.

RIC Air Traffic

- Ground frequency 121.90





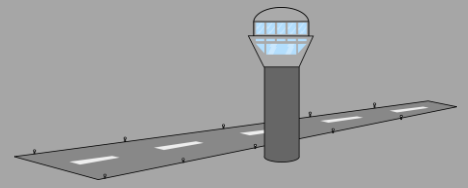
Gate B6

- Aircraft push straight back from gate.
- Wing walkers recommended on both sides of aircraft.
- Pushback operators must be authorized, trained and qualified by their companies.
- **No holding on ramp for more than 5 minutes.**
- For pushbacks without a “pilot in command” or taxi qualified mechanic, a “M”ovement qualified employee must be present.

CONGESTED AREA! Use caution for aircraft pushback or parking at Gates B2, B4 and B10.

RIC Air Traffic

- Ground frequency 121.90



Gate B7

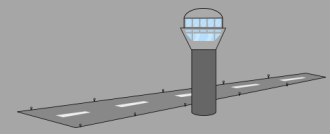
- **Pushback clearance on to Taxiway "A"lpha required!**
- Aircraft should be pushed to a position so it remains well clear of the service road as it taxis.
- Wing walkers recommended on both sides of aircraft.
- Pushback operators must be authorized, trained and qualified by their companies.
- For pushbacks without a "pilot in command" or taxi qualified mechanic, a "M"ovement qualified employee must be present.

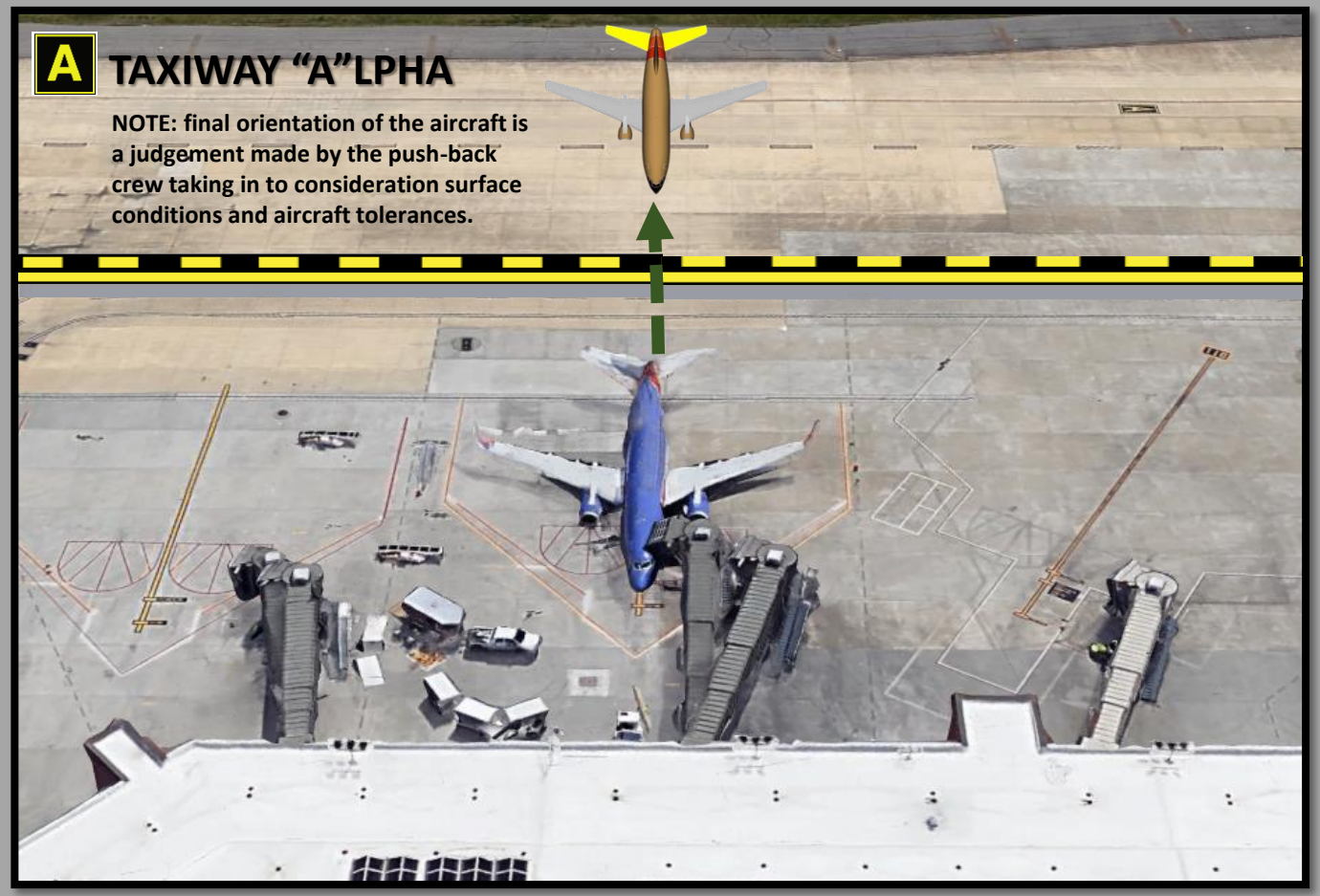
At the request of RIC Air Traffic or flight crew aircraft may be positioned:
"TAIL NORTH" – aircraft turned to the left

OR

"TAIL SOUTH" – aircraft turned to the right

RIC Air Traffic
- Ground frequency 121.90





Gate B9

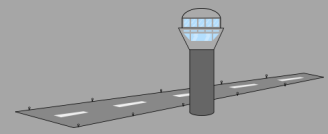
- **Pushback clearance on to Taxiway "A"lpha required!**
- Aircraft should be pushed to a position so it remains well clear of the service road as it taxis.
- Wing walkers recommended on both sides of aircraft.
- Pushback operators must be authorized, trained and qualified by their companies.
- For pushbacks without a "pilot in command" or taxi qualified mechanic, a "M"ovement qualified employee must be present.

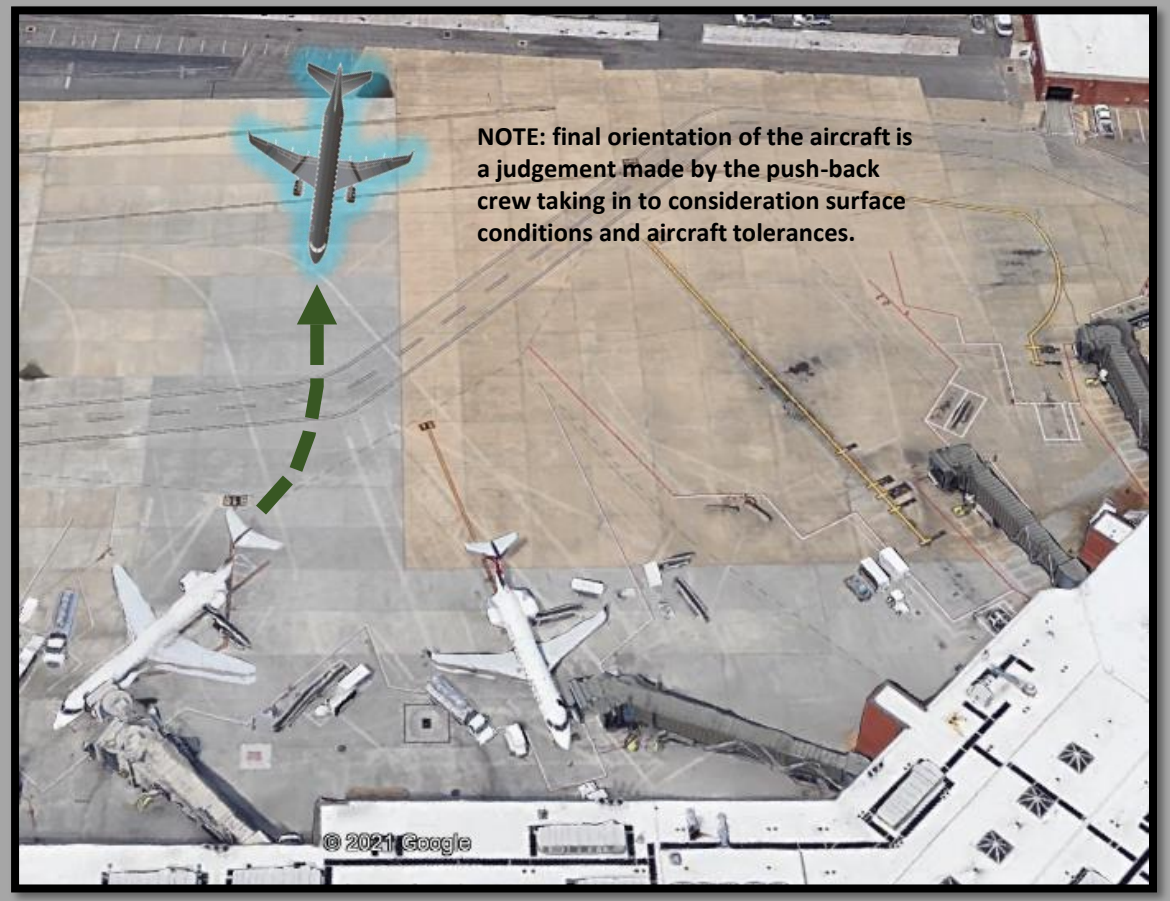
At the request of RIC Air Traffic or flight crew aircraft may be positioned:
"TAIL NORTH" – aircraft turned to the left

OR

"TAIL SOUTH" – aircraft turned to the right

RIC Air Traffic
- Ground frequency 121.90





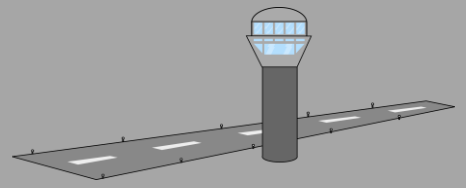
Gate B10

- Aircraft pushback with slight left turn.
- Aircraft should be stopped at a position that it remains clear of the vehicle service road when it turns out to taxi.
- Wing walkers recommended on both sides of aircraft.
- Pushback operators must be authorized, trained and qualified by their companies.
- **No holding on ramp for more than 5 minutes.**
- For pushbacks without a “pilot in command” or taxi qualified mechanic, a “M”ovement qualified employee must be present.

CONGESTED AREA! Use caution for aircraft pushback or parking at Gates B2, B4 and B16.

RIC Air Traffic

- Ground frequency 121.90



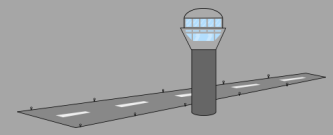
Gate B11 & 13

- **Pushback clearance on to Taxiway "A"lpha required!**
- Aircraft should be pushed so that nose gear is lined up on taxiway centerline.
- Wing walkers recommended on both sides of aircraft.
- Pushback operators must be authorized, trained and qualified by their companies.
- For pushbacks without a "pilot in command" or taxi qualified mechanic, a "M"ovement qualified employee must be present.

CAUTION! Taxiway "E"cho intersection must remain clear for other taxiing aircraft!

RIC Air Traffic

- Ground frequency 121.90



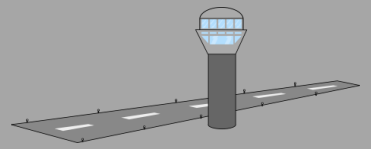
Gate B12 & B14

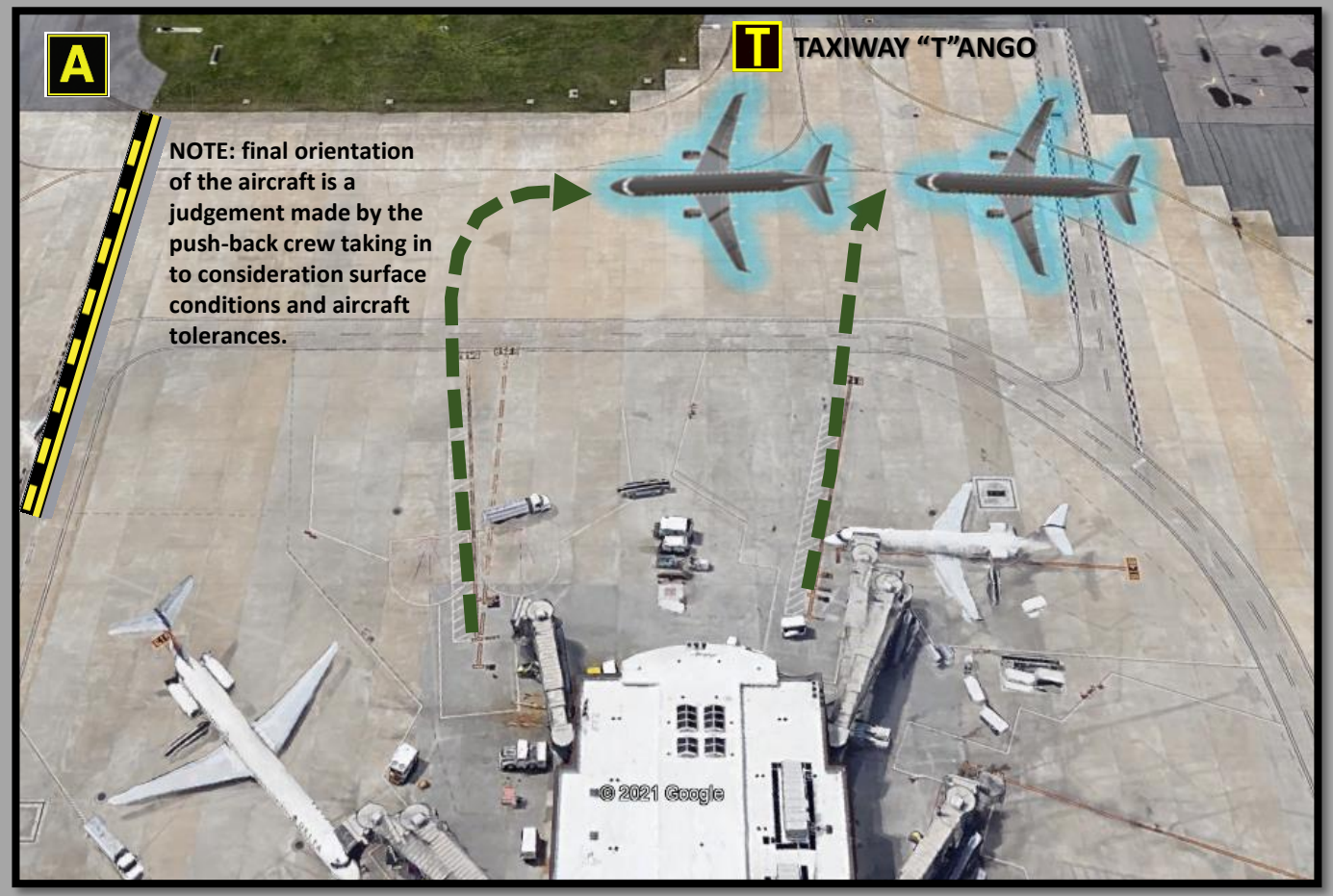
- Aircraft pushback with slight left turn.
- Aircraft should be stopped at a position that it remains clear of the vehicle service road when it turns out to taxi.
- Wing walkers recommended on both sides of aircraft.
- **No holding on ramp for more than 5 minutes.**
- Pushback operators must be authorized, trained and qualified by their companies.
- For pushbacks without a “pilot in command” or taxi qualified mechanic, a “M”ovement qualified employee must be present.

CONGESTED AREA! Use caution for aircraft pushback or parking at Gates B2, B4, B6 and B10.

RIC Air Traffic

- Ground frequency 121.90





Gate B14 & 15

- Aircraft should be pushed well clear of the service road and with nose gear lined up on taxi-lane centerline.
- Wing walkers recommended on both sides of aircraft.
- **No holding on ramp for more than 5 minutes.**
- Pushback operators must be authorized, trained and qualified by their companies.
- For pushbacks without a “pilot in command” or taxi qualified mechanic, a “M”ovement qualified employee must be present.

CAUTION! Use caution for aircraft taxiing from Gates B2, B4, B6, B10, and B12.

RIC Air Traffic

- Ground frequency 121.90