



TENANT DIRECTIVE

MTN: 200.7

Date October 20, 2020

TITLE: Procedures for Movement & Non-Movement Areas.

I. References:

- A. Code of MD Regulations (COMAR) 11.03.02.04 Control of Vehicular Traffic.
- B. This Directive supersedes Martin State Airport Tenant Directive 200.7, dated June 17, 2014.

II. Definitions:

- A. Air Operations Area- any area of the airport used or intended to be used for landing, taking off or surface maneuvering of aircraft.
- B. Movement Area, Runway 15-33 and the South Helipad. Taxiway Alpha east of the "J" Line, Taxiway Bravo between Runway 15-33 and the west side of Taxiway Foxtrot, Taxiways Charlie, Delta, Echo, Foxtrot, Juliet, Taxiway Sierra between Runway 15-33 and the west side of Taxiway Foxtrot, and Taxiway Tango as depicted on the attached diagram.
- C. Non-Movement Area, West Side. Taxiway Alpha from the "J" line west to the Corporate ramp, ramps in front of Hangars 499-511 and Hangars 1-6, the Terminal ramp west of the "hold short" line, all T-Hangar areas including Taxi-Lanes, Bravo, Golf, Kilo, Romeo, Echo and Sierra west of Taxiway Foxtrot, and the Strawberry Point Ramp as depicted on the attached diagram. Attachment 1.
- D. Non-Movement Area, East Side. The current and former compass roses, and the MDANG 175th and 135th ramps as depicted on the attached diagram.
- E. Aircraft, pedestrians and vehicles.
- F. Authorized Vehicle – a motor vehicle which has been granted prior written permission by airport management to access the movement area.

III.

IV. Directive Statement:

- A. Compliance with this Directive is **Mandatory** for all traffic at Martin State Airport.

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IV. Procedures:

A. Operations in/on the Airport Movement Area.

1. Communication with the Control Tower is mandatory when operating an aircraft/vehicle on any portion of the designated movement area.
2. A person may not drive an authorized motor vehicle on or across a runway, taxiway, or helipad unless that person maintains 2-way radio communication with and receives clearance from the Control Tower. If the vehicle is not equipped with an operable 2-way radio which operates on the airport's ground control frequency, that vehicle may only enter upon a runway, taxiway or helipad under the escort of or by the instructions of another authorized motor vehicle which is equipped with 2-way radio and which is in contact with the Control Tower.
3. Vehicles without 2-way radio equipment capable of operating on the Control Tower's ground control frequency but which are permitted to operate on the movement area by visual reference to light signals from the Control Tower may not proceed any closer than 200' from the edge of any runway or taxiway without approval from the Control Tower. It shall be the responsibility of all vehicle operators to recognize and understand the standard light signals used by the Control Tower.

B. Operations in/on the Airport Non-movement Area

1. Movement of aircraft or vehicles on airport non-movement areas is the responsibility of the pilot/aircraft operator, or vehicle operator.
2. Radio communications with the Control Tower are NOT required by aircraft/vehicles being operated totally within the non-movement area except those aircraft intending to taxi to the active runway for departure.
3. Any communication by the Control Tower with aircraft/vehicles in non-movement areas shall be advisory in nature, and should not imply ATC separation.

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Al Pollard, A.A.E., Director,
Martin State Airport

Attachment