

SECTION 5

EAST RAMP AND FLOAT POND OPERATIONS

5.2 TAXIWAY AND ROAD GUIDELINES *(rev. 12/2019)*

The East Ramp has two taxiways and a road that are used by both aircraft and vehicles. The following policy addresses the general guidelines for these dual use surfaces. **In all cases, aircraft always have the right-of-way.**

The East Ramp is an Aircraft Operations Area. Access is for east side tenants, transient pilots, escorted guests or other persons authorized by Airport Management.

Taxiway Charlie and Taxilane Delta

Taxiway Charlie parallels both runway 02R/20L and the Ski Strip. Taxilane Delta lies east of taxiway Charlie and extends north from taxiway Sierra to the Float Pond Road. South of taxiway Sierra, Charlie is a controlled surface requiring clearance from ATCT. The primary use of both Charlie and Delta is for the movement of aircraft between their parking location and the runway surfaces. Vehicles should use access points along South University closest to their parking location or business to the max extent possible. Vehicle traffic along taxiway Charlie should be limited.

Even though aircraft have the right-of-way, they shall exercise extreme caution and taxi with all available external lights and anti-collision lights on.

Float Pond Road

This roadway extends from the northern airport boundary at South University Avenue to its intersection with taxiway Bravo. The primary use of this surface is for the movement of vehicles to and from aircraft parking along the float pond. Secondly, aircraft may use Float Pond Road for taxi access to the Ski Strip and/or runway 02R/20L. Lease and tie-down users along Float Pond Road must maintain an obstacle free area from the centerline of Float Pond Road out to 45 feet, to allow an aircraft with a wingspan of not more than 50' to taxi by safely. Even though aircraft have the right-of-way when using this roadway, they shall exercise extreme caution and taxi with all available external lights and anti-collision lights on. This surface is a dual use roadway and aircraft operators should taxi at their own risk.

AIRCRAFT ALWAYS HAVE THE RIGHT-OF-WAY