

Martin State

IATA/ICAO CODE: MTN/KMTN
CITY: Baltimore
STATE: MD
COUNTRY: USA

AIRPORT CONTACT

Information confirmed as current by the airport 2/2011

Name:	Al Pollard	Charles Baublitz
Title:	Airport Director	Airport Operations
Airport:	Martin State Airport	Martin State Airport
Address:	Martin State Airport Box 1, 701 Wilson Point Road Baltimore MD 21220	
Phone:	+1 410 682 8800	+1 410 682 8831
Noise Hot Line:	+1 410 682 8802	
Fax:	+1 410 682 8822	+1 410 682 8881
Email:	Apollard@martinstateairport.com	cbaublitz@martinstateairport.com
Airport Web Site:	www.martinstateairport.com	

ELEVATION: 22 ft

RUNWAY INFORMATION				
Orientation	Length (ft)	Displaced Threshold (ft)	Glide Slope(deg)	Width (ft)
15/33	6996	-	-	180
Check FAA Airport Diagrams for current information.				

NOISE ABATEMENT PROCEDURES

The following Noise Abatement procedures shall be used during aircraft operations at Martin State Airport unless otherwise directed by Air Traffic Control.

Departures VFR

- Piston aircraft departing Runway 15 - Aircraft fly Runway heading for one mile prior to turning to the tower approved direction of flight.
- Turbine Aircraft departing Runway 15 - Aircraft fly Runway heading for one mile OR leaving 1,500 ft. prior to turning to the tower approved direction of flight.
- Piston and Turbine Aircraft departing Runway 33 - Aircraft fly Runway heading to the airport boundary prior to turning to the tower approved direction of flight.
- Helicopters - Climb to 500 ft. on departure course before turning to a tower approved alternate heading.

Departures IFR

- IFR departures will be accomplished in accordance with Air Traffic Control (ATC) direction or clearance.

Arrivals VFR/IFR

- All aircraft - VFR arrival or IFR visual approach: Aircraft should, to the maximum extent feasible, remain at or above the ILS or P-VASI glide slope.

Traffic Patterns

- Runway 33 - Standard left or right traffic pattern - Aircraft fly runway heading until reaching the airport boundary.

- Runway 15 - Modified left or right traffic pattern - Aircraft fly runway heading for one mile prior to turning on the crosswind leg.

Traffic Patterns Altitudes

- Helicopters - 500 ft. MSL

- Piston Engine Aircraft - 1000 ft MSL

- Civil Turbine Aircraft/Military Turboprop Aircraft - 1500 ft. MSL

- Military Jet Aircraft - 2000 ft. MSL

Additional Information

- Prior permission required for civil and transient military aircraft exceeding 12,500 pounds requesting practice takeoffs and landing.

- No practice approaches or practice takeoffs and landings permitted between the hours of 10:00 pm and 6:00 am.

- Engine runs for maintenance be accomplished only in designated run up areas.

- C-130's departing Runway 33 shall perform engine run-ups on Tango taxiway prior to Delta taxiway.

- Transient Military (less than 12,500 lbs) including helicopters - unlimited (no restrictions)

- Transient Military over 12,500 lbs (up to B-727 type) - limit of two practice approaches, no practice landings and takeoffs without prior permission.

CONTINUOUS DESCENT ARRIVAL (CDA) - NONE

AIRPORT CURFEWS

No practice approaches or practice takeoffs and landings permitted between the hours of 10:00 PM and 6:00 AM

PREFERENTIAL RUNWAYS

Preferential runway system in effect.

OPERATING QUOTA - NONE

ENGINE RUN-UP RESTRICTIONS

See noise abatement procedures above.

APU OPERATING RESTRICTIONS - NONE

NOISE BUDGET RESTRICTIONS - [NONE](#)

NOISE SURCHARGE - [NONE](#)

NOISE MITIGATION/LAND USE PLANNING PROGRAM INFORMATION

Type of Program	Date Implemented	Status
Sound Insulation (Residences and Public Buildings)	-	-
Purchase Assurance for Homeowners Located Within the Airport Noise Contours	-	-
Avigation Easements	-	-
Zoning Laws	-	-
Real Estate/Property Disclosure Laws	-	-
Acquire Land for Noise Compatibility to date	-	-
Population within each noise contour level relative to aircraft operations	-	-
Airport Noise Contour Overlay Maps	-	-
Total Cost of Noise Mitigation Programs to Date	-	-
Source of Noise Mitigation Program Funding for Aircraft Noise	-	-

NOISE MONITORING SYSTEM

See noise abatement procedures above.

FLIGHT TRACK MONITORING SYSTEM - [NONE](#)

NOISE LEVEL LIMITS - [NONE](#)

STAGE 2 RESTRICTIONS

Stage 2 airplanes >75,000 lbs are prohibited from operating at airports within the 48 contiguous states.

STAGE 2 PHASEOUT

[U.S. Stage 2 Phase out complete as of 12/31/1999 \(CFR Part 91.801\). Stage 2 airplanes >75,000 lbs are prohibited from operating at airports within the 48 contiguous states.](#)

STAGE 3 RESTRICTIONS - [NONE](#)