



LANSING LOCAL PROCEDURES BULLETIN

- When taxiing to/from Runway 10R ATC usually assigns taxiway Delta. Review the taxi diagram and slow down! Taxiway Delta has an unexpected swerve in it, and it merges briefly with the main parallel taxiway. Could be easy to miss, especially at night.
- Martinaire (Southeast) Ramp: Be vigilant of a light pole on the right edge of the ramp when taxiing in, especially at night. There has been at least one instance of a pilot striking a wing on the post. There are usually 2 or 3 marshallers to guide you in, but don't follow them against your better judgement. They try to get pilots to make sharp 90° turns in the ramp area when lining up to park, which will bring you closer to the building/fence/pole.
- When approaching KLAN from the north, it is hard to see runway edge lights for Rwy 28L until close in. It can be easy to mistakenly line up with Rwy 24 due to the similar heading.
- Approach occasionally mixes up MRA call signs, since 603, 604 and 605 usually arrive within 20 minutes of each other. Practice good situational awareness, and don't follow an ATC instruction blindly if it doesn't make sense. (ADS-B traffic can give you a good idea of who is going to get sequenced in which order for the ILS.)
- When parking in Lansing, do NOT engage the parking brake/gust lock. As soon as cargo is unloaded maintenance will be towing planes to their proper parking positions for AM operations.
- Planes are fueled overnight by AvFlight. Put desired fuel per side visible in the window—they don't need a full copy of the fuel slip you fill out, just the number of gallons.
- UPS ramp workers will often "borrow" chocks from our aircraft if they run out. Always check in the morning that you have the chocks you need for the outstation on board.
- When departing, advise ATC if you need to spend any time in the run-up area— otherwise, Tower assumes you will continue taxiing to the runway. Call Tower when holding short number One to depart.