Limited Movement Area Procedures Manual

Gerald R. Ford International Airport Authority

July 2026

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Introduction

Individuals with a Limited Movement (LM) Area badge endorsement are allowed to operate in select movement areas of the air operations area (AOA). However, at no time will this endorsement allow the operator to taxi aircraft onto any runways, unless escorted by Airport Operations. The intent of this guide is to supply the reader with information on proper procedures, which are necessary for safe maintenance taxi operations to designated portions of the Movement Area. Each organization with Limited Movement Area access will have specific areas and taxi routes designated within the Movement Area (**Appendix 1**).

General Requirements

Each individual whose job duties require taxi by persons other than certificated pilots on the Movement Area at Gerald R. Ford International Airport (GRR) is required to obtain an airport ID with the Non-movement (D) endorsement prior to being eligible for the Limited Movement (LM) endorsement. This requirement must be met before taxiing an aircraft on any portion of the Movement Area. Additionally, these privileges are limited to work-related areas during working hours only.

New employees who have not yet obtained an airport ID with the proper operating endorsement must be accompanied by an experienced individual with the proper credentials.

It is the responsibility of the tenant's staff performing maintenance and taxi operations at GRR to inform their employees of GRR's Limited Movement program and the associated requirements.

Policy

The ultimate goal of this program is safety through strict compliance with airfield regulations. This promotes situational awareness and operational safety through initial and recurrent training programs. Accomplishing this goal requires that airlines, tenants, and other users of the airfield, work closely with Airport Operations to promote strict adherence to the Rules and Regulations of the Gerald R. Ford International Airport Authority. Airport Operations will monitor compliance of this program and enforce all applicable Rules and Regulations should any violations occur.

Enforcement

Any person that has been granted Limited Movement Area operating privileges shall advise Airport Operations immediately upon having their State motor vehicle driver's license restricted, suspended, or revoked.

Persons that have been granted Limited Movement Area access privileges are also authorized to operate on GRR non-movement areas.

An employee may be subject to one or more of the following consequences for failing to comply with the provisions in this manual or the Airport Rules and Regulations:

- Retraining
- Civil fines in accordance with Airport Rules and Regulations
- Suspension or revocation of Airport Identification Badge

Operators should immediately report any violations of Program procedures to Airport Operations.

Points of contact for Movement and Safety Area questions:

- Airport Operations Manager; phone no. 616-233-6043
- Airport Operations Officers; phone no. 616-233-6034
- Airport Communications Center; phone no. 616-233-6055

2. Definitions

Words and phrases referenced in this manual are defined in the table below:

Term	Definition
Air Traffic Control (ATC)/ Air Traffic Control Tower (ATCT)	Air traffic control/facility located at the Airport and operated by the Federal Aviation Administration (FAA). ATC services are provided by FAA employees who control all activity on the open Movement Areas of the Airport.
Airport	The Gerald R. Ford International Airport (GRR).
Alert	An incident, or emergency, involving an aircraft. Either in the air preparing to land, or on the ground, requiring the deployment of Airport emergency response personnel and apparatus.
Apron	Areas of the Airport designated for the loading, unloading, servicing, or parking of aircraft.
Common Traffic Advisory Frequency (CTAF)	The radio frequency designated for the purpose of carrying out advisory practices while operating on, to, or from an airport without an operating ATCT or when the ATCT is closed.
Foreign Object Debris (FOD)	Debris (e.g., rocks, trash, or other debris found on runways, taxiways, aprons, and safety areas) that can damage aircraft.
Incursion	Any unauthorized intrusion into a runway safety area of a vehicle, pedestrian, or aircraft regardless of whether or not an aircraft presents a potential conflict.
Gerald R. Ford International Airport Authority (GFIAA)	The entity charged with managing and operating the Airport. (GFIAA)
Ground Vehicle	All conveyances and aircraft not operated for the purpose of flight, vehicles used on the ground to reposition aircraft, transport persons, cargo, fuel, or equipment.
Light Gun	A hand-held, directional, light-signaling device, that emits a bright, narrow, beam of white, green, or red light, as selected by the ATC controller. The color and type of light transmitted, can be used to approve, or disapprove, anticipated pilot or operator actions where radio communication is not available. The light gun may be used for controlling traffic operating in the vicinity of the airport and on the airport Movement Area.

Movement Area	The runways and taxiways with their associated safety areas and hold aprons that are under the positive control of ATC when the ATCT is operational. Permission must be received from ATC prior to entering the movement area when the ATCT is operational.
Non-movement Area	Aprons, access roads, taxiways, and other areas not under the control of ATC.
Object Free Area (OFA)	An area on the ground centered on a runway, taxiway, or taxilane centerline provided to enhance the safety of aircraft operations by having the area free of objects. Objects that are needed for air navigation or ground maneuvering purposes are allowed.
Operator	A person, either a pedestrian or vehicle/aircraft operator, authorized by the Airport Authority to operate on the Movement Area.
Runway	A defined rectangular area designated for the taking off and landing of aircraft.
Runway Safety Area (RSA)	A defined rectangular surface surrounding a runway prepared or suitable for reducing the risk of damage to aircraft in the event of an undershoot, overshoot, or excursion (leaving the full strength surface) from a runway.
Surface Incident	Unauthorized presence on any Movement Area other than runways and their associated Safety Areas.
Taxiway	A surface designated for the maneuvering of aircraft to and from runways and aircraft parking areas.
Taxiway Safety Area (TSA)	A defined surface alongside the taxiway prepared or suitable for reducing the risk of damage to an airplane unintentionally departing the taxiway.
Vehicle/Pedestrian Deviation (V/PD)	Any entry or movement on the Movement Area by a vehicle or pedestrian that has not been authorized by ATC. A V/PD results in either a Surface Incident or a Runway Incursion.
Vehicle Service Road	A designated roadway for operating vehicles on the Non-movement Area.

3. Airport Familiarization

Movement Area

GRR's Movement Area includes three runways, all hold aprons, and many taxiways along with all safety areas and object free areas associated with each.

Runway and Taxiway Configuration and Identification

Runway and taxiway configurations and identifications are depicted below on **Exhibit 1**.

1. Runway ends are identified by numbers that represent the nearest ten degrees of the runway's compass heading. The final zero is omitted from the runway designation.

2. Since GRR has parallel runways, the letters "L" and "R" are included with these numbers to indicate "left" or "right". Unofficially, Runway 8R/26L and Runway 8L/26R are sometimes referenced as the "south parallel" and "north parallel" runways, respectively.

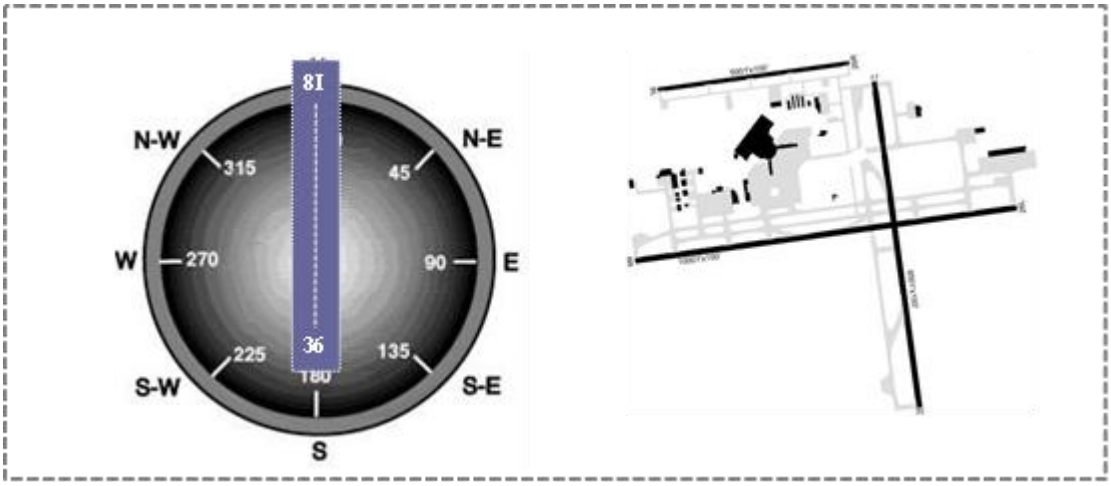


Exhibit 1

3. GRR has three runways:

Runway	Length	Width	RSA Dimensions Length	RSA Dimensions Width	OFA Dimensions Length	OFA Dimensions Width
8R/26L	10,001'	150'	12,001'	500'	12,001'	800'
8L/26R	5,001'	100'	7,001'	400'	7,001'	800'
17/35	8,501'	150'	10,501'	500'	10,501'	800'

Table 1

4. Taxiways are identified alphanumerically (e.g., A, A1, A2).

Aprons

There are six aircraft hold aprons, also known as "hold pads," on the Movement Area. Each hold apron is located near a runway end and named for that runway. The air carrier apron and tenant apron areas are part of the Non-movement Area. All designated taxi routes (**Appendix 1**) lead to either a runway hold apron or the UPS Apron.

Hot Spots

There are three unique taxiway configurations on the Movement Area identified as "hot spots." These locations are unique in that they are the only locations where three taxiways intersect. These intersections are at the following locations:

- Taxiways A/A1/B
- Taxiways A/A2/M
- Taxiways B/B4/V

The hold position markings at taxiways A/A1/B and taxiways A/A2/M are approximately 375 feet long and the Mandatory Hold Signs are more than 470 feet apart from each other at each of these locations. Both locations are also adjacent to the Runway 8R/26L RSA. The hot spot at taxiways B/B4/V is adjacent to the Runway 17/35 RSA. All of these factors require the operator to exercise extreme caution when operating at these locations, particularly during low visibility conditions and when the Hold Position Markings are covered by snow.

Vehicle Service Road

GRR has a comprehensive service road system intended to provide safe and convenient access to various GRR facilities and to provide access to airport perimeter fencing. Operators are to use the service road system instead of the Movement Area unless taxiing aircraft for maintenance purposes.

Safety Areas

Runway Safety Areas (RSAs) and Taxiway Safety Areas (TSAs) are under the positive control of ATC. Neither personnel nor equipment may penetrate RSA or TSA limits without the pre-approval of ATC or, when ATC is closed, without adhering to non- towered operating procedures contained in this manual.

- RSA dimensions are depicted on **Table 1**. Note: Mandatory Hold Signs and Hold Position Markings are located at RSA boundaries.
- TSAs have only width dimensions, which are variable and can extend up to 86 feet from the taxiway centerline. Contact Airport Operations for specific TSA dimensions.

Object Free Areas

Object Free Areas (OFAs) are areas on the ground centered on a runway, taxiway, or taxilane centerline provided to enhance the safety of aircraft operations by having the area free of objects. Objects that need to be located in the OFA for air navigation or ground maneuvering purposes are permitted. Vehicles and other equipment should never be left unattended in an OFA.

- Runway OFA dimensions are depicted on **Table 1.**
- Taxiway and taxilane OFAs vary according to their width. Contact Airport Operations for specific taxiway and taxilane OFA dimensions.

4. Airport Markings

Runway Markings

Runway markings are white except for yellow lead-in/off lines that extend from the runway centerline to the taxiway. Black is used only as an outline to enhance the conspicuity of the white and yellow markings.

The following are the types of runway markings on GRR runways, along with a brief description of each. Runway 8L/26R does not have all of these markings since it is a non-precision runway. The next page graphically depicts all runway markings described below.

1. Threshold Bar
   A solid white line that extends across the full width of the runway. It is located between the actual runway threshold and the threshold markings. This marking is considered part of the usable runway surface.

2. Threshold
   A series of white longitudinal stripes located near each end of the runway.

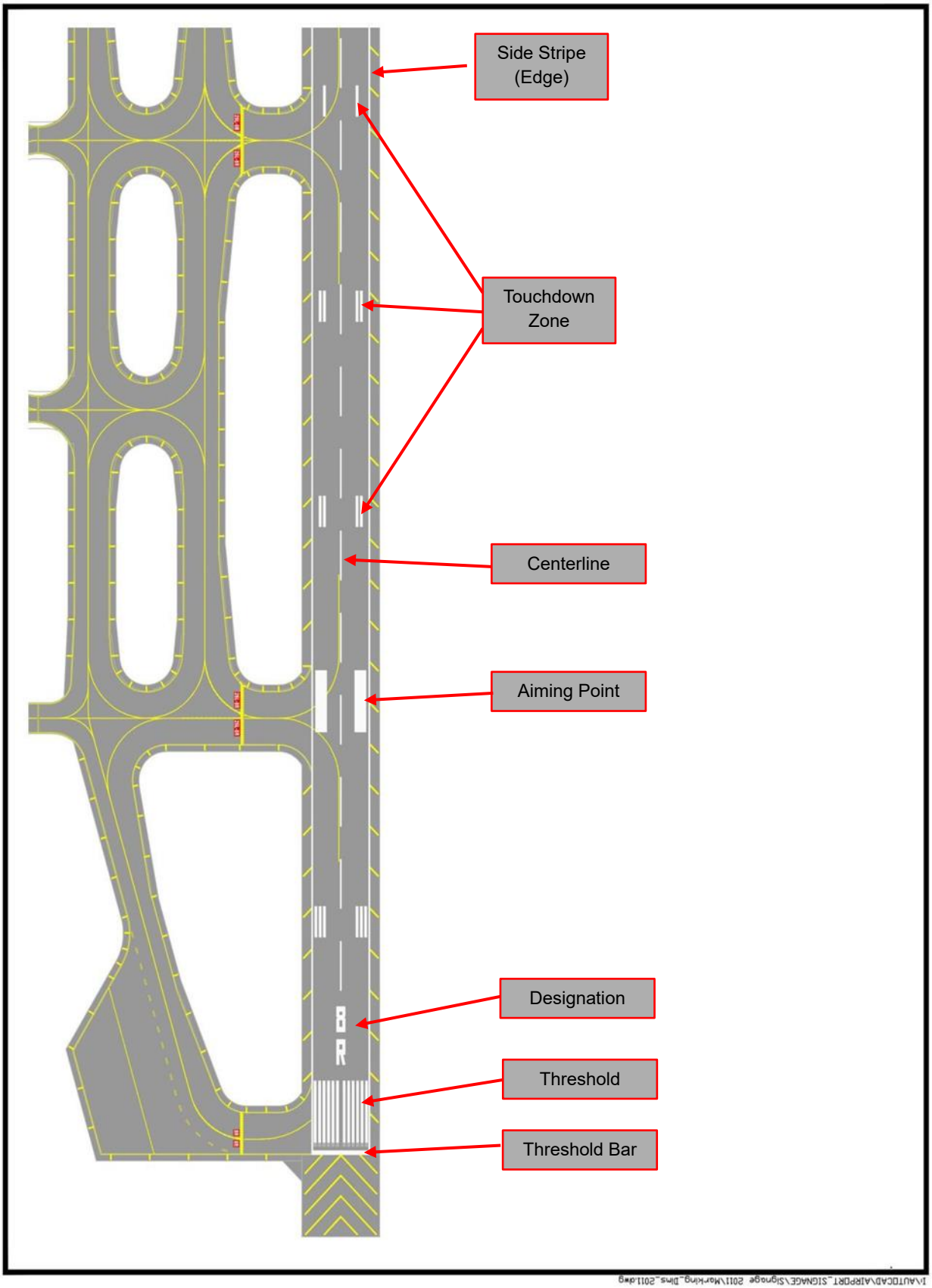
3. Designation
   A solid white number located just beyond the threshold markings at each end of a runway. The number indicates the compass heading of the runway. An aircraft taking off on Runway 17 is heading 170 degrees. For parallel runways, a letter designation is added to indicate either right or left, e.g., 8R and 8L.

4. Centerline
   A dashed white line that extends the length of the center of the runway.

5. Aiming Point
   A pair of solid white rectangular boxes (one on each side of the runway centerline) located 1,000 feet from the end of each runway.

6. Touchdown Zone
   Pairs of one, two, or three rectangular bars (one on each side of the runway centerline) located every 500' for the first 3,000' of runway.

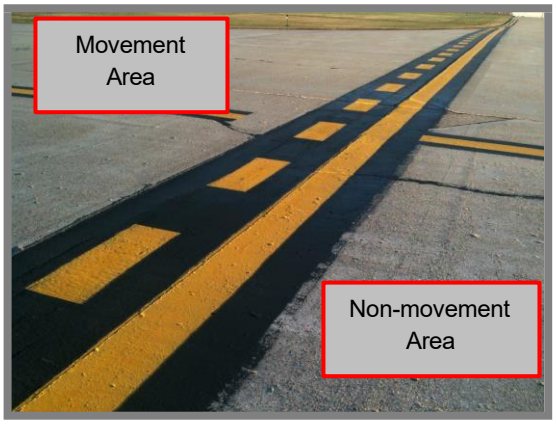
7. Side Stripe (Edge)
   A solid white line that extends the length of both sides of the runway. This marking is considered part of the usable runway surface.


Side Stripe (Edge)
Touchdown Zone
Centerline
Aiming Point
Designation
Threshold
Threshold Bar

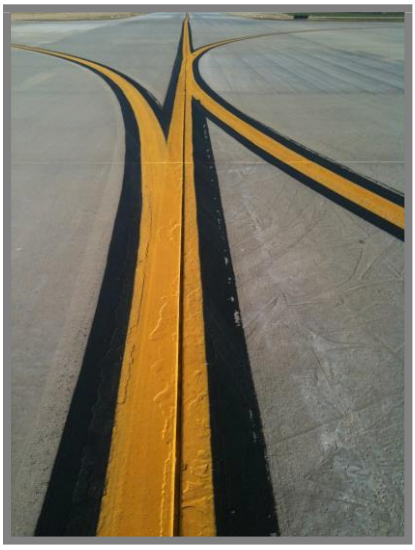
Taxiway Markings

Taxiway markings are yellow except for white and red Surface Painted Hold Signs. Black is used only as an outline to enhance the conspicuity of the yellow, red, and white markings.

1. Non-movement Area Boundary
   Two yellow lines: one solid and one dashed. The solid line is on the Non-movement Area side and the dashed line is on the Movement Area side. This marking separates Movement Area surfaces from Non-movement Area surfaces. A person may not encroach on this marking without first receiving permission to do so from ATC.

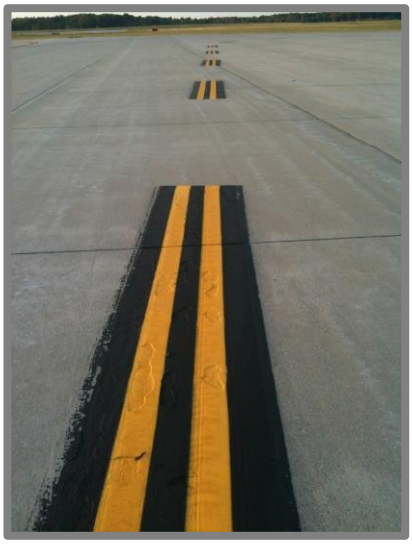


2. Centerline
   A solid yellow line that extends the length of the taxiway either on or slightly off the center of the taxiway.

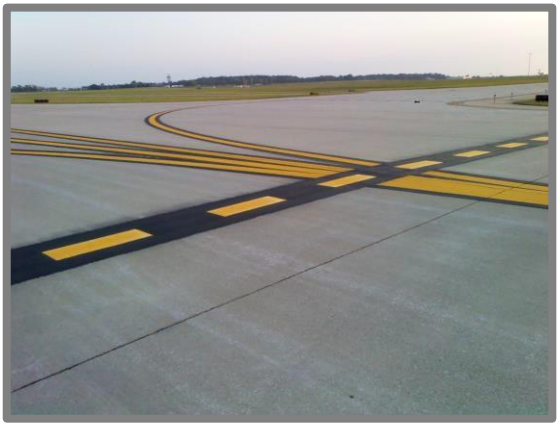


3. Edge – Solid and Dashed
   Either a solid or a dashed double yellow line extending the length of both sides of the taxiway. This marking is part of the usable taxiway surface. Aircraft may not cross solid edge lines, but they may cross dashed edge lines. Personnel and equipment may cross both.





4. Intermediate Hold Position
   A single dashed yellow line extending across the full width of a taxiway and precedes an intersecting taxiway. This line must not be crossed when ATC instructs an operator to hold short of a taxiway.



5. Enhanced Centerline
   Single dashed yellow lines on both sides of a taxiway centerline. The marking extends up to 150 feet prior to a Mandatory Hold Position Marking.



6. Mandatory Hold Position
   Two solid and two dashed yellow lines; the solid lines are away from the runway and the dashed lines are toward the runway. This marking extends across the full width of a taxiway at the edge of a runway safety area. These markings are collocated with Mandatory Hold Position Signs. An operator must not encroach on these markings without first receiving specific permission to do so from ATC or, during non-towered operations, coordinating the activity on the CTAF.

   An operator will report off a runway only after completely crossing this marking to the taxiway side.



7. Surface Painted Holding Position Sign
   A large red box containing white numbers and letters, as appropriate, indicating the heading(s) of the adjacent runway. This marking is collocated with and supplemental to Hold Position Markings.

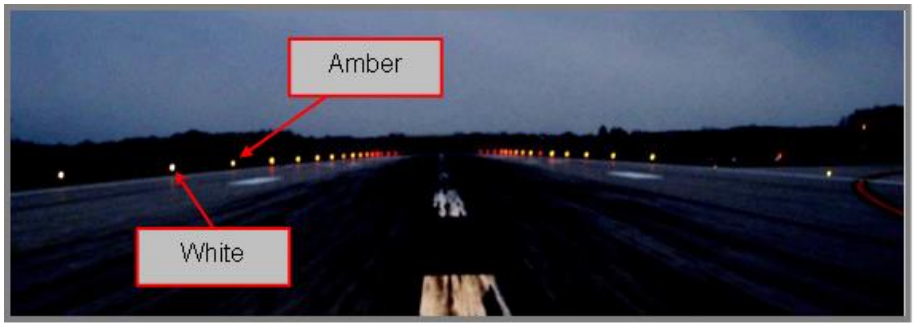


5. Airport Lighting

Runway Lights

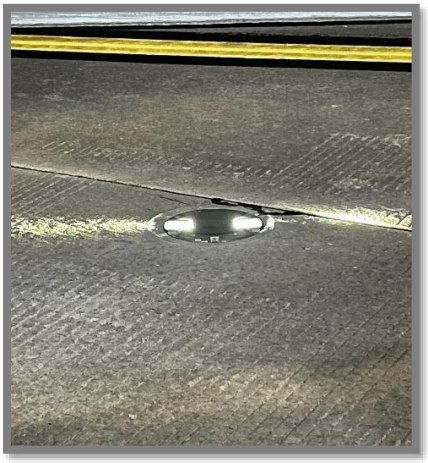
1. Edge Lights
   Runway edge lights are all white except for the last 2,000 feet of a runway, where the lights are split into two different colored lenses (white and amber). Amber lights warn pilots there is 2,000 feet or less of runway surface remaining.

   Runway edge lights are either stem mounted or installed in the pavement ("in- pavement lights"). In-pavement lights are required where it is not possible to use stem-mounted lights due to intersecting pavements, such as where a taxiway intersects a runway.





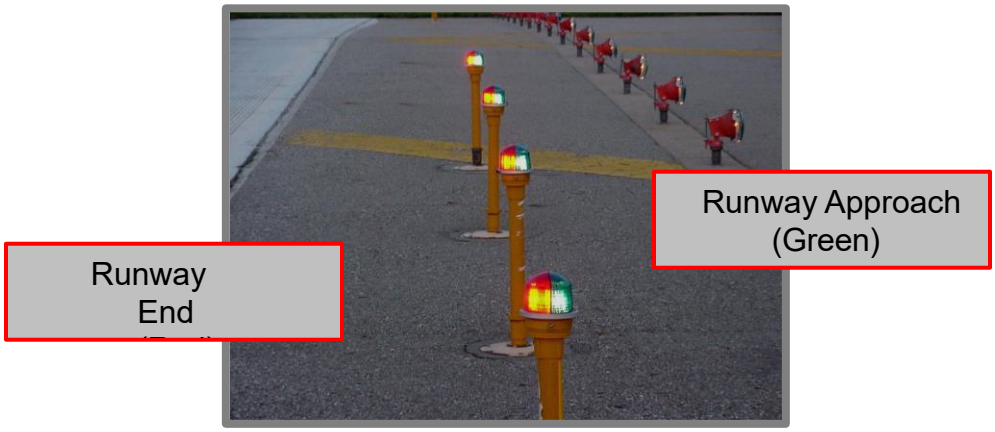
Stem Mounted Runway Edge Light w/ Split lens



In-pavement Runway Edge Light

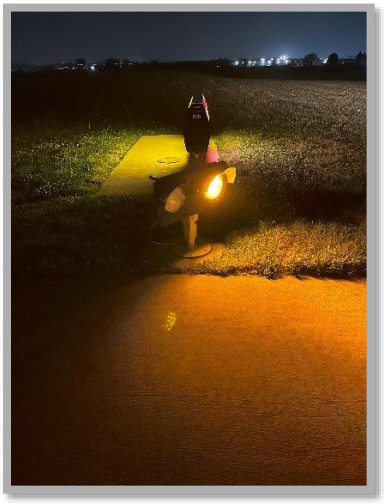
2. Threshold Lights

Runway threshold lights, also called runway end lights, are all stem mounted and have split lenses. They are located at both thresholds/ends of each runway. A green lens faces away from the runway and a red lens faces towards the runway. Green lights depict the beginning of the runway to arriving aircraft while red lights depict the end of the runway to both arriving and departing aircraft.



3. Runway Guard Lights

Runway guard lights are installed at taxiway/runway intersections. They are primarily used to enhance the conspicuity of taxiway/runway intersections during low visibility conditions and are used in all weather conditions. Runway guard lights consist of either a pair of elevated flashing yellow lights installed on either side of the taxiway, or a row of in-pavement yellow lights installed across the entire taxiway, at the runway holding position marking.



Elevated Runway Guard Lights



In-Pavement Runway Guard Lights

Taxiway Lights

1. Edge Lights
   Taxiway edge lights are always blue and are all stem mounted.



6. Signage

1. **Location**
   Location signs have yellow text on a black background with a yellow border around the edge of the sign. Location signs identify the taxiway that you are on.



2. **Direction**
   Direction signs have black text on a yellow background. Direction signs identify intersecting taxiways and turning directions onto intersecting taxiways that are immediately ahead.

   Operators may find this mnemonic helpful in differentiating location and direction signs:
   "Black square, you're there; yellow array leads the way."

3. **Mandatory Hold Position**
   Mandatory Hold Position Signs have white text on a red background. This sign is collocated with the Hold Position Marking at the edge of a runway safety area. The sign is always located on the left side of a taxiway; a second identical sign is also sometimes located on the right side of the taxiway. An operator must not encroach on, or cross, this sign unless under escort from Airport Operations.



4. **Movement Area and Runway Safety Area Warning Signs**
   These signs are located where service roads access the Movement Area, including runway safety areas. They inform operators to obtain ATC permission before proceeding past the sign.



7. Operating Procedures

Movement Area Access

Movement Area access is need based and is strictly limited to authorized persons and vehicles. No person or vehicle shall enter the Movement Area at any time without meeting the operator requirements of this manual.

Operating Rules and Safety Practices

1. Avoid traversing the Movement Area by utilizing Non-movement Area surfaces whenever possible, including the Runway 17/35 tunnel and vehicle service roads.

2. Maintain continuous ATC communications. Always monitor appropriate frequencies while operating in the Movement Area (Ground and Tower frequencies listed in following section).

3. Follow ATC instructions exactly, do not deviate from assigned taxi route. Each geographic area of the airfield contains specific taxi routes, which are outlined in **Appendix 1**.

4. Operate at safe and reasonable speeds, this is especially important during winter months when braking action may be reduced on contaminated surfaces.

5. Low visibility (below 1 mile) operations increase hazard risks. Poor weather conditions, such as snow, fog, and rain, might obscure visual cues (pavement markings, signage, and lighting). Operators must remain highly aware of their surroundings and operating boundaries and are discouraged from operating on the Movement Area during periods of low visibility. If a maintenance procedure is absolutely necessary, contact Airport Operations for an escort.

6. Operators must immediately notify ATC when uncertain about their location so that appropriate measures can be taken to protect the operator and other Movement Area users. Airport Operations should also be contacted for assistance as necessary.

7. Eliminate unnecessary ATC radio communication during aircraft emergencies and alerts, and yield to emergency response vehicles.

8. Report any minor safety concerns to Airport Operations. Report any imminent hazards to ATC immediately.

Frequencies

Operators typically utilize two ATC radio frequencies at GRR. The table below summarizes the normal uses for each frequency. ATC may also instruct operators to change frequencies.

Ground Control 121.8 MHz	Tower/Local 135.65 MHz
▪ Operating on taxiways and within TSAs	▪ Operating on runways and within RSAs ▪ All non-towered/CTAF communications

Rules and Standard Safety Practices

Maintain a "sterile" environment. Minimize distractions that can divert attention from primary tasks (maintaining continuous ATC communications and an awareness of the Movement Area environment). Common distractions to these primary tasks include:

- conversations with passengers
- other radio communications
- use of cellular devices (these devices may only be used in support of an operator's official duties as necessary)
- focusing on secondary tasks

1. Operators must receive ATC permission prior to accessing any open Movement Area surface when the ATCT is operational.

2. Avoid non-standard communications. All operators must be familiar with and utilize standard communications terms and protocols when operating on the Movement Area.

3. Articulate numbers individually.
    a. Say "one seven" instead of "seventeen"
    b. Say "two six" instead of "twenty-six"

Phonetic Alphabet

The following words make up the aeronautical phonetic alphabet. Use these words to identify taxiways during communications on aeronautical frequencies.

Phonetic Alphabet			
A	ALPHA	**N**	NOVEMBER
B	BRAVO	**O**	OSCAR
C	CHARLIE	**P**	PAPA
D	DELTA	**Q**	QUEBEC
E	ECHO	**R**	ROMEO
F	FOXTROT	**S**	SIERRA
G	GOLF	**T**	TANGO
H	HOTEL	**U**	UNIFORM
I	INDIA	**V**	VICTOR
J	JULIET	**W**	WHISKEY
K	KILO	**X**	X-RAY
L	LIMA	**Y**	YANKEE
M	MIKE	**Z**	ZULU

ATC Glossary

The following are common words and phrases that operators will hear and utilize as appropriate to communicate with ATC.

Term	Definition
Acknowledge	Tell me you have received and understood this message.
Advise Intentions	Tell me what you intend to do.
Affirmative	Yes.
Confirm	Tell me if this is correct/understood.
Correction	An error was made in the transmission and the correct version follows.
Cross	Proceed from your current position across the stated runway or taxiway.
Disregard	Disregard the previous request or transmission.
Exit	Move completely off the specified surface.
Expedite	Hurry as quickly and safely as possible.
Final	An aircraft is on final approach to a runway.

Give Way To	Yield right of way to the specified aircraft or vehicle.
Hold Short	Phrase used during ground operations to keep a vehicle or aircraft outside of a runway safety area or other specified surface. Operators must read back all hold short instructions.
Negative	No.
Off	Used to report to ATC after exiting the Movement Area or specific Movement Area surface.
Proceed	Authorization to begin or continue on a specific route.
Read Back	Repeat what you were just told.
Roger	I have received and understand all of your last transmission.
Say Again	Repeat the last transmission.
Stand By	An ATC directive to cease communications. The controller will call you when able.
Unable	Indicates inability to comply with a specific instruction or request.
Verify	Confirm.
Wilco	I have received your message, understand it, and will comply with it.
Without Delay	Execute my instructions immediately.

ATC Communications Procedures

Effective communications are critical to safe Movement Area operations. An operator can foster clear mutual understanding with ATC by responding appropriately and using standard phraseology. All transmissions should be as brief as possible without omitting any safety critical information. The following procedures must be followed in order to achieve clear and accurate communications:

1. Do not interfere with other transmissions. Listen and wait until other communications have ended before transmitting.

2. Keep all ATC communications concise.

3. Acknowledge all ATC transmissions.

4. Include your call sign in every ATC transmission. If a vehicle is physically identified on the sides or top, the vehicle operator must use that identifier as their call sign.

5. Advise ATC in advance if you will be unable to immediately exit a Movement Area surface.

6. Advise ATC immediately if you are unable to comply with their instructions.

7. If you do not understand ATC's instructions or the instructions do not make sense, ask ATC for clarification. Do not proceed until you are absolutely certain of ATC's instructions. Never assume or presume anything; the controller may have made a mistake. Don't let that cause you to make one also!

8. Listen carefully for your call sign to avoid taking an instruction that was intended for someone else.

Radio Failure Procedures/Light Gun Signals

If an operator experiences a radio failure on an open runway, he/she should vacate the movement area as quickly and safely as possible and contact ATC by other means, such as a cellular telephone, through Airport Communications, or a co-worker. If none of these options are possible, ATC has a backup system for communicating when radios fail. ATC has a light gun in the tower that can emit different colored lights to direct a pilot or operator. To request light gun signals, turn your vehicle toward the tower and flash the vehicle lights until ATC signals with the light gun. Light gun signals are defined in the table below.

Light Gun Signals		
Signal	**Depiction**	**Meaning**
Steady Green		Cleared to cross, proceed
Steady Red		STOP!
Flashing Red		Move off of the runway or taxiway
Flashing White		Return to starting point on airport (without crossing a runway)
Alternating Red and Green		Use extreme caution

A failed radio is never an excuse for proceeding without ATC authorization!

Non-towered Communications Procedures

The GRR ATCT is normally closed from midnight to 05:30 local daily. When the ATCT is closed, the Airport is "non-towered." During non-towered operations there is no positive control of the airfield. Instead, authorized operators and pilots coordinate use of the airfield surfaces using the Common Traffic Advisory Frequency, also known as CTAF. GRR CTAF communications utilize 135.65 MHz, which is also the Tower/Local frequency. Operators must be aware that pilots are not required to transmit on or monitor the CTAF. Practicing situational awareness is as critical during non-towered operations as it is during towered operations.

- **Taxiing operations should not occur when the tower is closed, an escort from Airport Operations will be required.**

8. Situational Awareness

Situational awareness is the cognizance of the immediate environment and the entire airfield environment in which one is operating. It is critical that pilots and Movement Area operators are fully engaged at all times in both of these environments. Too much focus on one increases the chance to miss something in the other. In other words, an operator must pay close attention to many things at the same time. Unfortunately, the failure of operators and pilots to maintain situational awareness is a recurring factor in airfield incidents and accidents. Past consequences for such failures have led to the loss of property and life.

Failures

Several factors can hamper an operator's situational awareness. Some common causes of failed situational awareness include:

- Forgetfulness.
- Inattention. Complacency, passive listening, failure to look, etc.
- Poor visibility. Vision is an invaluable tool for situational awareness.
- Preoccupation. Focusing, at the expense of other factors affecting airfield safety, on an internal issue such as an equipment malfunction or an external issue such as debris blowing into an RSA.
- Vague, incomplete, or non-standard communications.

Best Practices
There are numerous tools and practices that help to maintain the highest level of situational awareness. The following are some examples.

1. Familiarize yourself with the airfield environment before obtaining Movement Area access. Observe factors such as wind direction and speed and which runways are in use. Listen to ATIS (Automatic Terminal Information Service) on 118.725 MHz. During towered operations ATC updates the ATIS at least hourly, broadcasting current information to aeronautical users on the terminal environment. This information includes details on winds and active runways.

2. **Look around** your environment.
   - Anticipate and look for aircraft based on radio traffic.
   - Minimize "head-down" activity.
   - Scan surrounding taxiways and intersecting taxiways before crossing.

3. **Listen** to your environment.
   - Build a moving mental map of traffic, then visually confirm when able.
   - Monitor ATC instructions/clearances carefully and continuously.
   - Open a window to listen to your immediate external environment.

4. Avoid operating at locations not visible from the ATCT. If you can't see the ATCT, the controllers can't see you.

5. Do not perform any non-essential tasks while operating on the Movement Area.

6. At night, observe aircraft wingtip lighting to determine if the aircraft is approaching. The right wingtip light is green; the left wingtip light is red. The position of the lights will indicate whether the aircraft is coming or going.



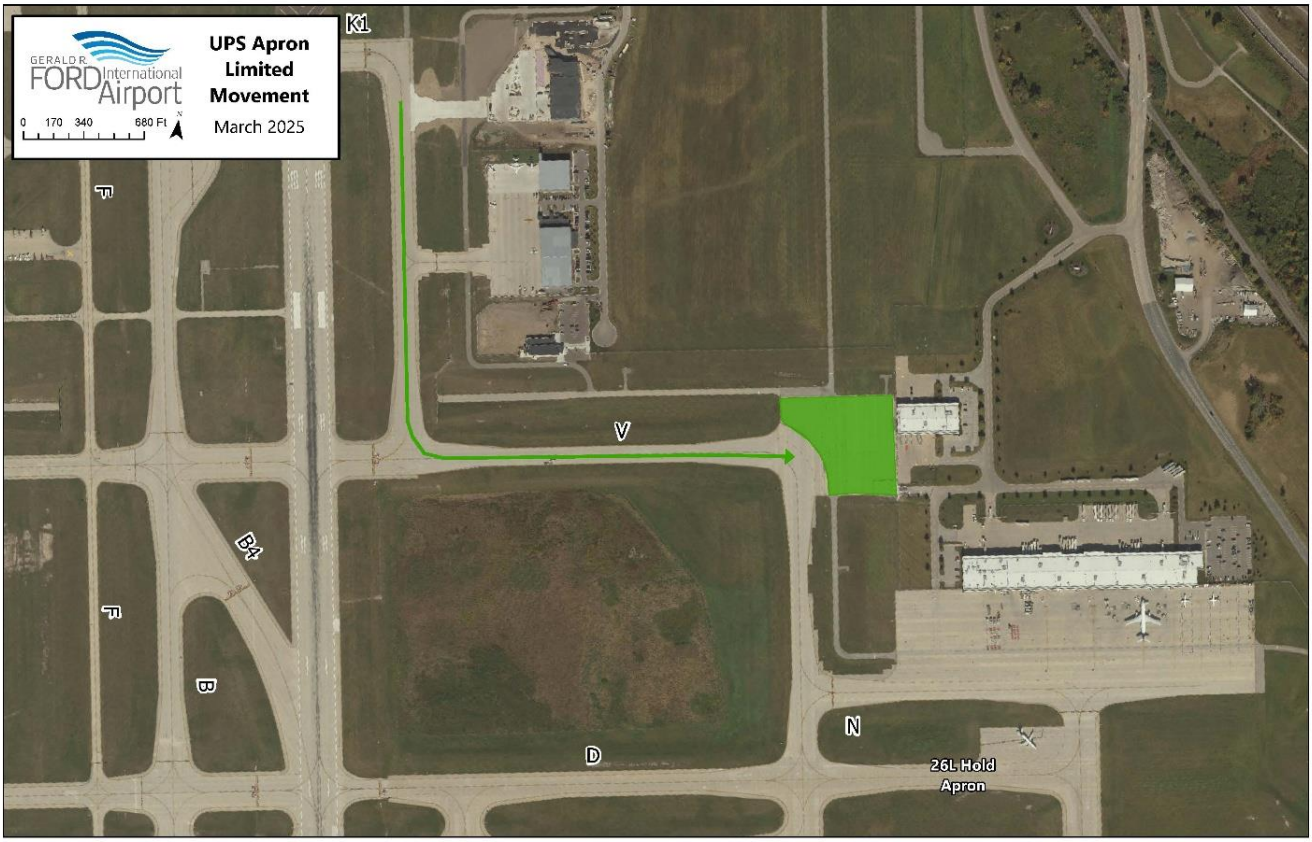
Aids for remembering wingtip lighting are ***"Red Right = Return"*** and ***"Red on Right is Wrong!"*** (The aircraft is coming at you!)

7. Finally, **always communicate with absolute certainty. Make no assumptions!**

Appendix 1 (UPS Apron)

The UPS Hold Apron is the designated area for certificate holders on the east side of the airport, including, but not limited to:

- AvFlight FBO
- Otter Air
- ProStar Aviation



Appendix 1 (8R Hold Apron)

The 8R Hold Apron is the designated area for certificate holders on the west side of the airport, including, but not limited to:

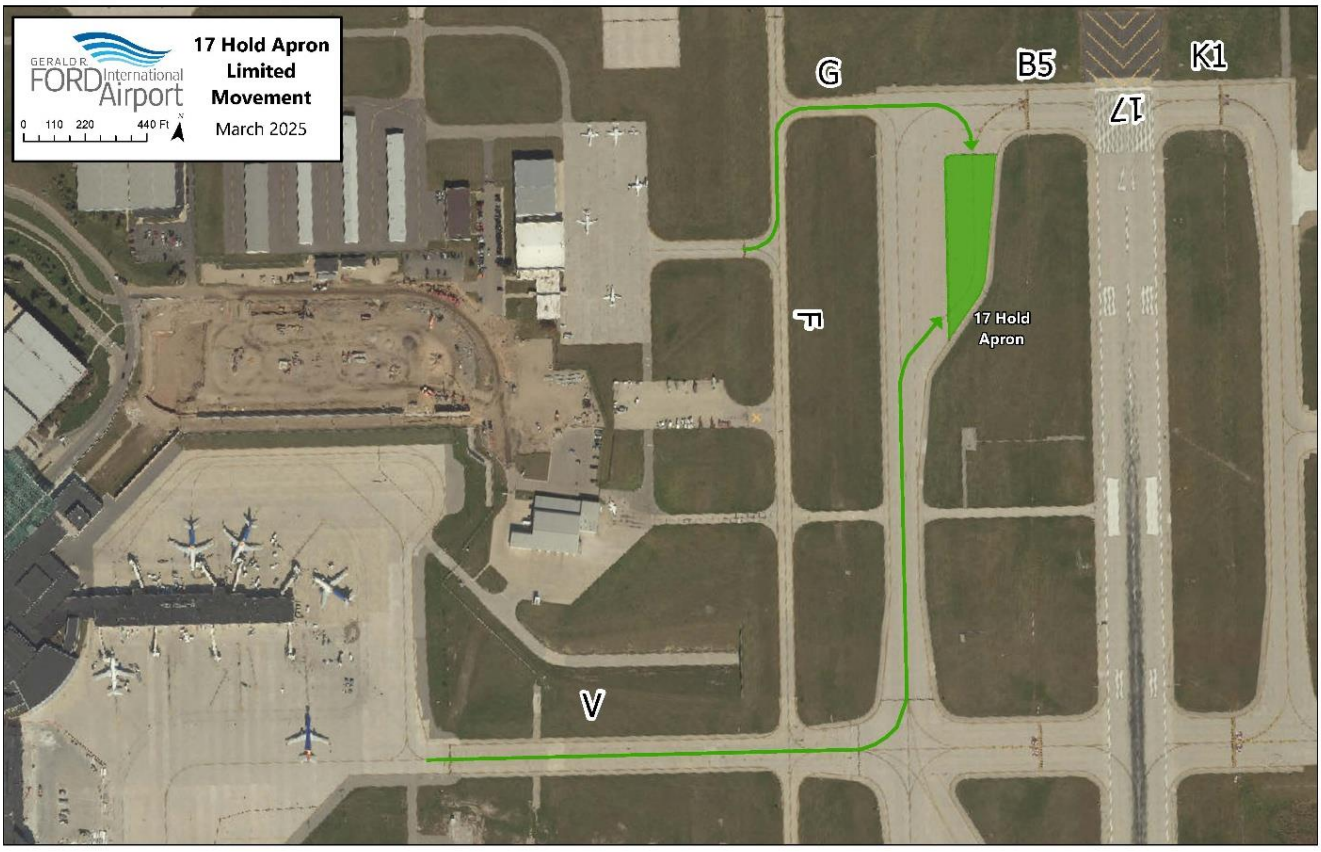
- AeroMed
- Amway (Alticor)
- Bissell
- E5
- Meijer
- Signature
- Universal Forest Products
- All Airline Operations



Appendix 1 (17 Hold Apron)

The 17 Hold Apron is the designated area for certificate holders on the northwest side of the airport, including, but not limited to:

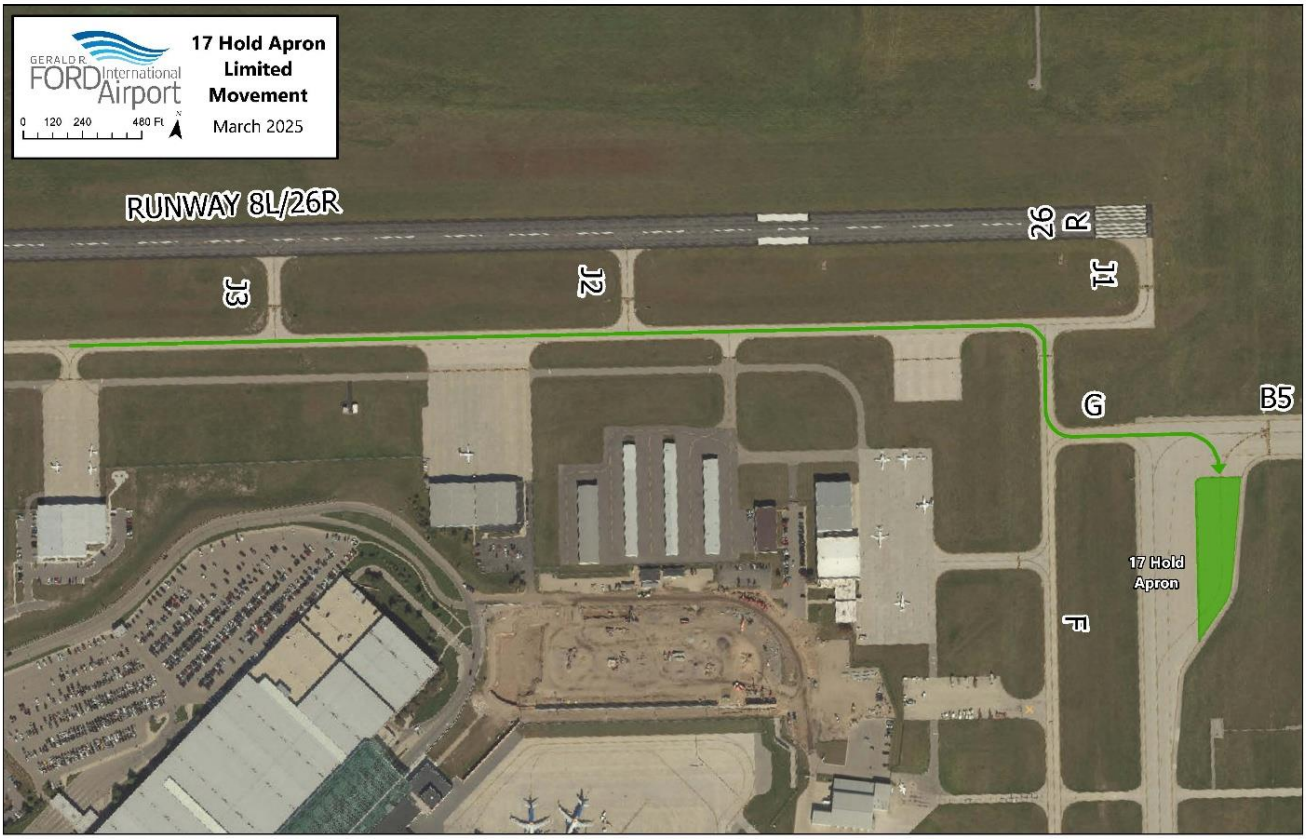
- All Airline Operations
- Northern Jet Management



Appendix 1 (17 Hold Apron)

The 17 Hold Apron is the designated area for certificate holders on the northwest side of the airport, including, but not limited to:

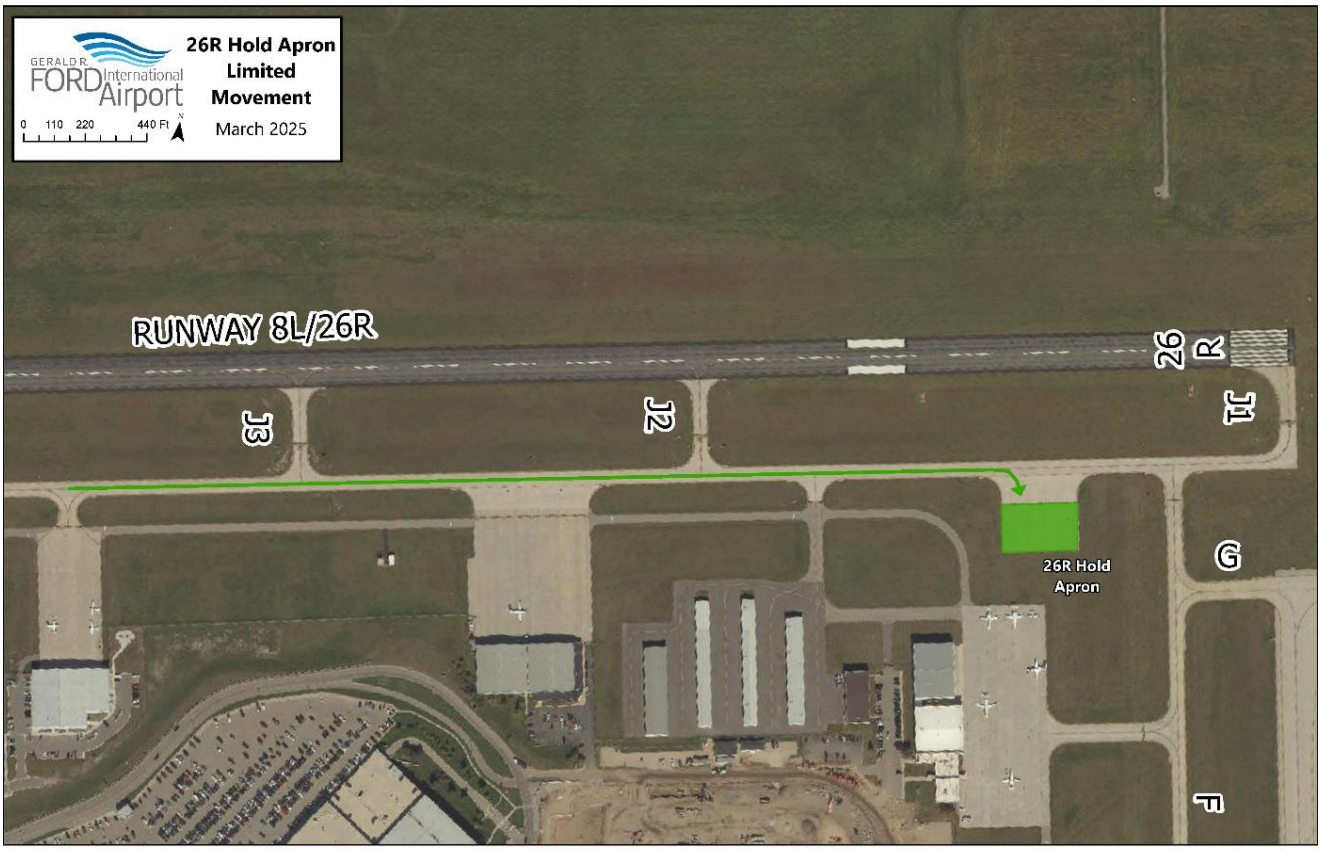
- All Airline Operations
- Mayday Avionics
- Signature TechnicAir
- T-Hangar Tenants
- West Michigan Aviation Academy



Appendix 1 (26R Hold Apron)

The 26R Hold Apron is the designated area for certificate holders on the north side of the airport, including, but not limited to:

- Mayday Avionics
- Signature TechnicAir
- T-Hangar Tenants
- West Michigan Aviation Academy



Appendix 1 (8L Hold Apron)

The 8L Hold Apron is the designated area for certificate holders on the north side of the airport, including, but not limited to:

- Mayday Avionics
- Signature TechnicAir
- T-Hangar Tenants
- West Michigan Aviation Academy

