



Robert L. Ehrlich, Jr.  
Governor

Robert L. Flanagan  
Secretary

## Maryland Aviation Administration

Paul J. Wiedefeld  
Executive Director

### MEMORANDUM

**TO:** Distribution

**FROM:** Benjamin Chin, Manager  
Division of Facilities Design

**DATE:** June 12, 2003

**SUBJECT:** Design Standard (DST) 2003-1, Electrical Receptacles  
Baltimore/Washington International Airport (BWI) and Martin State Airport (MTN)

Effective immediately, please incorporate the following requirements into the design and specification of all projects at BWI and MTN Airports:

Duplex receptacles shall be rated at 20 amperes, 125 volts, and be polarized, parallel blade type with ground and National Electrical Manufacturer's Association (NEMA) 5-20R configuration. Regular power receptacles for corridors, hallways, and other areas subject to heavy use by housekeeping and cleaning machinery should be equivalent in quality to Pass & Seymour (P&S) 5362A. In other regular or normal power use areas, receptacles equivalent in quality to P&S Type 5362 should be specified. The receptacles shall be side wired.

Cover plates for receptacles shall be brushed stainless steel.

Receptacles shall be identified by color-coding the body according to type of circuit connected to per the following:

Regular Power	Brown or Ivory
Uninterruptible Power Source (UPS)	Red
Isolated Ground	Orange/or Ivory with Orange Triangle

If the above requirements conflict with any other codes or regulations, it should be brought immediately to the attention of the Manager, Division of Facilities Design.

If you should have any questions regarding this matter, please contact me at 410-859-7093.

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### MEMORANDUM

**TO:** Distribution

**FROM:** Benjamin Chin, Manager  
Division of Facilities Design

**DATE:** June 12, 2003

**SUBJECT:** Design Standard (DST) 2003-2, Diesel Powered Engine-Generator Load Bank  
Baltimore/Washington International Airport (BWI) and Martin State Airport  
(MTN)

Effective immediately, please incorporate the following requirements into the design and specification of all projects at BWI and MTN Airports:

Permanent diesel powered engine-generator sets provided to power: emergency (Level 1 per National Fire Protection Association (NFPA) Standard 110, "Emergency and Standby Power Systems"); legally required standby (Level 2 per NFPA 110); or optional standby circuits shall be designed to include a permanent load bank to provide electrical loading for testing and exercising the generator-set. Load banks shall be sized to provide at least 50 percent of the engine-generator set nameplate kilowatt rating. Load banks shall, if practical, be mounted next to the engine radiator and be connected to outside air duct for the radiator.

Include in requirements for the Automatic Transfer Switch associated with each engine-generator set an engine exerciser and requirements for setting it for at least 30 minutes exercise loading at least once a month.

Load banks shall be equipped with automatic controls so that the test or exercise load is automatically replaced with the emergency loads in the event of failure of the normal power source during the test.

If the above requirements conflict with any other codes or regulations, it should be brought immediately to the attention of the Manager, Division of Facilities Design.

If you should have any questions regarding this matter, please contact me at 410-859-7093.

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### MEMORANDUM

**TO:** Distribution

**FROM:** Benjamin Chin, Manager   
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**DATE:** June 12, 2003

**SUBJECT:** Design Standard (DST) 2003-4, Cipher Locks  
Baltimore/Washington International Airport (BWI) and Martin State Airport (MTN)

Effective immediately, please incorporate the following requirements into the design and specification of all projects at BWI and MTN Airports:

Installation of all cipher locks shall comply with the requirements of the Life Safety Code, National Fire Protection Association (NFPA) 101, 2000 Edition or later, as new editions are published and accepted and COMAR Title 5 – Department of Housing and Community Development, Subtitle 02 – Building and Material Codes. Per paragraph 7.2.1.5.1 of NFPA 101, no cipher locks shall be installed along required paths of egress travel. This requirement includes, but is not limited to, exterior doors, doors of egress from aircraft boarding bridges, and doors leading to stairways, corridors, etc. The Maryland Aviation Administration Fire Marshall is the governing authority in determining whether a door is part of a required path of egress.

The Fire Marshall shall be notified of the installation of any cipher lock. To allow emergency access, all cipher locks must have a key override. Three sets of keys shall be submitted to the Fire Marshall for each cipher lock installed.

The key override system shall have a Best core. Cipher locks to be installed on the exterior side of doors must be rated for exterior usage.

If the above requirements conflict with any other codes or regulations, it should be brought immediately to the attention of the Manager, Division of Facilities Design.

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