

2022

Airport Master Record Seminar


**Airport Master Record (5010) Module
inside the
Airport Data and Information Portal (ADIP)**



FAA
Office of Airports

2019
ADIP Master Record Seminar

General Information – Data Elements 1 - 26

 **ADIP** [Portal Home](#) [Facility Dashboard](#) [Help](#) [Sylvia Piacun](#)

[Project Summary](#)
[Facility Data](#)

LAKEFRONT (NEW) NEW_2021_00080313
[View active NOTAMS](#) In Progress

[General Information](#) [Runways / Helipads](#) [Services & Facilities](#) [Based Aircraft & Operations](#) [Remarks](#)

General Information

1. Associated City **NEW ORLEANS**

2. Airport Name **LAKEFRONT**

3. CBD to Airport (NM) **4** **North East**

4. State **LA**

5. County **ORLEANS**

6. Region / ADO **ASW** **LNM**

7. Sectional Aeronautical Chart **NEW ORLEANS**

Airport Internet Address

LINKS TO 3RD PARTY SITES WILL BE REMOVED.

Manager Information

14. Manager Name **BRUCE MARTIN**

15. Address 1 **6001 STARS & STRIPES BLVD**

Address 2 **SUITE 204**

City **NEW ORLEANS**

State / Zip **LA** **70126**

16. Phone Number **504-874-0498**

Email

Owner Information

10. Ownership **PU-Publicly Owned**

Attendance Schedule

17. Attendance Schedule **Add**

Months	Days	Hours	Action
ALL	ALL	ALL	

Save Changes **Error Check** **Terminate Project** **Submit Changes**

FAA Site Number

- Assigned by FAA (Not editable in AMR)
- Sorts alphabetically (State & Associated City)
- Example : 07676.*A

FAA Site Number

PRINT DATE: 12/5/2016
AFD EFF 11/10/2016
FORM APPROVED OMB 2120-0015

FAA SITE NR: 07676.*A

- Suffix indicates airport's primary use

- A = Airport
- B = Balloonport
- C = Seaplane base
- G = Gliderport
- H = Heliport
- U = Ultralight Flight Park



FAA Site Number

A = Airport

H = Heliport

C = Seaport

B = Balloonport

LOC ID: NEW FAA SITE NR: 07670 *A
5 COUNTY: ORLEANS LA
7 SECT AERO CHT: NEW ORLEANS

LOC ID: E66 FAA SITE NR: 09818.0 *H
5 COUNTY: LIVINGSTON MI
7 SECT AERO CHT: DETROIT

LOC ID: D22 FAA SITE NR: 09769. *C
5 COUNTY: CHIPPEWA MI
7 SECT AERO CHT: LAKE HURON

LOC ID: 13M FAA SITE NR: 09943.0 *B
5 COUNTY: LIVINGSTON MI
7 SECT AERO CHT: DETROIT

Location Identifier (LOC ID)

NEW	
AIRPORT MASTER RECORD	
STATE: LA	LOC ID: NEW
REGION/ADO: ASW/LNM	5 COUNTY: ORLEANS LA 7 SECT AERO CHT: NEW ORLEANS
<u>SERVICES</u>	

LOC ID FAA Order (JO 7350-9Y)



U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION
Air Traffic Organization Policy

ORDER JO
7350.9Y

Effective Date:
August 12, 2021

SUBJ: Location Identifiers

The current identifiers and codes in the United States and Canada air traffic control systems are listed in this order. It contains guidelines for requesting location identifiers, name-codes, and procedure codes. Also, a brief explanation of assignment principles is included.

Natasha A.
Durkins

Digitally signed by
Natasha A. Durkins
Date: 2021.07.26
10:58:03 -04'00'

Natasha A. Durkins
Director, Policy, AJV-P
Mission Support Services
Air Traffic Organization

Date:

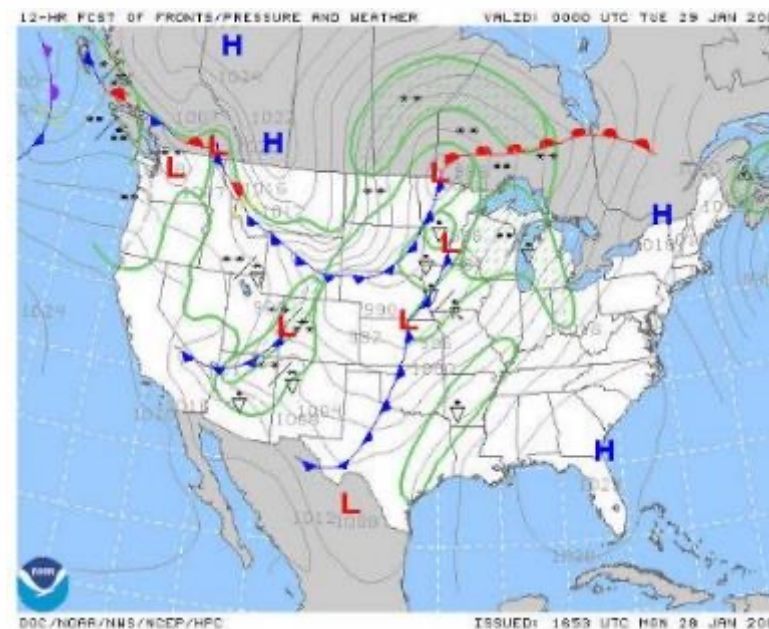
LOC ID – Assigned by FAA

3 character = Public use

1L0 St. John the Baptist

3 letters = Public use with
WX reporting capability

4 character = Private use
MI51, 6MI9



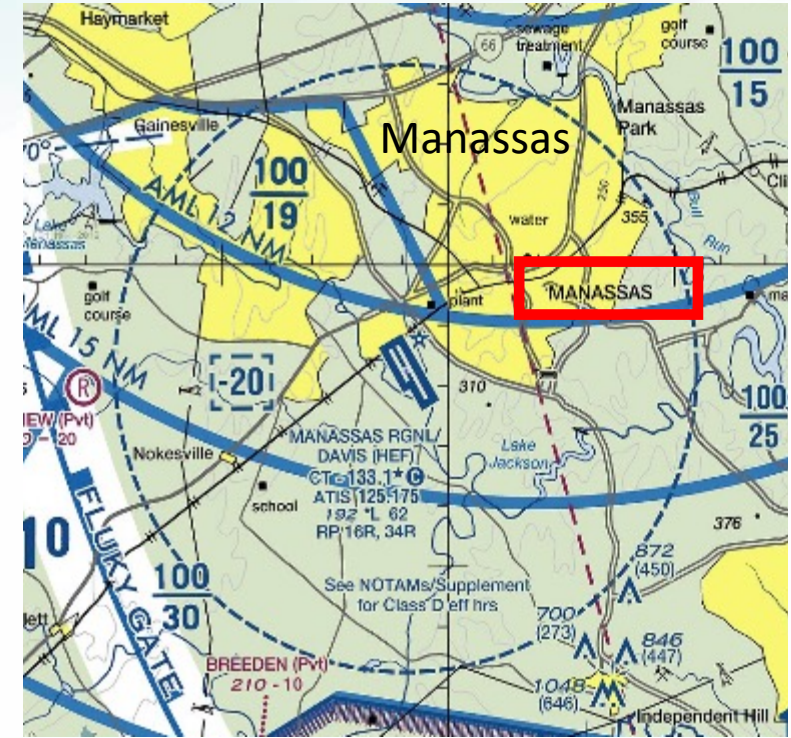
LOC ID


- In U.S. all preceded by K
KORD KSFO KNEW
- Hawaii prefix “PH” PHNL = Honolulu
- Alaska prefix “PA, PE, PO, PP”
- PANC = Anchorage
- Canada prefix “C” CYQG = Windsor



1. Associated City

- Determined by arpt owner.
- Principal city normally associated with the airport
- May not be closest city
- May be changed by airport owner/operator




 U.S. DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION		AIRPORT MASTER RECORD		PRINT DATE: 10/12/2021 AFD EFF 10/07/2021 FORM APPROVED OMB 2120-0015	
> ASSOC CITY: WASHINGTON		4 STATE: DC		LOC ID: HEF	
> 2 AIRPORT NAME: MANASSAS RGNL/HARRY P DAVIS FLD		5 COUNTY: PRINCE WILLIAM, VA		FAA SITE NR: 03003.*A	
3 CBD TO AIRPORT (NM): 28 WSW		6 REGION/ADO: AEA /DCA		7 SECT AERO CHT: WASHINGTON	

1. Associated City

If changed – must also change

Element #3 (CBD to Airport) and site number

	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION	AIRPORT MASTER RECORD	PRINT DATE: 10/12/2021 AFD EFF 10/07/2021 FORM APPROVED OMB 2120-0015
> 1 ASSOC CITY:	WASHINGTON	4 STATE: DC	LOC ID: HEF
2 AIRPORT NAME:	MANASSAS RGNL/HARRY P DAVIS FLD	5 COUNTY: PRINCE WILLIAM, VA	6 REGION/ADO: AEA /DCA
3 CBD TO AIRPORT (NM): 28 WSW		7 SECT AERO CHT: WASHINGTON	FAA SITE NR: 03003.*A

To change Associated City



- **Non-NPIAS** airport

provide new Associated City info to Aeronautical Information Portal:

https://www.faa.gov/air_traffic/flight_info/aeronav/aero_data/

- **NPIAS** airports

create a ticket in the ADIP Issue Tracker with the requested revision

<https://adip.faa.gov/agis/portal/#/createIssue>

2. Airport Name

- Determined by Owner
- Change - documentation
- Make sure it is correct:
 - Walle / Walles
 - Hat Field / Hatfield
 - Shady Lawn Farms
 - Shady Lawn Field



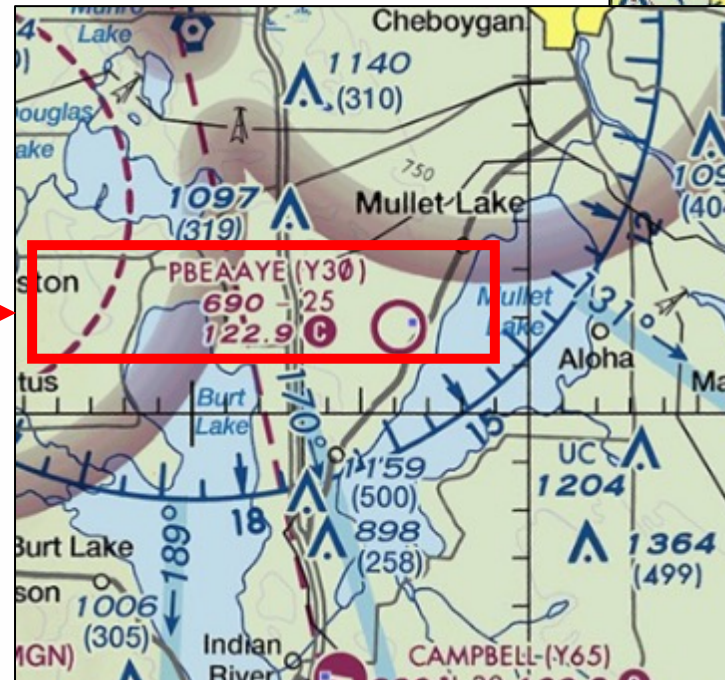
2. Airport Name

To avoid confusion, the airport name should not be an acronym that mimics a LOC ID

Pucker Bush International PBI

Palm Beach Int'l PBI

PBEAAYE

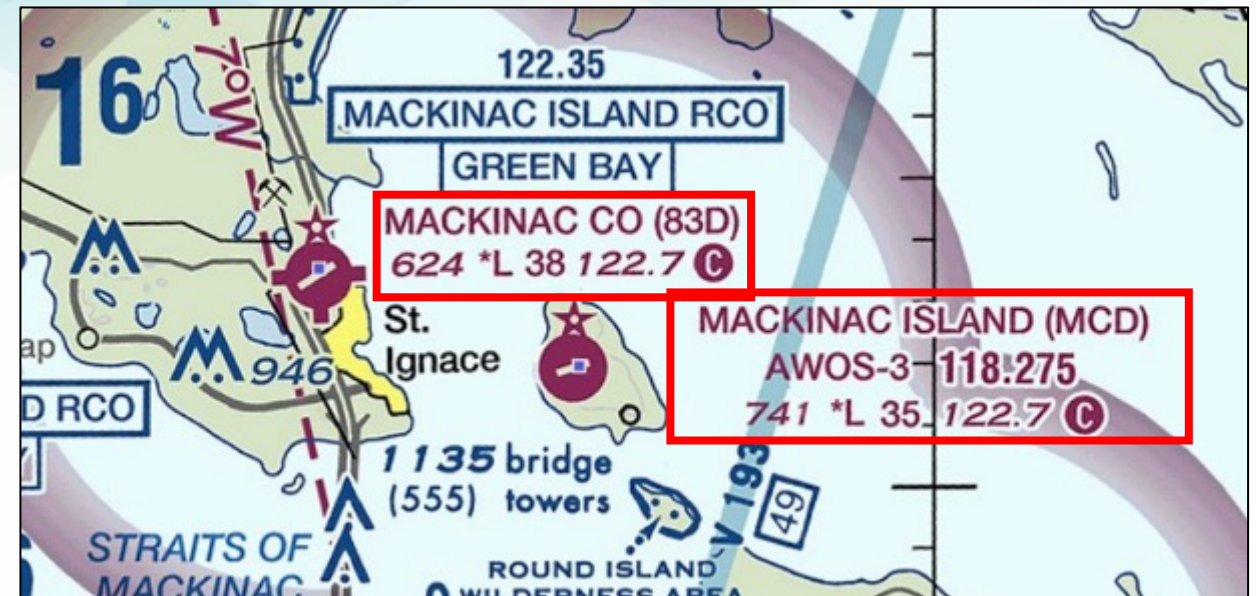


2. Airport Name

Mackinac Island (MCD) &
Mackinac Co. (83D)

Same CTAF

May need remark:



	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION	AIRPORT MASTER RECORD	PRINT DATE: 11/12/2018 AFD EFF 11/08/2018 FORM APPROVED OMB 2120-0015
> 1 ASSOC CITY: ST IGNACE		4 STATE: MI	LOC ID: 83D
> 2 AIRPORT NAME: MACKINAC COUNTY		5 COUNTY: MACKINAC MI	FAA SITE NR: 10313.*A
3 CBD TO AIRPORT (NM): 02 NW		6 REGION/ADO: AGL/DET	7 SECT AERO CHT: LAKE HURON

> 110 REMARKS

A 017 AFTR HRS 906-643-7161 (MGR RES)
A 042 RWY 07 RY 7/25 MKG FADED
A 081 ACTVT MIRL RY 07/25 AND PAPI RYS 07 & 25 AND REIL RYS 07 & 25 AND RAMP LGTS - CTAF.
A 110-001 DEER & BIRDS ON & INVOF ARPT.
A 110-002 (E81) TWY TURNOFF LGTS.
A 110-003 MACKINAC ISLAND (MCD) AWOS 118.27 CAN BE RECD ON THE GROUND.
A 110-004 RADIO CALL "SAINT IGNACE."



FAA
Office of Airports

2018
AIRPORT MASTER RECORD SEMINAR

3. CBD to Airport

Center of Business District (CBD)
to Airport (NM)

Straight line distance
from CBD to the airport

In NM

Direction (8 cardinal points)

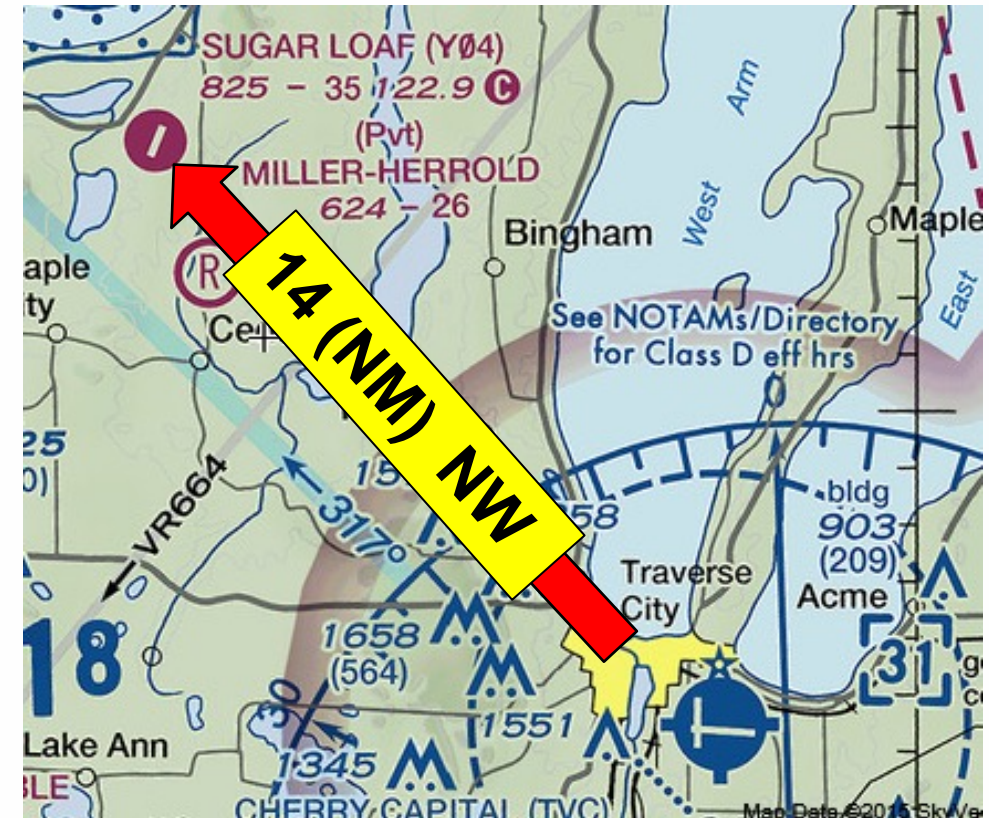
Example: 14 NW

If Associated City changes, CBD to Airport will change.



3. CBD to Airport

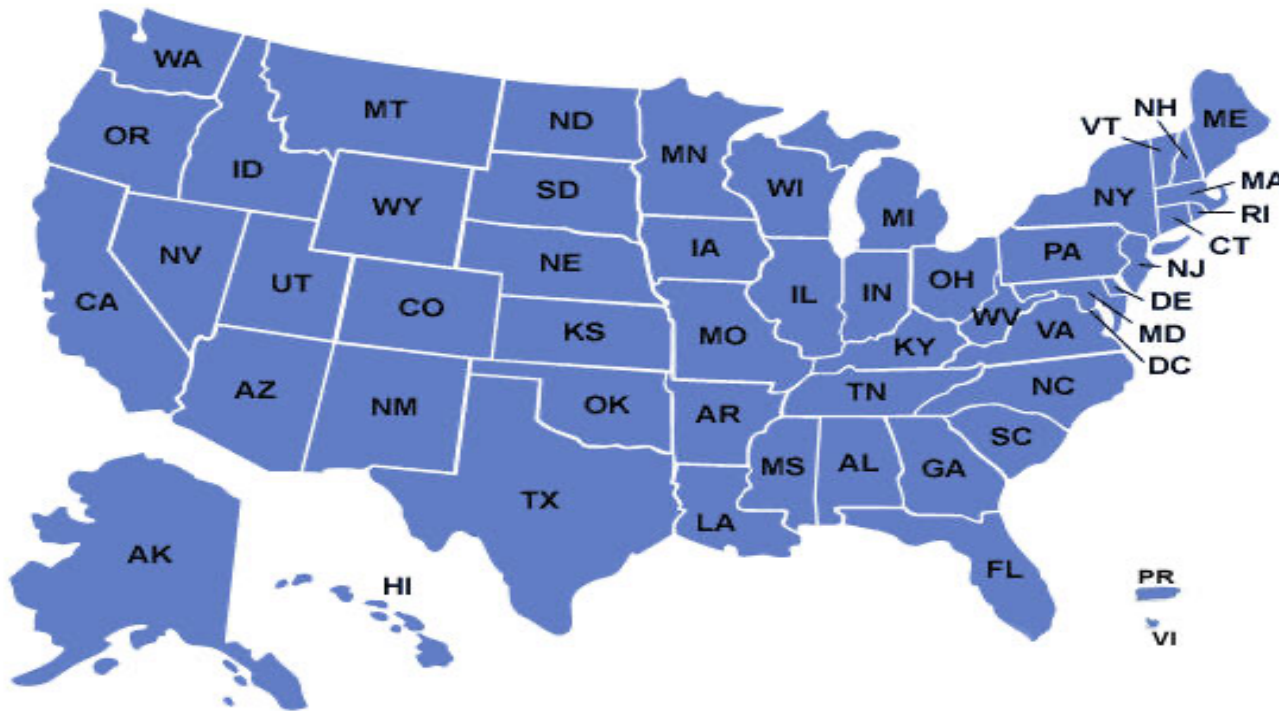
> 1 ASSOC CITY: TRAVERSE CITY
> 2 AIRPORT NAME: SUGAR LOAF RESORT
3 CBD TO AIRPORT (NM): 14 NW



4. State

- Assigned by FAA
- 2-letter abbreviation

AIRPORT MASTER RECORD	
4 STATE: CO	LOC ID: FTG
5 COUNTY: ADAMS CO	
6 REGION/ADO: ANM/DEN	7 SECT AERO CHT: DENVER



5. County

Assigned by FAA

The name of the county where the airport is physically located.

It is not necessarily the same county as the county in which the associated city is located.

In Louisiana – Parish

AIRPORT MASTER RECORD	
4 STATE: LA	LOG ID: NEW
5 COUNTY: ORLEANS LA	



FAA
Office of Airports

2018

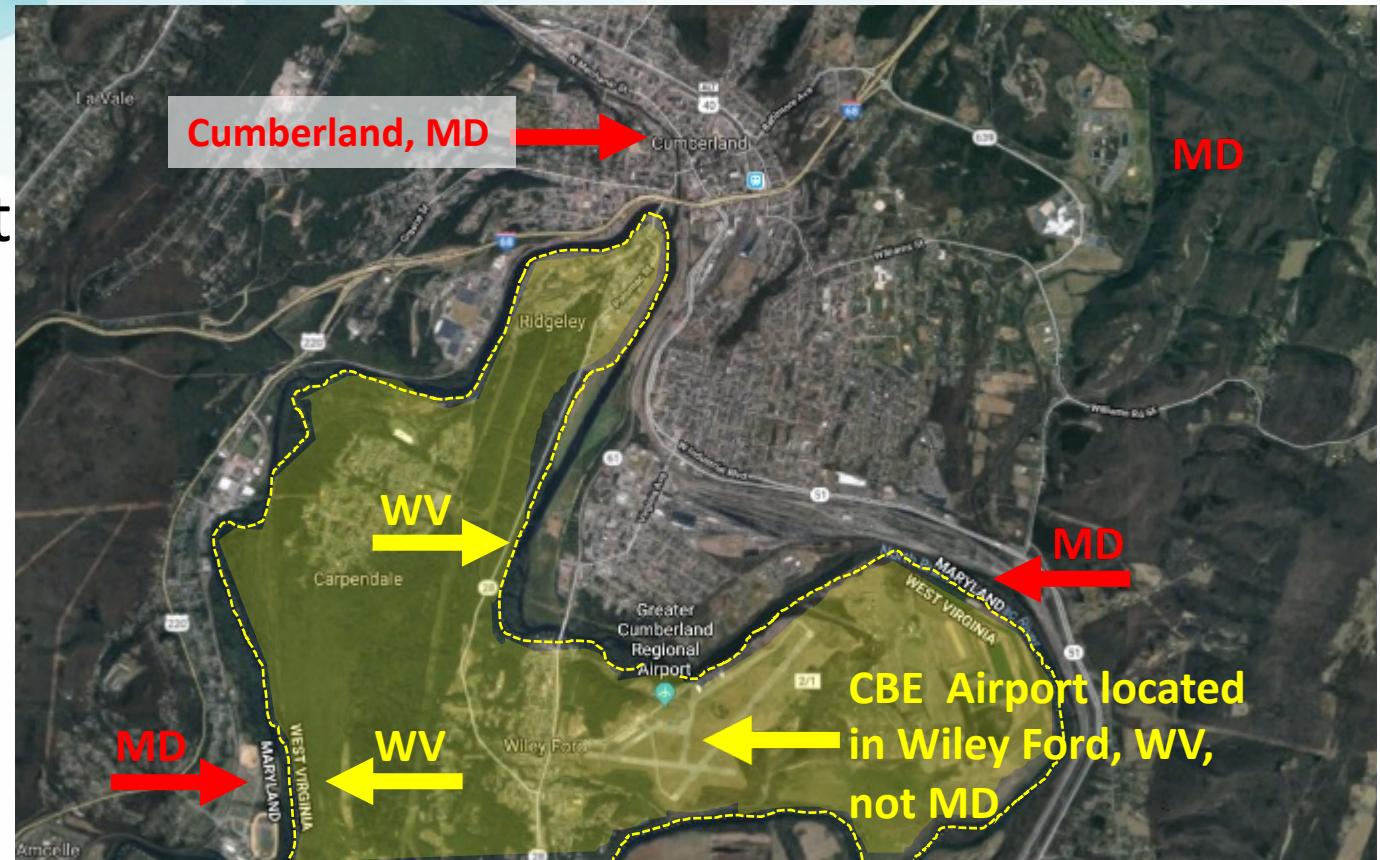
REPORT MASTER RECORD SEMINAR

5. County

The county may be in a different state than the associated city.

Both the name of the county together with the two-letter state abbreviation is shown on the 5010.

Eg. MINERAL WV



U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

AIRPORT MASTER RECORD

Wiley Ford, WV

PRINT DATE: 7/23/2018
AFD EFF 07/19/2018
FORM APPROVED OMB 2120-0015

> 1 ASSOC CITY:

CUMBERLAND

4 STATE: MD

LOC ID: CBE

FAA SITE NR: 08512.1*A

> 2 AIRPORT NAME:

GREATER CUMBERLAND RGNL

5 COUNTY: MINERAL WV

3 CBD TO AIRPORT (NM): 02 S

6 REGION/ADO: AEA/DCA

7 SECT AERO CHT: WASHINGTON



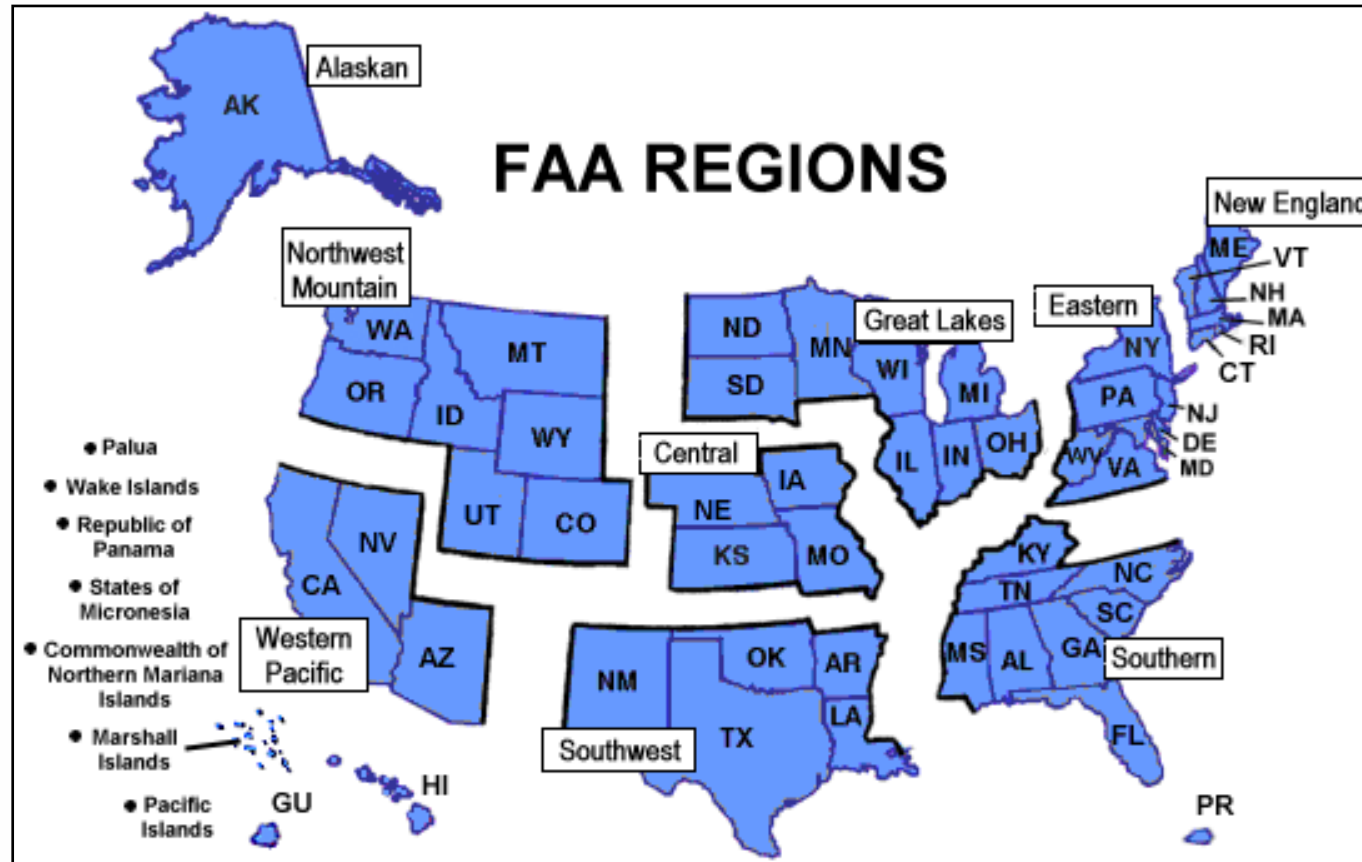
FAA
Office of Airports

2018
AIRPORT MASTER RECORD SEMINAR

6. REGION /ADO

- This item populated by FAA

ON AIRPORT MASTER REC	
4 STATE: SC	LOC ID: JZI
6 REGION/ADO: ASO/ATL	5 COUNTY: CH
	7 SECT AERO CHT:



6. REGION /ADO

AIRPORT MASTER REC	
4 STATE: SC	LOC ID: JZI
6 REGION/ADO: ASO/ATL	5 COUNTY: CH
	7 SECT AERO CHT:



6. REGION /ADO

AIRPORT MASTER REC	
4 STATE: SC	LOC ID: JZI
6 ADO: ATL	5 COUNTY: CH
	7 SECT AERO CHT:



7. Sectional Aeronautical Chart

This item populated by FAA



LOC ID: JZI

5 COUNTY: CHARLESTON SC

7 SECT AERO CHT: CHARLOTTE

10. Ownership

- Public
- Private
- Military
- Sometimes hard to determine
- Seaplane base (SPB) - owner of shore facility
- Documents required for change



11. Owner (Legal owner of property)

Owner, NOT Airport Manager


<u>GENERAL</u>	
10 OWNERSHIP:	PUBLIC
> 11 OWNER:	CHARLESTON CO AVN AUTHORITY
> 12 ADDRESS:	5500 INTL BLVD, # 101 CHARLESTON, SC 29418-6911
> 13 PHONE NR:	843-767-7000
> 14 MANAGER:	PAUL CAMPBELL
> 15 ADDRESS:	5500 INTERNATIONAL BLVD, #101 CHARLESTON, SC 29418
> 16 PHONE NR:	843-767-7000

Leased?

If leased, put Lessee in remarks

Owner

Lessee

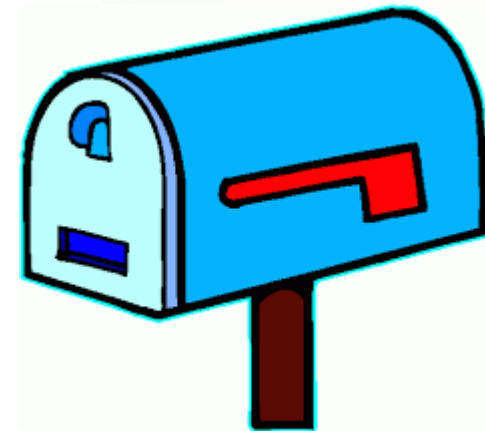
 U.S. DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION	
> 1 ASSOC CITY:	MUNISING
> 2 AIRPORT NAME:	HANLEY FIELD
3 CBD TO AIRPORT (NM): 03 SE	
GENERAL	
10 OWNERSHIP:	PU
11 OWNER:	U.S. FOREST SERVICE
> 12 ADDRESS:	101 COURT STREET MUNISING, MI 49862


> 110 REMARKS	
A 011	ARPT LEASED TO ALGER COUNTY; COURT HOUSE; 101 COURT ST MUNISING
A 042	18/36 MKD WITH CONES.
A 057	RWY 18 APCH RATIO 50:1 BASED ON STRAIGHT OUT.
A 110-001	ARPT CLSD NOV - MAY 14.
A 110-002	BIRDS & DEER ON & INVOF ARPT.
A 110-003	FOR CD CTC MINNEAPOLIS ARTCC AT 651-463-5588.

12. Address (of Owner)

Where owner gets mail

Do not include airport name in the address




 U.S. DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION		
> 1 ASSOC CITY:	NEW ORLEANS	4
> 2 AIRPORT NAME:	LAKEFRONT	
3 CBD TO AIRPORT (NM):	04 NE	6
<u>GENERAL</u>		
10 OWNERSHIP:	PUBLIC	
> 11 OWNER:	ORLEANS LEVEE DISTRICT	
> 12 ADDRESS:	6001 STARS AND STRIPES BLVD NEW ORLEANS, LA 70126	
> 13 PHONE NR:	504-355-5990	

13. Phone No. (of Owner)

Phone number of owner



	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION	
> 1 ASSOC CITY:	NEW ORLEANS	4
> 2 AIRPORT NAME:	LAKEFRONT	
3 CBD TO AIRPORT (NM):	04 NE	6
<u>GENERAL</u>		
10 OWNERSHIP:	PUBLIC	
> 11 OWNER:	ORLEANS LEVEE DISTRICT	
> 12 ADDRESS:	6001 STARS AND STRIPES BLVD NEW ORLEANS, LA 70126	
> 13 PHONE NR:	504-355-5990	

Owner Email

While not a Data Element, **AMR** does provide the option to insert an Owner Email address.

Owner Information

10. Ownership ⓘ

PU-Publicly Owned

11. Owner Name ⓘ

ORLEANS LEVEE DISTRICT

Owner Change

12. Address 1 ⓘ

6001 STARS AND STRIPES BLVD

Address 2

City

NEW ORLEANS

State / Zip

LA

70126

13. Phone Number ⓘ

504-355-5990

Email

Email address here

14. Manager

Airport Manager (may be owner)

If Owner & Manager are the same,
fill in the information anyway



Add remark if also Mayor, City Manager, DPW Director, etc.

A014

CITY/AMGR

SEXTON/AMGR

MAYOR/AMGR

14. Manager

A014 VILLAGE MANAGER

(>) ARPT MGR PLEASE ADVISE FSS IN ITEM 86 WHEN CHANGES OCCUR TO ITEMS PRECEDED BY >

> 110 REMARKS:

A 012	ARPT PHYSICAL LOCATION 1325 ISLAND LK RD
A 014	VILLAGE/AIRPORT MANAGER
A 016	AFTER HRS FIELD CONDITIONS, CTC CENTRAL DISPATCH 231-258-3350.
A 042	RWY 10 RWY MKG FADED
A 042	RWY 28 RWY10/28 MKG FADED
A 081	RWY APT ACTVT MIRL RY 10/28 & PAPI RYS 10 & 28 - CTAF.
A 110-1	ADMIN BLDG & PHONE 300 FT WEST OF ACFT PKG AREA, IN TRANSIT AUTHORITY OFFICE.

15. Address (of Manager)

Mailing Address

Do not include the Airport Name in the address

Optional: A012 OR A015 rmk:

“Airport physical address_____”

> 1 ASSOC CITY:	KALKASKA
> 2 AIRPORT NAME:	KALKASKA CITY
3 CBD TO AIRPORT (NM): 1 SW	
GENERAL	
10 OWNERSHIP:	PUBLIC
> 11 OWNER:	VILLAGE OF KALKASKA
> 12 ADDRESS:	200 HYDE ST KALKASKA, MI 49646-8253
> 13 PHONE NR:	231-258-9191
> 14 MANAGER:	SCOTT YOST, VILLAGE MGR
> 15 ADDRESS:	200 HYDE ST KALKASKA, MI 49646-8253
> 16 PHONE NR:	231-258-9191

15. Address (of Manager)

A012 ARPT PHYSICAL LOC. 1325 ISLAND LK RD

(>) ARPT MGR PLEASE ADVISE FSS IN ITEM 86 WHEN CHANGES OCCUR TO ITEMS PRECEDED BY >

> 110 REMARKS:

A 012 ARPT PHYSICAL LOCATION 1325 ISLAND LK RD
A 014 VILLAGE/AIRPORT MANAGER
A 016 AFTER HRS FIELD CONDITIONS, CTC CENTRAL DISPATCH 231-258-3350.
A 042 RWY 10 RWY MKG FADED
A 042 RWY 28 RWY10/28 MKG FADED
A 081 RWY APT ACTVT MIRL RY 10/28 & PAPI RYS 10 & 28 - CTAF.
A 110-1 ADMIN BLDG & PHONE 300 FT WEST OF ACFT PKG AREA, IN TRANSIT AUTHORITY OFFICE.

16. Phone No. (of Manager)

- Manager's Phone number during normal business hours
- A-016 remark for description such as:
 - ARPT MGR RES
 - CELL
 - OFFICE

> 1 ASSOC CITY:	KALKASKA
> 2 AIRPORT NAME:	KALKASKA CITY
3 CBD TO AIRPORT (NM): 1 SW	
<u>GENERAL</u>	
10 OWNERSHIP:	PUBLIC
> 11 OWNER:	VILLAGE OF KALKASKA
> 12 ADDRESS:	200 HYDE ST KALKASKA, MI 49646-8253
> 13 PHONE NR:	231-258-9191
> 14 MANAGER:	SCOTT YOST, VILLAGE MGR
> 15 ADDRESS:	200 HYDE ST KALKASKA, MI 49646-8253
> 16 PHONE NR:	231-258-9191

16. Manager phone

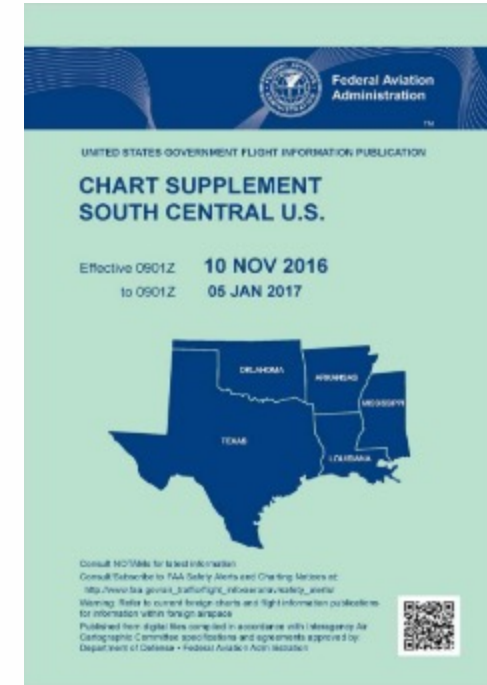
5010

> 14 MANAGER: BRUCE MARTIN
> 15 ADDRESS: 6001 STARS & STRIPES BLVD, SUITE 204
NEW ORLEANS, LA 70126
> 16 PHONE NR: 504-874-0498

16. will publish in CS

CS

AIRPORT MANAGER: 504-874-0498
WEATHER DATA SOURCES: ASOS (504) 245-4366 LAWRS.
COMMUNICATIONS: CTAF 119.9 ATIS 124.9
NEW ORLEANS RCO 122.6 (DE RIDDER RADIO)
® NEW ORLEANS APP/DEP CON 133.15 (North) 123.85 (South)



16. MGR PHONE

What do pilots want?

Quick Turn-around

Field conditions

Catering

Fuel

Car



Manager Email

While not a Data Element, **AMR** does provide the option to insert an Airport Manager Email address.

Manager Information

14. Manager Name ⓘ

DAVE HOWARD

15. Address 1 ⓘ

6001 STARS & STRIPES BLVD

Address 2

City

NEW ORLEANS

State / Zip

LA ▼

70126

16. Phone Number ⓘ

504-243-4010

Email

Email address here

17. Attendance Schedule

- Not ATCT
- Not AMGR
- But “services available” (i.e. fuel)
- Be concise & simplify
- Use Local time

17. Attendance Schedule

Enter:


months days hours

Local time

when an attendant is on duty to provide services such as fuel, repairs transportation, etc.

Oct-Apr means

Oct 1 through Apr 30

 U.S. DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION	
> 1 ASSOC CITY: CHICAGO/SCHAUMBURG	
> 2 AIRPORT NAME: SCHAUMBURG RGNL	
3 CBD TO AIRPORT (NM): 22 NW	
GENERAL	
10 OWNERSHIP:	PU
> 11 OWNER:	VILLAGE OF SCHAUMBURG
> 12 ADDRESS:	101 SCHAUMBURG CT SCHAUMBURG, IL 60193-1899
> 13 PHONE NR:	847-895-0007
> 14 MANAGER:	JUNE E. JOHNSON
> 15 ADDRESS:	101 SCHAUMBURG COURT SCHAUMBURG, IL 60193
> 16 PHONE NR:	847-923-3859
> 17 ATTENDANCE SCHEDULE:	
OCT-APR	ALL 0700-1900
MAY-SEP	ALL 0700-2000

17. Attendance Schedule

UNATND / IREG / INTMNT



A017 REMARKS:

MGR LIVES ADJ.

ON CALL

~~“SUMMER MOS” / “WINTER MOS”~~ Not Acceptable

17. Attendance Schedule



© CanStockPhoto.com

<u>Months</u>	<u>Days</u>	<u>Hours</u>
OCT – MAR	MON-FRI	0800 – 1700
APR – SEPT	MON-FRI	0700 - DUSK
APR - SEPT	SAT-SUN	0900 - 1700
ALL	ALL	ALL
ALL	MON-SAT	DAWN – DUSK
ALL	ALL	DAYLIGHT
ON CALL (include phone no. in remarks)		
UNATTENDED		
INTMNT		
IREG		

18. Airport

Initial or change determination

Use FAA Form 7480-1

NOTICE FOR CONSTRUCTION, ALTERATION, OR DEACTIVATION	
A. Airport Owner <input type="checkbox"/> Check if this is also the Property Owner	
1. Name and Address <input type="checkbox"/> Check if this is the Airport's Physical Address	
<div></div>	
2. Phone	3. Email
C. Purpose of Notification (Answer all questions that apply)	
1. Construct or Establish an:	<input type="checkbox"/> Airport <input type="checkbox"/> Ultralight Flightpark <input type="checkbox"/> Balloonport <input type="checkbox"/> Heliport <input type="checkbox"/> Seaplane Base <input type="checkbox"/> Other
2. Construct, Alter or Realign a:	<input type="checkbox"/> Runway <input type="checkbox"/> Helipad(s) <input type="checkbox"/> Other <input type="checkbox"/> Taxiway (Public Use Airports only)
3. Change Status From/To:	<input type="checkbox"/> VFR to IFR <input type="checkbox"/> IFR to VFR <input type="checkbox"/> Private Use to Public Use <input type="checkbox"/> Public Use to Other
4. Change Traffic Pattern	<input type="checkbox"/> DIRECTION: _____ <input type="checkbox"/> ALTITUDE (Choose type. List altitude if nonstandard.) Turbo: <input type="checkbox"/> std. <input type="checkbox"/> nonstd. _____ Prop: <input type="checkbox"/> std. <input type="checkbox"/> nonstd. _____ Helo: <input type="checkbox"/> std. <input type="checkbox"/> nonstd. _____ <input type="checkbox"/> Other. Describe in box C6.
5. Deactivate:	<input type="checkbox"/> Airport <input type="checkbox"/> RWY _____ <input type="checkbox"/> TWY _____
6. Description: Change from private to public use	

pace



18. Airport Use

Public-Use (PU) **MAY NOT** have restrictions such as

“Use at your own risk” or

“Prior Permission Required” unless safety related

Private- Use (PR)

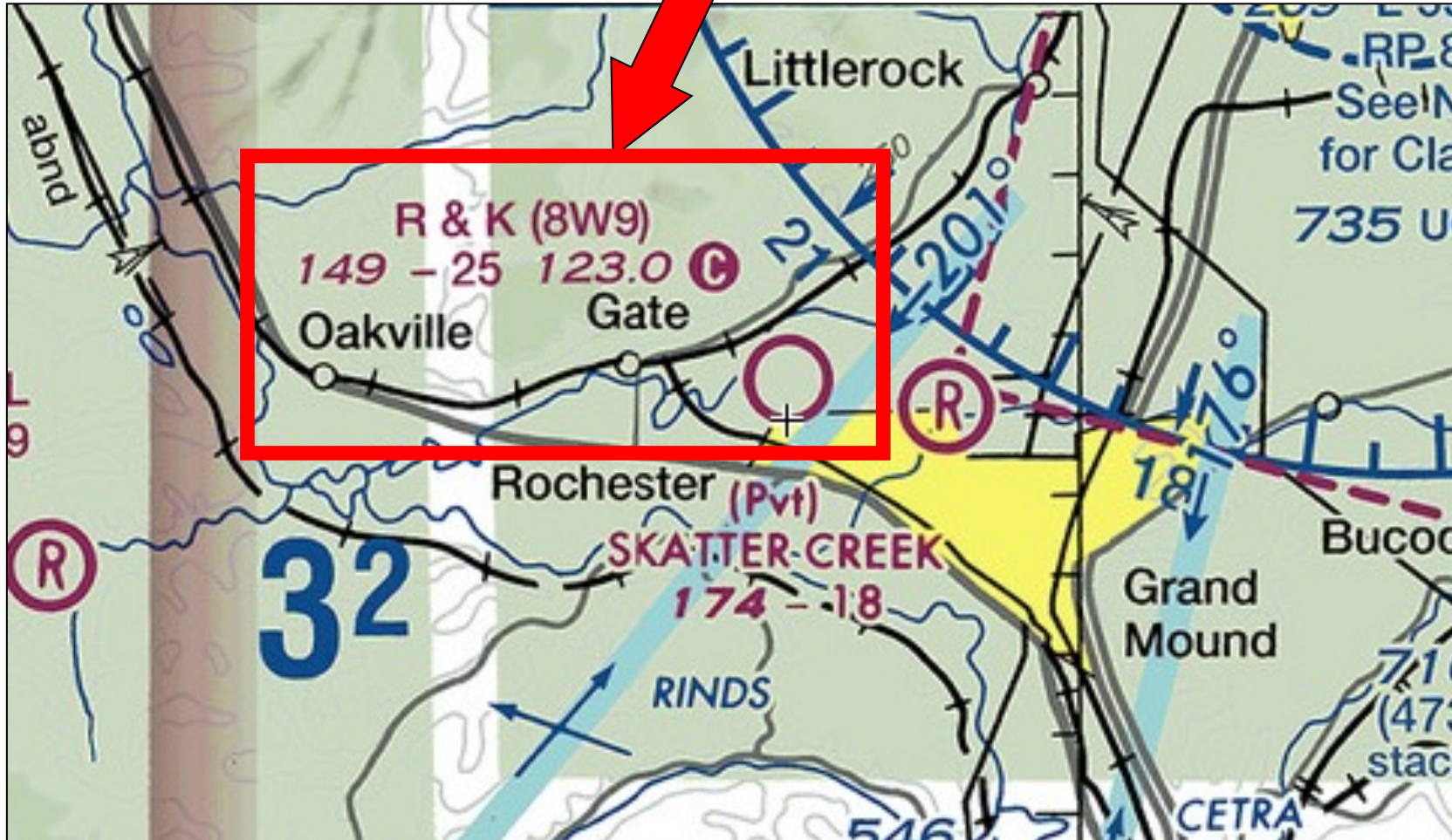
Airport available for use by the owner only or by the owner and other persons authorized by the owner only.



FAA
Office of Airports

2018
AIRPORT MASTER RECORD SEMINAR

18. Airport Use



5010 Order

“Public” use is when an airport is open to the public without prior permission and without restrictions within the physical capacities of available facilities. “AT YOUR OWN RISK” is a restriction.

Why?

8W9 Airport 5010

> 110 REMARKS:

A 042	RWY 16 RY 16/34 MKD WITH REFLECTORS.
A 057	RWY 16 APCH SLOPE 7:1 TO DSPLCD THR.
A 057	RWY 34 APCH SLOPE 50:1 TO DSPLCD THR.
A 110-001	NO TOUCH AND GO LANDINGS.
A 110-002	ARPT CLSD EXCEPT PPR CALL AMGR 360-747-7079.
A 110-003	RWY 16 FIRST 1,100 FT HAS SHRUBS & 70 FT+ TREES APPROX 15 FT FM RY EDGES.

18. Airport Use

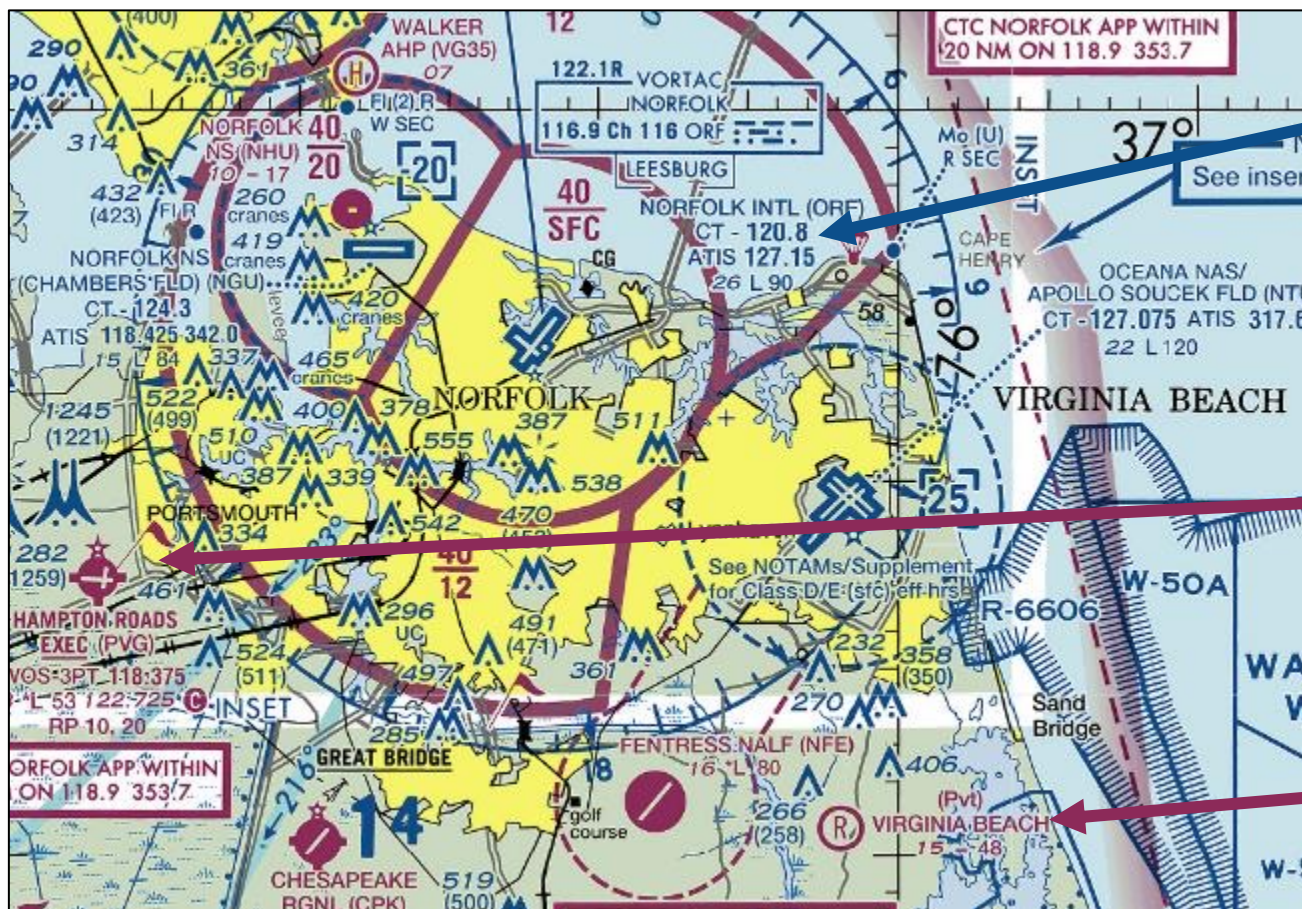
- Private-Use runways/helipads located on Public-Use airports - identified in Remarks



- Private-Use airports accessible through AMR Module

10. Ownership / Use

4 Combinations



Public owner
Public use

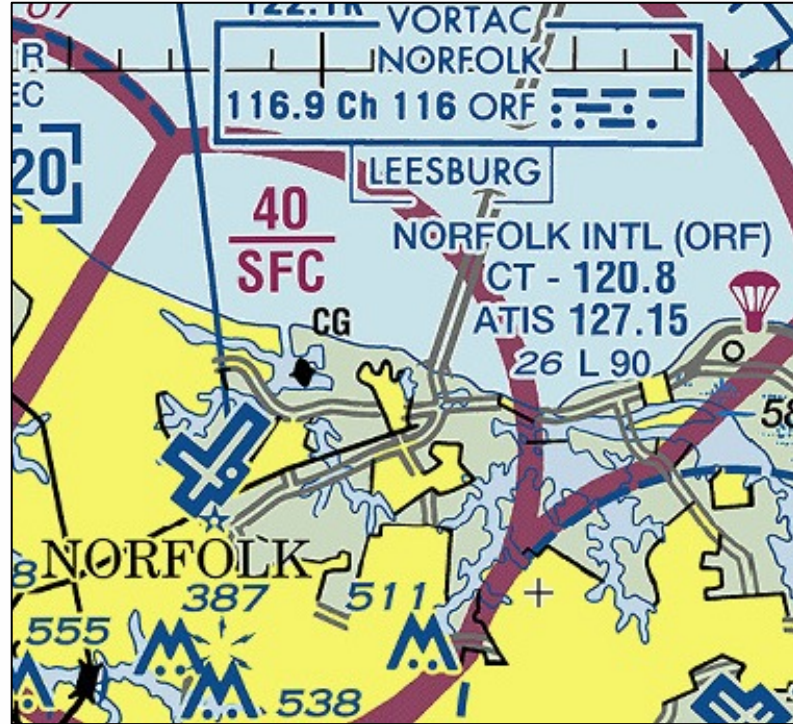
Public owner
Private use

Private owner
Public use

Private owner
Private use

10. Ownership / Use

Public owner
Public use



ORF

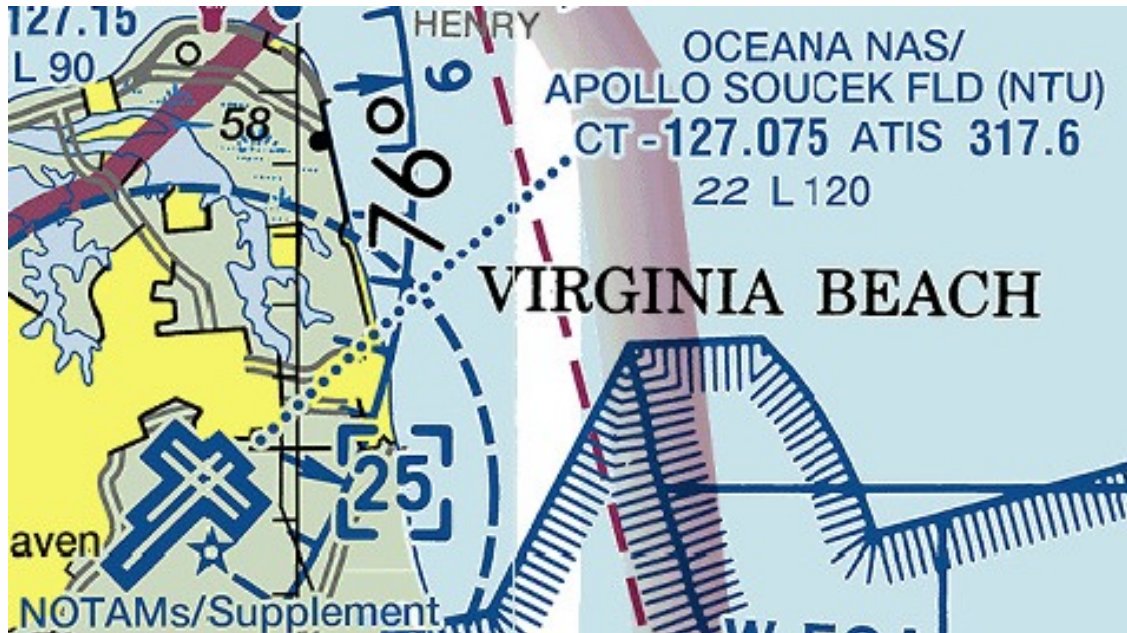
> 1 ASSOC CITY: NORFOLK 4 STATE: VA
> 2 AIRPORT NAME: NORFOLK INTL
3 CBD TO AIRPORT (NM): 03 NE 6 REGION/ADO:

GENERAL

10 OWNERSHIP: PUBLIC
> 11 OWNER: NORFOLK AIRPORT AUTH
> 12 ADDRESS: 2200 NORVIEW AVE
NORFOLK, VA 23518-5807
> 13 PHONE NR: 757-857-3351
> 14 MANAGER: ROBERT BOWEN, EXEC DIR
> 15 ADDRESS: 2200 NORVIEW AVE
NORFOLK, VA 23518-5807
> 16 PHONE NR: 757-857-3344
> 17 ATTENDANCE SCHEDULE:
ALL ALL ALL
18 AIRPORT USE: PUBLIC
19 ARPT LAT: 36-53-40.5750N ESTIMATED
20 ARPT LONG: 076-12-04.4250W
21 ARPT ELEV: 26.4 SURVEYED
22 ACREAGE: 1,300
> 23 RIGHT TRAFFIC: 05, 14
> 24 NON-COMM LANDING: YES

10. Ownership / Use

Public owner
Private use



NTU

> 1 ASSOC CITY: VIRGINIA BEACH 4 STATE: VA
> 2 AIRPORT NAME: OCEANA NAS /APOLLO SOUCEK FLD
3 CBD TO AIRPORT (NM): 03 SW 6 REGION/ADO:

GENERAL

10 OWNERSHIP: NAVY
> 11 OWNER: U.S. NAVY
> 12 ADDRESS: OCEANOGRAPHIC OFC-CODE 3142
WASHINGTON, DC 20373
> 13 PHONE NR:
> 14 MANAGER: COMMANDING OFFICER
> 15 ADDRESS: NAVAL AIR STATION OCEANA
VIRGINIA BEACH, VA 23460
> 16 PHONE NR:
> 17 ATTENDANCE SCHEDULE:
ALL ALL ALL

18 AIRPORT USE: PRIVATE
19 ARPT LAT: 36-49-21.8710N ESTIMATED
20 ARPT LONG: 076-01-54.8276W
21 ARPT ELEV: 22.0 SURVEYED
22 ACREAGE:
> 23 RIGHT TRAFFIC:
> 24 NON-COMM LANDING: NO

10. Ownership / Use

Private owner
Public use



PVG

> 1 ASSOC CITY: NORFOLK 4 STATE: VA
> 2 AIRPORT NAME: HAMPTON ROADS EXEC
3 CBD TO AIRPORT (NM): 07 SW 6 REGION/ADO:

GENERAL

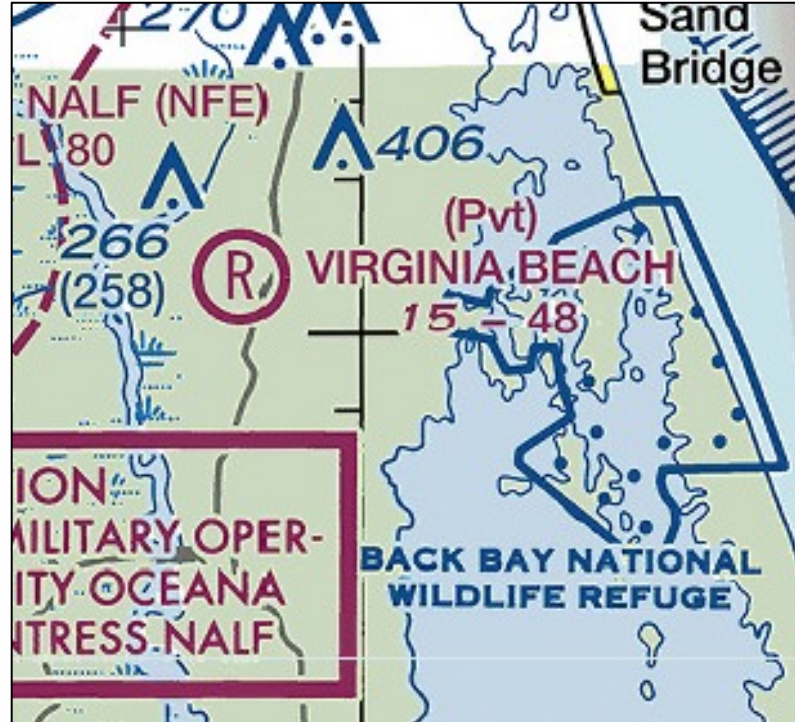
10 OWNERSHIP: PRIVATE
> 11 OWNER: VIRGINIA AVIATION ASSOCIATES, L.L.C
> 12 ADDRESS: 5172 W. MILITARY HWY, SUITE A
CHESAPEAKE, VA 23321
> 13 PHONE NR: 757-465-0260
> 14 MANAGER: STEVE FOX
> 15 ADDRESS: 5172 W. MILITARY HWY
CHESAPEAKE, VA 23321
> 16 PHONE NR: 757-465-0260
> 17 ATTENDANCE SCHEDULE:
ALL ALL 0630 - 2130

18 AIRPORT USE: PUBLIC
19 ARPT LAT: 36-46-50.7533N ESTIMATED
20 ARPT LONG: 076-27-04.6093W
21 ARPT ELEV: 28.0 SURVEYED
22 ACREAGE: 511
> 23 RIGHT TRAFFIC: 20, 10
> 24 NON-COMM LANDING: NO

25 NPIAS/FED AGREEMENTS: NGY

10. Ownership / Use

Private owner
Private use



42VA

> 1 ASSOC CITY: VIRGINIA BEACH 4 STATE: VA
> 2 AIRPORT NAME: VIRGINIA BEACH
3 CBD TO AIRPORT (NM): 04 SE 6 REGION/ADO:

GENERAL

10 OWNERSHIP: PRIVATE
> 11 OWNER: VIRGINIA BEACH ARPT, LLC
> 12 ADDRESS: 4455 SOUTH BLVD
VIRGINIA BEACH, VA 23452
> 13 PHONE NR: 757-490-3157
> 14 MANAGER: GERALD YAGEN
> 15 ADDRESS: 4455 SOUTH BLVD
VIRGINIA BEACH, VA 23452
> 16 PHONE NR: 757-490-3157
> 17 ATTENDANCE SCHEDULE:
UNATNDD

18 AIRPORT USE: PRIVATE
19 ARPT LAT: 36-40-44.0550N ESTIMATED
20 ARPT LONG: 076-01-57.9950W
21 ARPT ELEV: 15.0 ESTIMATED
22 ACREAGE: 102
> 23 RIGHT TRAFFIC:
> 24 NON-COMM LANDING: NO

19. Latitude & 20. Longitude

- FAA Form 7480-1 for Changes
- Can't change – without survey data
- Need new Coordinates if Runway Length Changes
- FAA Calculated Program - Determines ARP



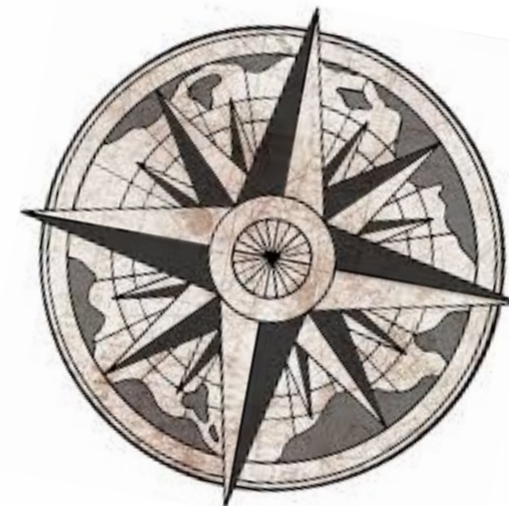
Airport Reference Point (ARP) – The approximate geometric center of all usable runways.

19. Latitude & 20. Longitude

- If changing runway length
- Or adding or changing displaced threshold
- Provide new coordinates

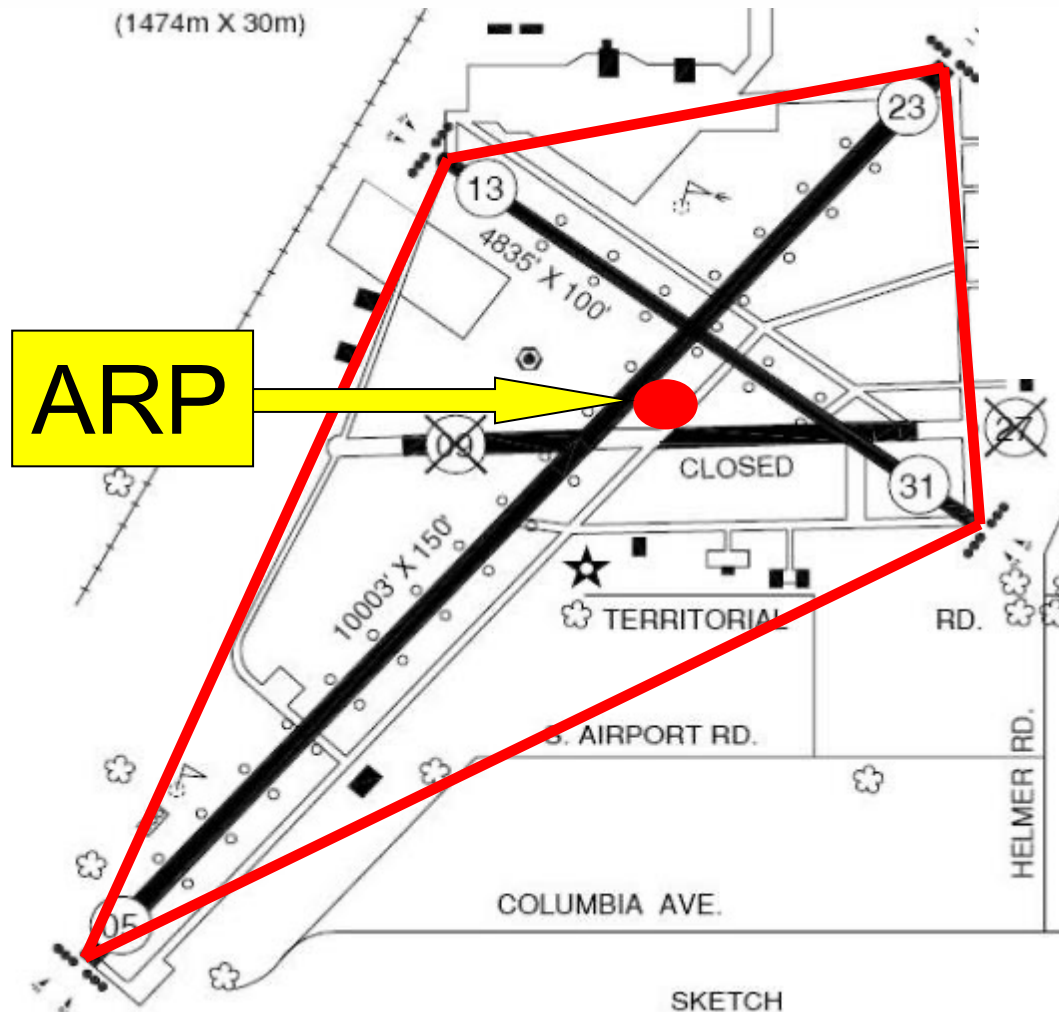
AND

- New elevation of each



18 AIRPORT USE:	PUBLIC
19 ARPT LAT:	30-02-32.7000N ESTIMATED
20 ARPT LONG:	090-01-41.7000W
21 ARPT ELEV:	7.0 SURVEYED
22 ACREAGE:	473

19. Latitude & 20. Longitude



ARP
Airport Reference Point
Geometric Center of arpt

21. Airport Elevation

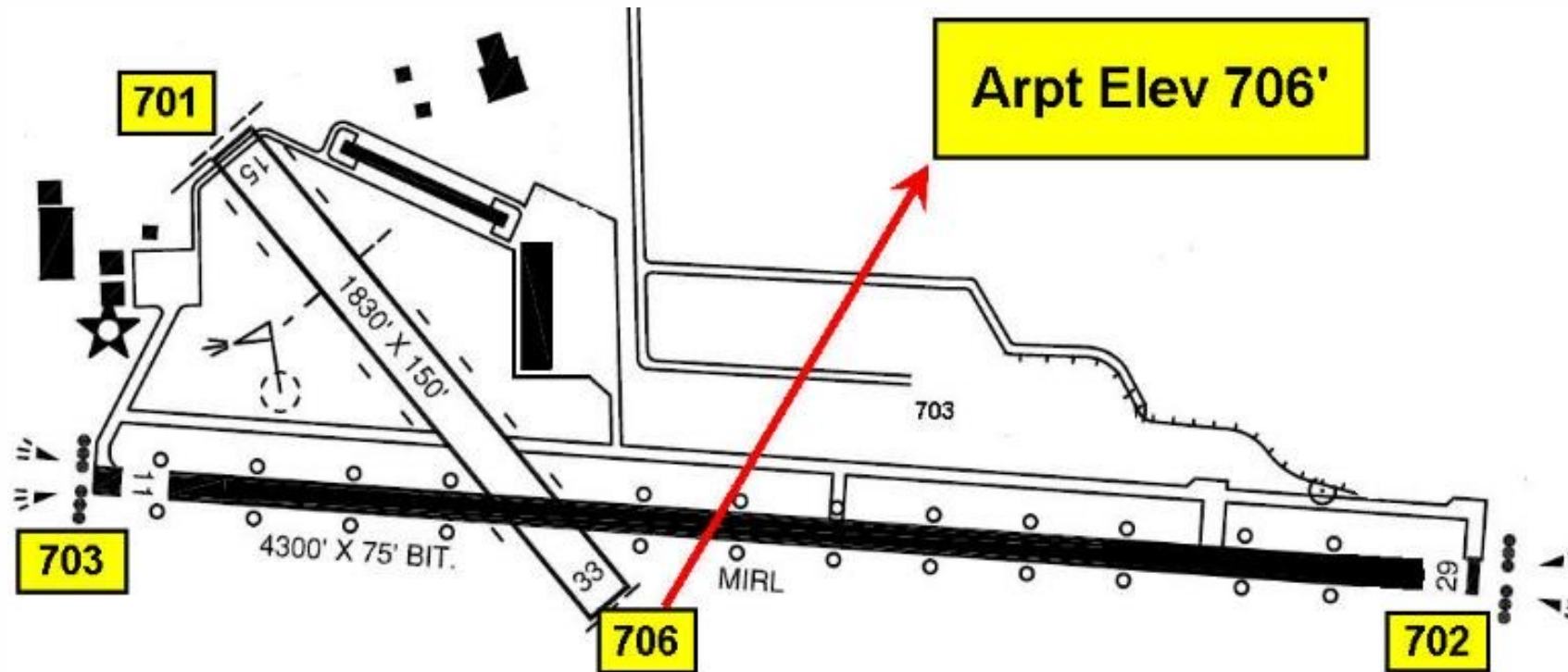
- FAA Form 7480-1 for Changes
- Can't change – without survey data
- Highest point of usable RWYS

> 1 ASSOC CITY:	CHICAGO/SCHAUMBURG	4 S
> 2 AIRPORT NAME:	SCHAUMBURG RGNL	
3 CBD TO AIRPORT (NM):	22 NW	6 R

GENERAL		
10 OWNERSHIP:	PUBLIC	
> 11 OWNER:	VILLAGE OF SCHAUMBURG	
> 12 ADDRESS:	101 SCHAUMBURG CT SCHAUMBURG, IL 60193-1899	
> 13 PHONE NR:	847-895-0007	
> 14 MANAGER:	KARYN ROBLES	
> 15 ADDRESS:	101 SCHAUMBURG COURT SCHAUMBURG, IL 60193	
> 16 PHONE NR:	847-923-3859	
> 17 ATTENDANCE SCHEDULE:		
MAY-SEP	ALL	0700-2000
OCT-APR	ALL	0700-1900
18 AIRPORT USE:	PUBLIC	
19 ARPT LAT:	41-59-21.6270N ESTIMATED	
20 ARPT LONG:	088-06-04.4740W	
21 ARPT ELEV:	801.0 ESTIMATED	
22 ACREAGE:	120	
> 23 RIGHT TRAFFIC:		
> 24 NON-COMM LANDING:	NO	

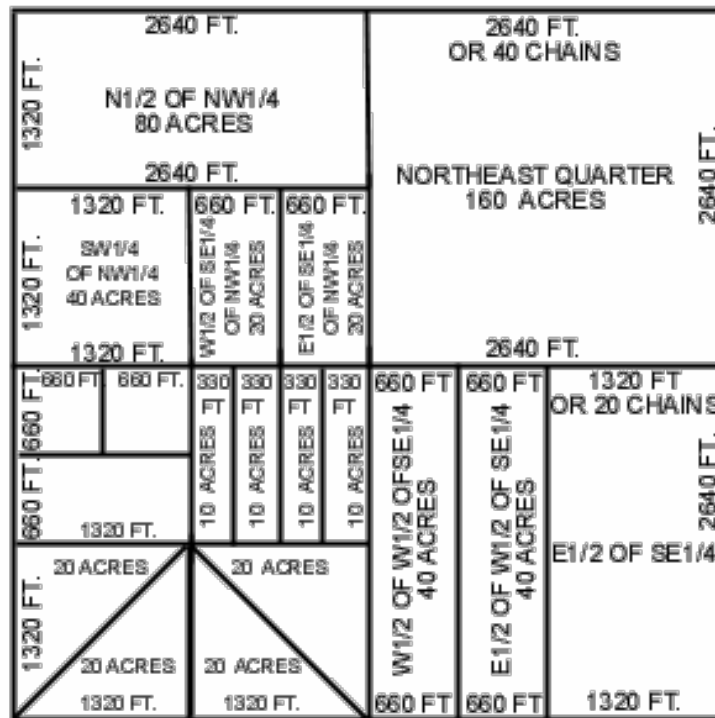
21. Airport Elevation

Highest point of the useable runway on RY Centerline (CL)
May not be the primary runway



22. Acreage

- Best estimate from Airport Manager
- Check ALP & Exhibit A



1 acre = 43,560 S.F.

18 AIRPORT USE:	PUBLIC
19 ARPT LAT:	30-2-32.7N ESTIMATED
20 ARPT LONG:	90-1-41.7W
21 ARPT ELEV:	7.3 SURVEYED
22 ACREAGE:	473
> 23 RIGHT TRAFFIC:	36R 27 18R
> 24 NON-COMM LANDING:	NO

23. Right Traffic

Represents the RY number(s) for the runway(s) with a right-hand traffic pattern. _“Yes” or “No” is an unacceptable entry in this data element.

Data item will be blank if the RY has std left traffic.

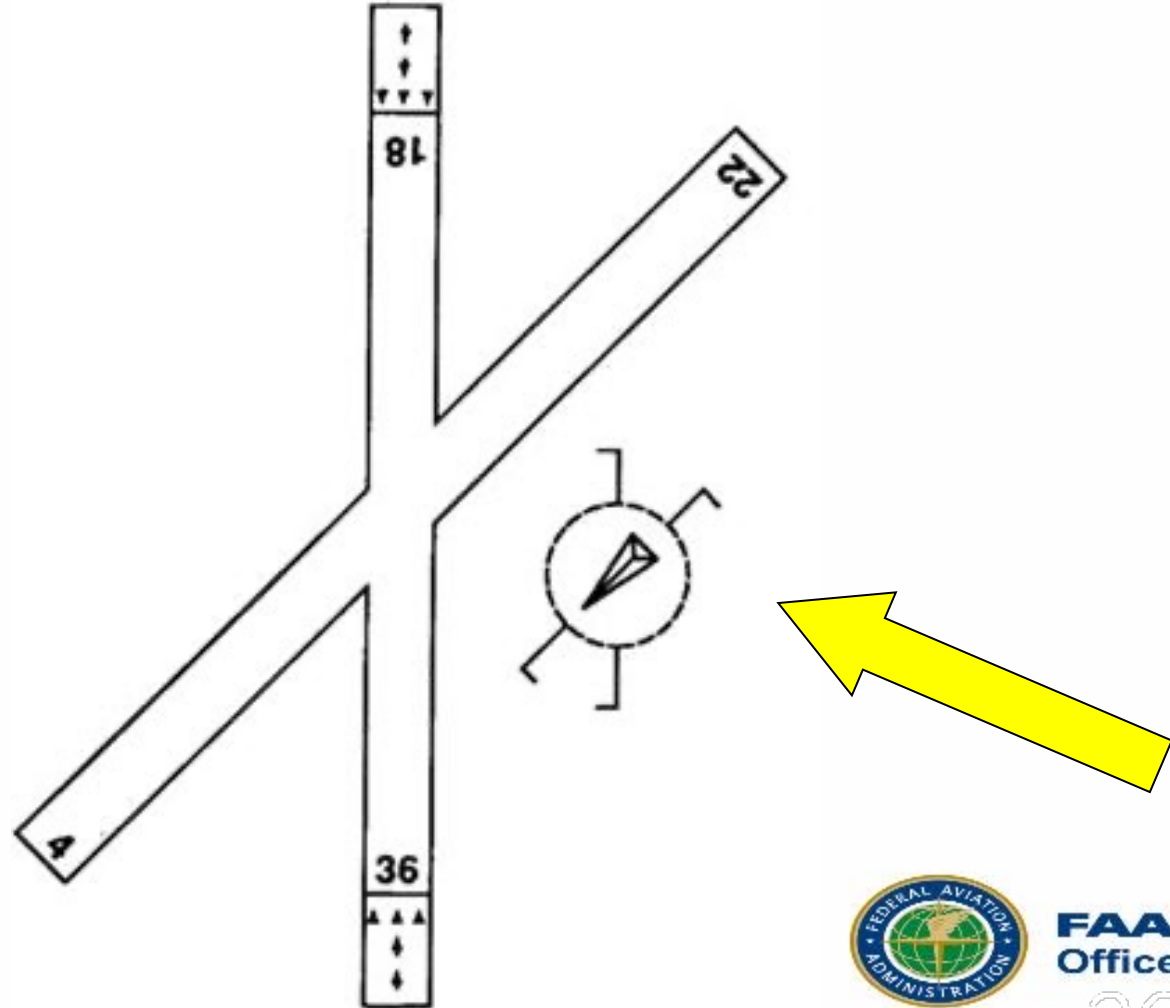
Requires 7480-1 to change



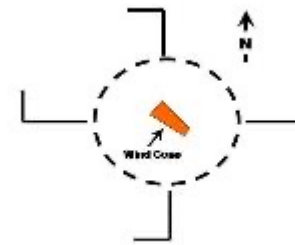
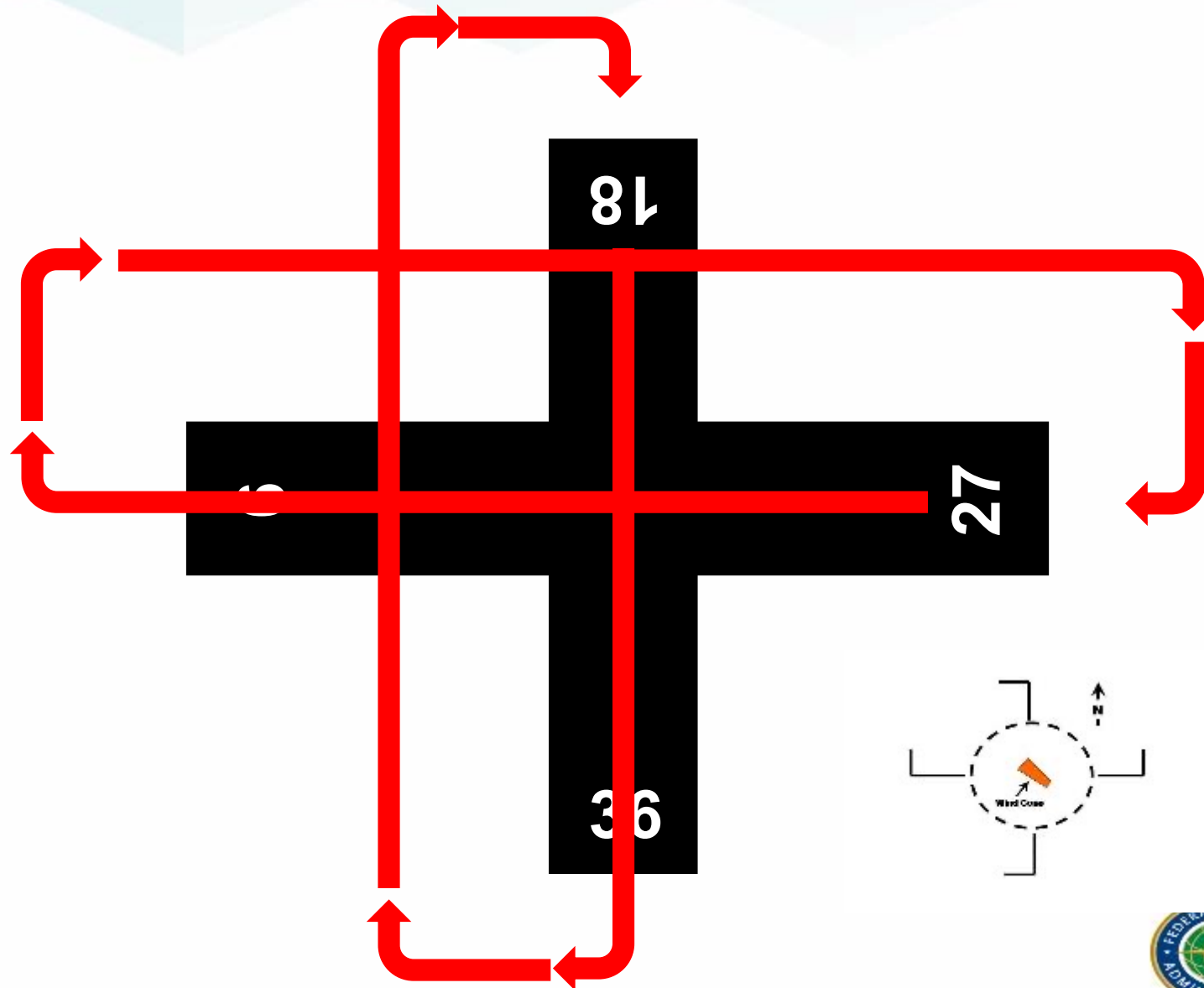
18 AIRPORT USE:	PUBLIC
19 ARPT LAT:	30-02-32.7000N ESTIMATED
20 ARPT LONG:	090-01-41.7000W
21 ARPT ELEV:	7.3 SURVEYED
22 ACREAGE:	473
> 23 RIGHT TRAFFIC:	27, 36R, 18R
> 24 NON-COMM LANDING:	NO

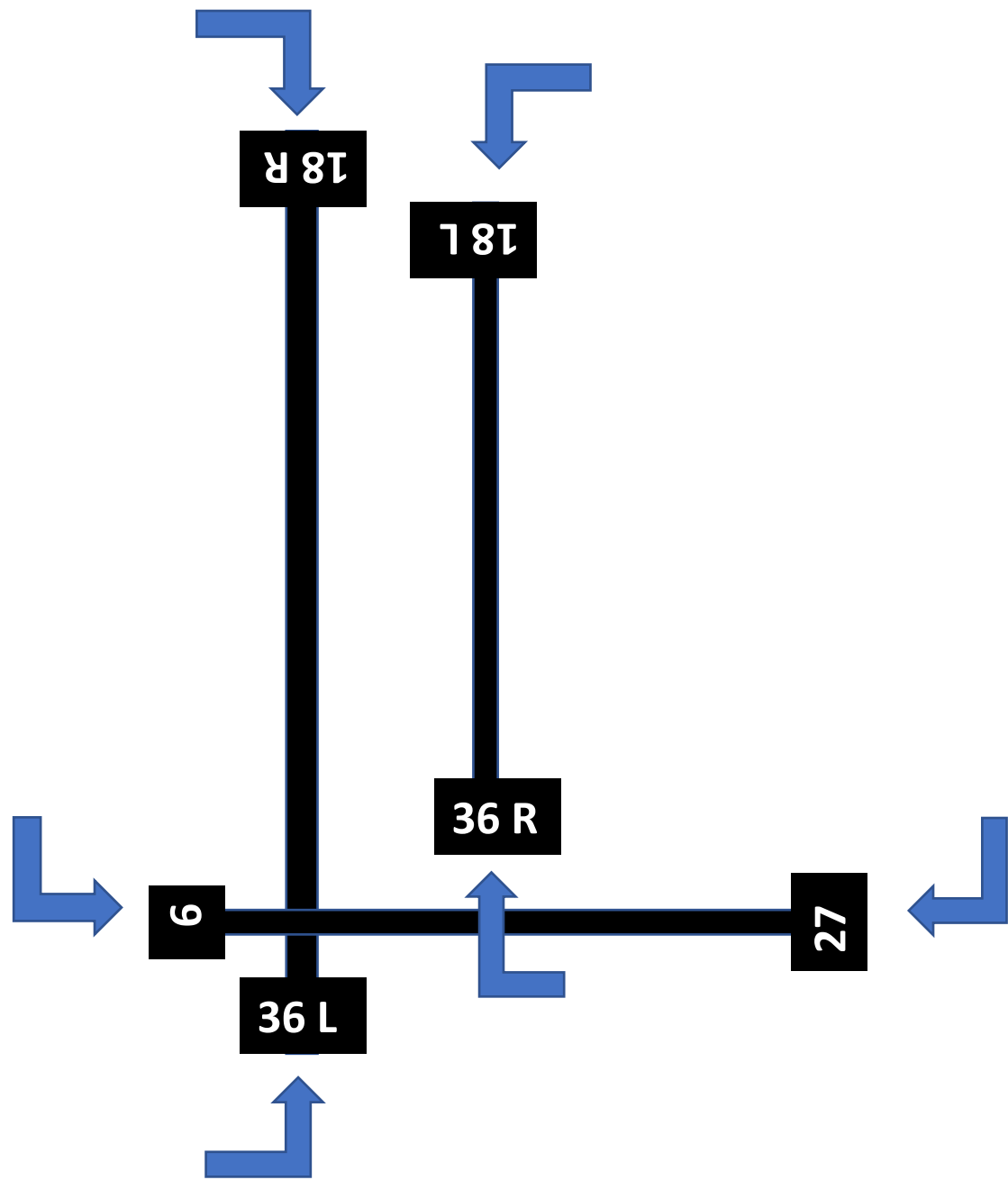
23. Right Traffic

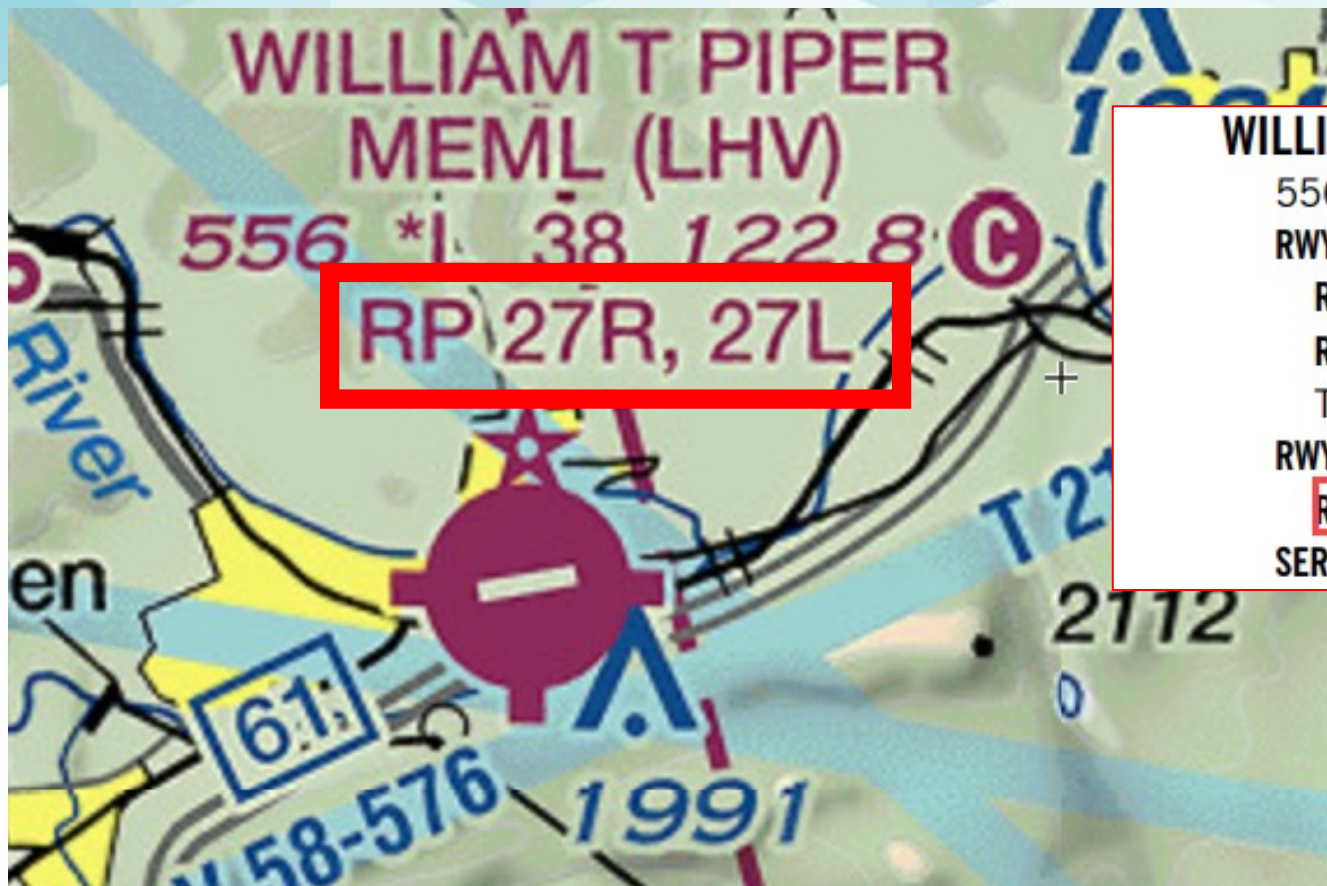
- Segmented circle should match traffic pattern



23. Right Traffic







WILLIAM T PIPER MEML (LHV)(KLHV) 2 E UTC-5(-4DT)
 556 B NOTAM FILE IPT
 RWY 09L-27R: H3799X75 (ASPH) S-12.5 MIRL
 RWY 09L: REIL. PAPI(P2L)—GA 3.5° TCH 49'. Trees.
 RWY 27R: REIL. PAPI(P2L)—GA 4.0° TCH 48'. Thld dsplcd 465
 Trees. Rgt tfc.
 RWY 09R-27L: 2179X100 (TURF)
 RWY 27L: Rgt tfc.
 SERVICE: S4 FUEL 100LL, JET A LGT Actvt PAPI Rwy 09L and

24. Non-Commercial Landing Fee

- Yes or No
- If Yes, add A110-24 remark if waived with minimum fuel purchase
- Protects airport staff from angry pilots

18 AIRPORT USE:	PUBLIC
19 ARPT LAT:	30-2-32.7N ESTIMATED
20 ARPT LONG:	90-1-41.7W
21 ARPT ELEV:	7.3 SURVEYED
22 ACREAGE:	473
> 23 RIGHT TRAFFIC:	36R 27 18R
> 24 NON-COMM LANDING:	NO

24. Non-Commercial Landing Fee

\$\$

A024 Remark:

LDG FEE FOR ALL MULTI-ENGINE & COM1 SINGLE ENGINE ACFT WAIVED WITH MIN FUEL PURCHASE.

WELLESBOURNE AIRFIELD LANDING & PARKING FEE PAYMENTS

*Prices shown below are prices from
Please click on your aircraft type to see further payment options for different size and weight categories
Note that some fees are based on the total number of seats and not the number of occupants in your aircraft*



Credit or Debit Card



LANDING FEE:
Microflight

£10.00



LANDING FEE:
Single Fixed Wing
Piston (Two Seater)

£12.00



LANDING FEE:
Single Fixed Wing
Piston (Four seats or
more)

£30.00



LANDING FEE:
Twin Fixed Wing
(Piston/Turbine)

£25.00



LANDING FEE:
Single Fixed Wing
(Turbine)

£40.00



LANDING FEE:
Helicopter
(Piston/Turbine)


£15.00

25. NPIAS / Federal Agreements

FAA Populates

Tells you if arpt must comply
with certain Advisory Circulars
(ACs)

Regulation by Advisory Circular

 U.S. Department of Transportation Federal Aviation Administration	Advisory Circular	
<hr/>		
Subject: Airport Design	Date: 9/28/2012	AC No: AC 150/5300-13A
	Initiated by: AAS-100	Change:
<hr/>		
1. What is the purpose of this advisory circular (AC)?		
This AC contains the Federal Aviation Administration's (FAA) standards and recommendations for airport design.		

25. NPIAS / Federal Agreements

FAA Inspectors may update this
State or contract inspectors cannot

“N” does not mean “NO”

18 AIRPORT USE:	PUBLIC
19 ARPT LAT:	30-02-32.7000N ESTIMATED
20 ARPT LONG:	090-01-41.7000W
21 ARPT ELEV:	7.0 SURVEYED
22 ACREAGE:	473
> 23 RIGHT TRAFFIC:	27, 36R, 18R
> 24 NON-COMM LANDING:	YES
25 NPIAS/FED AGREEMENTS:	NGPY3

Federal Obligation Codes

FAA Order 5190.6B

Federal Obligation codes

FAA Airport Compliance Manual - **Order 5190.6B** page 2-10 09/30/2009

Code	Definition
------	------------

B	Privately owned airport obligated by agreement, Order 6030.40.
M	Privately owned airport obligated by grant agreement under AIP.
G	Grant agreement under FAAP, ADAP, or AIP.
P	Surplus Property Agreement under Public Law 8-289 (real property only).
R	Surplus property Agreement under Regulation 16-WAA.
S	conveyance under Section 16 or Section 23.
V	Advance Planning Agreement under FAAP.
X	Obligations assumed by transfer.
Etc.....	

26. FAR 139 Index

For airports with FAR Part 121 Air Carriers



26. FAR 139 Index

18 AIRPORT USE:	PUBLIC
19 ARPT LAT:	29-59-35.8N ESTIMATED
20 ARPT LONG:	90-15-32.5W
21 ARPT ELEV:	3.7 SURVEYED
22 ACREAGE:	1,500
> 23 RIGHT TRAFFIC:	NO
> 24 NON-COMM LANDING:	YES
25 NPIAS/FED AGREEMENTS:	YES / NGY3
> 26 FAR 139 INDEX:	I D S 05/1973

Airport Class:

Class I an airport certificated to serve scheduled operations of large air carrier aircraft

It can also serve unscheduled passenger operations of large air carrier aircraft

Operations:

S = scheduled operation which means any common carriage passenger-carrying operation for compensation or hire conducted

I B S 05 / 1973

ARFF Index:

Determined by


- (1) The length of air carrier aircraft and
- (2) Average daily departures of air carrier aircraft.

Index B aircraft at least 90 ft but less than 126 ft in length.

Certificate Issuance Date:

Date the airport officially became certificated and received their certificate

Runway/Helipad – Data Elements 30 - 39

 **ADIP**

[Portal Home](#) [Facility Dashboard](#)

[Help](#) [Sylvia Piacun](#)

Project Summary

Facility Data

Back to Project List

LAKEFRONT (NEW)
View active [NOTAMS](#)

NEW_2021_00080317
In Progress

General Information

Runways / Helipads

Services & Facilities

Based Aircraft & Operations

Remarks

Runway / Helipad

09/27

09/27

Runway End Coordinates ⓘ

09

27

Latitude

30°2'13.376"N

30°2'13.817"N

Longitude

90°1'50.225"W

90°1'14.807"W

General Runway Information

30. Runway/Helipad ID ⓘ

09/27

31. Length ⓘ

3114

32. Width ⓘ

75

33. Surface Type ⓘ

ASPH-Asphalt/Bituminous Concrete

Surface Condition ⓘ

F-FAIR

34. Surface Treatment ⓘ

39. Pavement Classification Number (PCN) ⓘ

Pavement Class

Pavement Type

Subgrade Strength

Tire Pressure Limit

Rating Method

40. Edge Intensity ⓘ

MED-Medium Intensity

Save Changes

Error Check

Terminate Project

Submit Changes

FAA Form 5010 – Airport Master Record

RUNWAY DATA				
> 30 RUNWAY IDENT:		18L/36R	09/27	18R/36L
> 31 LENGTH:		3,697	3,114	6,879
> 32 WIDTH:		75	75	150
> 33 SURF TYPE-COND:		ASPH-G	ASPH-F	ASPH-G
> 34 SURF TREATMENT:				GRVD
35 GROSS WT:	S	35.0	50.0	60.0
36 (IN THSDS)	D	55.0	80.0	175.0
37	2D	80.0	100.0	200.0
38	2D/2DS			350.0
> 39 PCN:		////	////	////

30. Runway Identification

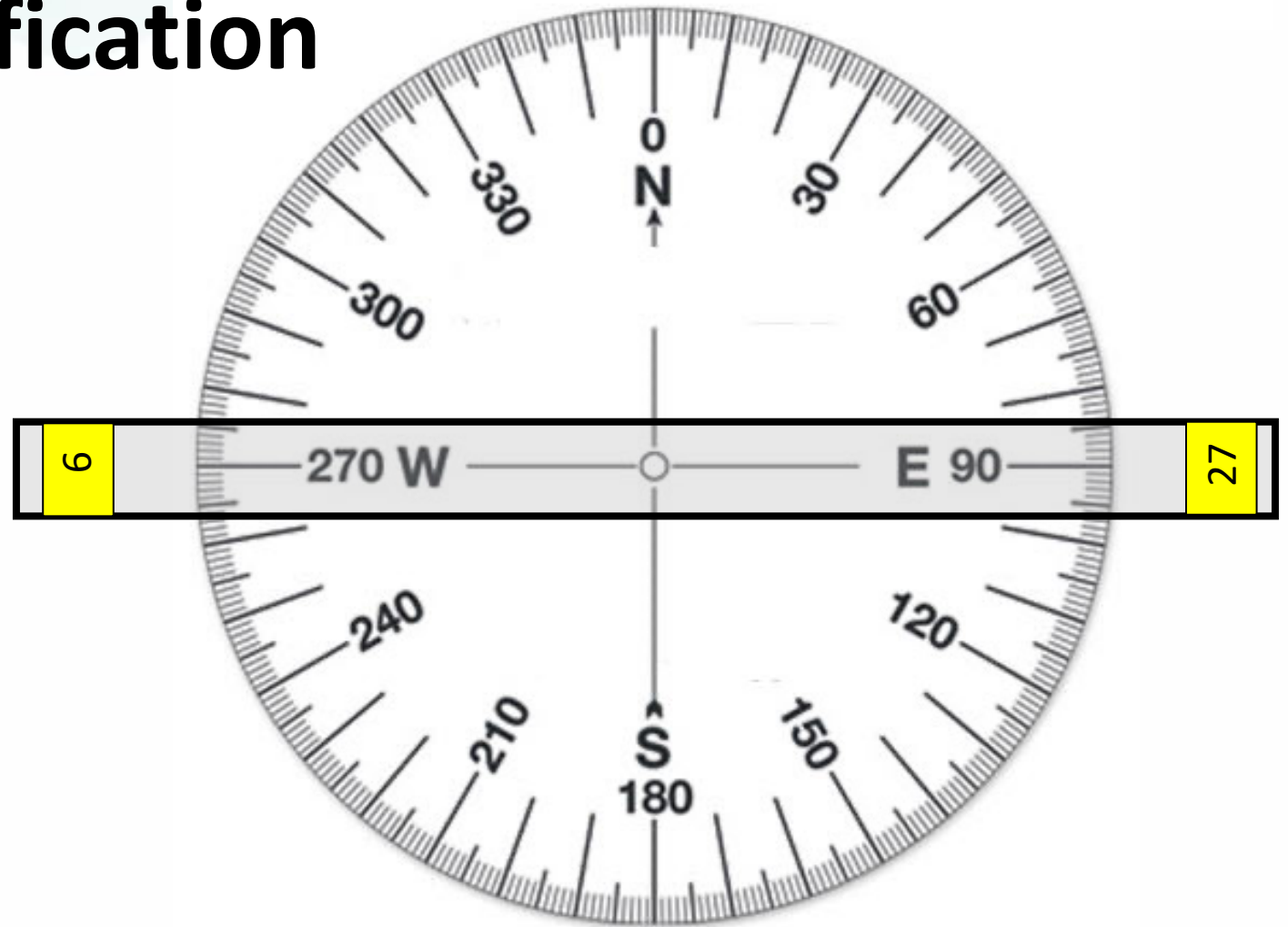
Numeric identification (designation) of both ends of the runway

Based on magnetic compass headings of the runway.

30 Runway Identification

Runway has a centerline magnetic bearing of 090 degrees and 270 degrees

Ref: 150/5340-1L –
Standards for Airport Markings



30. Runway Number

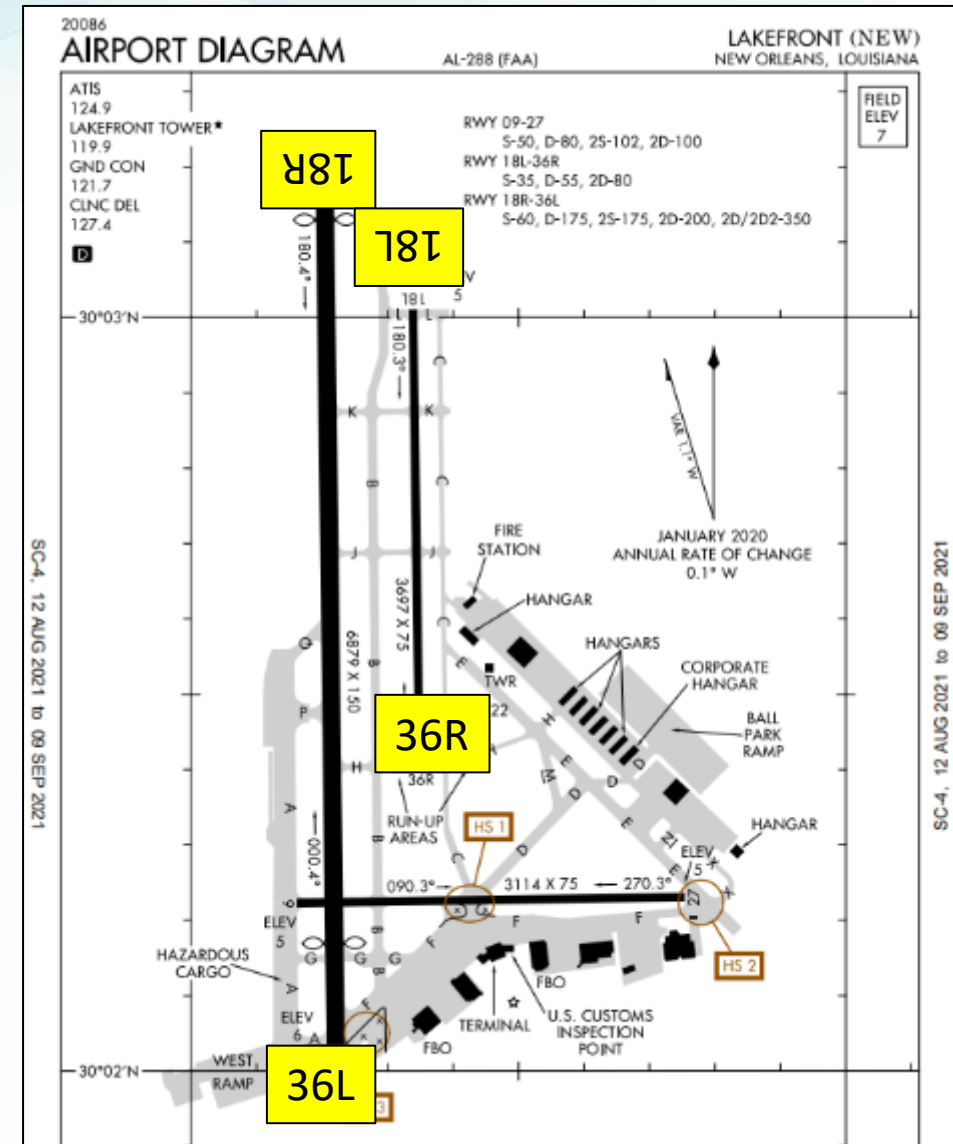


1. Markings are white.
2. On threshold, or displaced threshold.
3. Consists of a number with one or two digits.
4. Single-digit RY number never preceded by a zero.

30. Runway Identification

With parallel runways,
the number add “R” “C” or “L”

RUNWAY DATA			
> 30 RUNWAY INDENT:	09/27	18L/36R	18R/36L
> 31 LENGTH:	3,114	3,697	6,879
> 32 WIDTH:	75	75	150
> 33 SURF TYPE-COND:	ASPH-F	ASPH-F	ASPH-G
> 34 SURF TREATMENT:			GRVD
35 GROSS WT: S	50.0	35.0	60.0
36 (IN THSDS) D	80.0	55.0	175.0
37 2D	100.0	80.0	200.0
38 2D/2D2			350.0
> 39 PCN:			



30. Runway Identification

Suffixes for RY ID number even if it is not painted:

G = Glider Runway

W = Water Sealane or Waterway

U = Ultralight Runway

RY 14G/32G is the acceptable identification for a glider RY.

RUNWAY DATA		18L/36R	09/27	18R/36L
> 30 RUNWAY IDENT:		3,697	3,114	6,879
> 31 LENGTH:		75	75	150
> 32 WIDTH:		ASPH-G	ASPH-F	ASPH-G
> 33 SURF TYPE-COND:				GRVD
> 34 SURF TREATMENT:				
35 GROSS WT:	S	35.0	50.0	60.0
36 (IN THSDS)	D	55.0	80.0	175.0
37	2D	80.0	100.0	200.0
38	2D/2DS			350.0
> 39 PCN:		////	////	////



30. Runway Identification

RWY 04W/22W is the acceptable runway identification for a sealane.



RUNWAY DATA		
> 30 RUNWAY IDENT:	04W/22W	09W/27W
> 31 LENGTH:	5,600	9,000
> 32 WIDTH:	1000	1000
> 33 SURF TYPE-COND:	WATER	WATER

30. Runway Identification

- The following identification methods are also used: H1, H2 etc. is used for helipads, and B1, B2, etc. is used for balloon pads.



RUNWAY DATA					
> 30 RUNWAY IDENT:		H1	H2	H3	H4
> 31 LENGTH:		80	80	80	80
> 32 WIDTH:		80	80	80	80
> 33 SURF TYPE-COND:		CONC	CONC	CONC	CONC

RUNWAY DATA	
> 30 RUNWAY IDENT:	B1
> 31 LENGTH:	1,000
> 32 WIDTH:	1000
> 33 SURF TYPE-COND:	TURF

Change RWY Identification

FAR Part 157

Notice of Construction, Alteration, Activation,
and Deactivation of Airports

Any change required in a runway identification
requires prior submittal of a Form 7480-1

U.S. Department of Transportation Federal Aviation Administration		OMB CONTROL NUMBER: 2120-0006 EXPIRATION DATE: 9/30/2019	
NOTICE FOR CONSTRUCTION, ALTERATION AND DEACTIVATION OF AIRPORTS			
A. Airport Owner <input type="checkbox"/> Check if this is also the Property Owner		B. Airport Manager (Complete if different than the Airport Owner)	
1. Name and Address <input type="checkbox"/> Check if this is the Airport's Physical Address		1. Name and Address <input type="checkbox"/> Check if this is the Airport's Physical Address	
2. Phone		2. Phone	
3. Email		3. Email	
C. Purpose of Notification (Answer all questions that apply)			
1. Construct or Establish at: <input type="checkbox"/> Airport <input type="checkbox"/> Ultralight Flightpark <input type="checkbox"/> Balloonport <input type="checkbox"/> Helipad <input type="checkbox"/> Seaplane Base <input type="checkbox"/> Other			
2. Construct, Alter or Realign at: <input type="checkbox"/> Runway <input type="checkbox"/> Helipad(s) <input type="checkbox"/> Other <input type="checkbox"/> Taxiway (Public Use Airports only)			
3. Change Status From To: <input type="checkbox"/> VFR to IFR <input type="checkbox"/> Private Use to Public Use <input type="checkbox"/> IFR to VFR <input type="checkbox"/> Public Use to Other			
4. Change Traffic Pattern: <input type="checkbox"/> Direction <input type="checkbox"/> Altitude (select from below) <input type="checkbox"/> 1500' AGL (auto) <input type="checkbox"/> 1000' AGL (prop) <input type="checkbox"/> 500' AGL (jet) <input type="checkbox"/> Other (Describe Below)			
5. Deactivate: <input type="checkbox"/> Airport <input type="checkbox"/> RWY <input type="checkbox"/> TWY			
6. Description:			
D. Name, Location, Use and Type of Landing Area			
1. Name of Landing Area		2. Loc ID (if existing)	
3. Associated City and State		4. Distance from City (mi)	
5. County (Physical Location)		6. Direction from City	
7. Latitude		8. Longitude	
9. Elevation		10. Current Use: <input type="checkbox"/> Private <input type="checkbox"/> Public <input type="checkbox"/> Private Use of Public Lands	
11. Ownership: <input type="checkbox"/> Private <input type="checkbox"/> Public <input type="checkbox"/> Military (Select)		12. Airport Type: <input type="checkbox"/> Airport <input type="checkbox"/> Ultralight Flightpark <input type="checkbox"/> Balloonport <input type="checkbox"/> Helipad <input type="checkbox"/> Seaplane Base <input type="checkbox"/> Other	
E. Landing Area Data (List any Proposed, New or Unregistered Runways, Helipads, etc.)			
1. Airport, Seaplane Base or Ultralight Flightpark (see second page if needed)		2. Helipad, Balloonport or other Landing Area (see second page if needed)	
RWY ID: /		Helipad ID: /	
Lat. & Long. Show on attachment(s)		Lat. & Long. Show on attachment(s)	
Surface Type		Surface Type	
Length (ft)		TLOF Dimensions	
Width (ft)		FATO Dimensions	
Lighting (if any)		Lighting (if any)	
Night Traffic (Y/N)		Ingress/Egress (Degrees)	
Elevation (AMSL) Show on attachment(s)		Elevation (AMSL) Show on attachment(s)	
VFR or IFR /		Elevated Height (AGL) /	
F. Operational Data (Indicate if the number provided is Actual or Estimated)			
1. Number of Based Aircraft:		2. Average Number of Monthly Landings:	
Present or Estimated		Present or Estimated	
Estimated in 5 Years		Estimated in 5 Years	
Single Engine			
Multi Engine			
Jet			
Helicopter			
Glider			
Military			
Ultralight			
3. What is the Most Demanding Aircraft that operates or will operate at the Airport? (Provide approach speed, rotor diameter, etc. if known)			
4. Are IFR Procedures for the Airport Anticipated? <input type="checkbox"/> Yes <input type="checkbox"/> No. If Yes, within ____ years			
G. CERTIFICATION: I hereby certify that all of the above statements made by me are true and complete to the best of my knowledge.			
1. Name, Title of person filing this notice (type or print)		2. Signature (in ink)	
3. Date		4. Phone	
		5. Email	

FAA Form 7480-1 (1/17), SUPERSEDES PREVIOUS EDITION

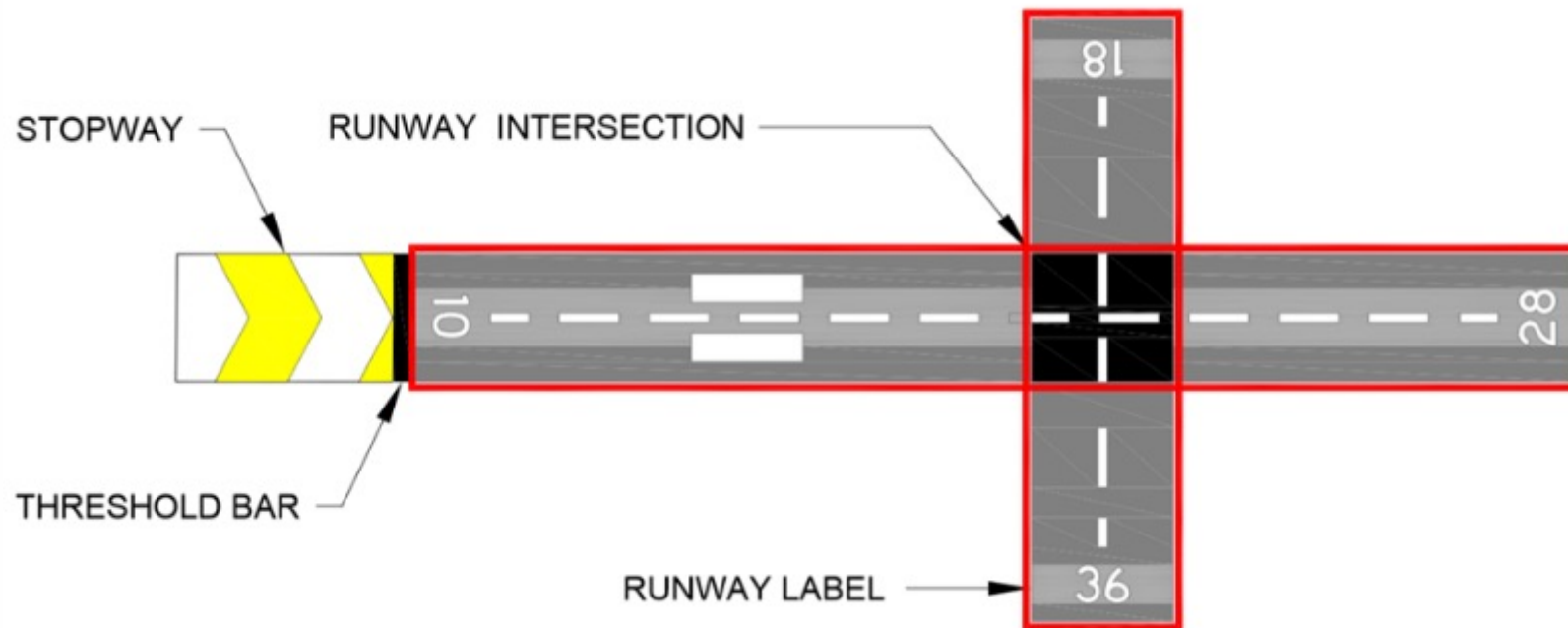


FAA
Office of Airports

2018
AIRPORT MASTER RECORD SEMINAR

Runway length and width

See **AC 150/5300-18B** - General Guidance and Specifications for Submission of Aeronautical Surveys to NGS: Field Data Collection and Geographic Information System (GIS) Standards



FAA
Office of Airports

2018
AIRPORT MASTER RECORD SEMINAR

31. Runway length

AC 150/5300-19 - Airport Data and Information Program

Runway a rectangular area for the landing and takeoff of aircraft
Excluding narrow, rounded, deteriorated, and irregular ends that are not as wide as the general or overall width of the runway.

Does not include: blast pad, clearway, or stopway.
Displaced thresholds **are** included in the physical length.

RWY Length is the straight-line distance between runway end points.

31. Runway Length

If it is a(n)...	Then show the length in fee of the...
Paved runway	Full strength surface
Paved helipad or heliport	Longest side usable for touchdown
Unpaved rwy or pad	Dist. between boundary markers or maintained graded area
Seaplane rwy	Waterlane to nearest 100 ft (show lengths up to 15,000 ft)

31. Runway Length

Total length of the runway to the nearest foot.

Displaced thresholds are included in the length of the runway.

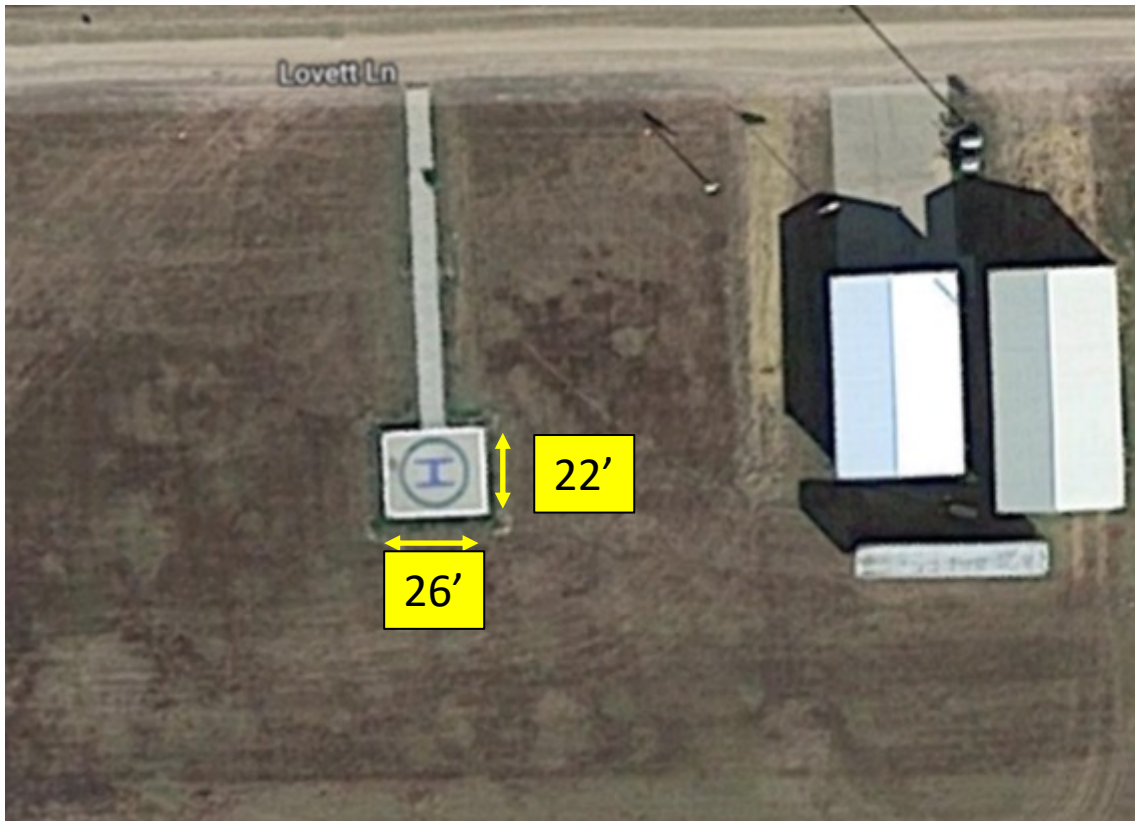
RUNWAY DATA	
> 30 RUNWAY INDENT:	04/22
> 31 LENGTH:	5,500
> 32 WIDTH:	100
> 33 SURF TYPE-COND:	ASPH-G
> 34 SURF TREATMENT:	GRVD
35 GROSS WT: S	40.0
36 (IN THSDS) D	60.0
37 2D	100.0
38 2D/2D2	
> 39 PCN:	

DECLARED DISTANCES	
> 60 TAKE OFF RUN AVBL (TORA):	5,175 / 5,500
> 61 TAKE OFF DIST AVBL (TODA):	5,500 / 5,500
> 62 ACLT STOP DIST AVBL (ASDA):	4,775 / 5,500
> 63 LNDG DIST AVBL (LDA):	4,775 / 5,175



31. Runway Length

Paved helipad – longest side useable



RUNWAY DATA	
> 30 RUNWAY IDENT:	H1
> 31 LENGTH:	26
> 32 WIDTH:	22
> 33 SURF TYPE-COND:	CONC-G
> 34 SURF TREATMENT:	

31. Runway Length – unpaved RWY

Marked:

Distance between markers where full widths are available

No Markers:

The area graded & maintained



31. Runway Length – Seaplane Base

Waterlane to nearest 100 ft. up to 15,000 ft.



RUNWAY DATA	
> 30 RUNWAY IDENT:	02W/20W
> 31 LENGTH:	4,400
> 32 WIDTH:	200
> 33 SURF TYPE-COND:	WATER-
> 34 SURF TREATMENT:	

Change Runway Length

Airport with **no federal funding**:

FAA conducts an aeronautical study of the proposal

Airport **with federal funding**:

FAA conducts an aeronautical study of the proposal

based on review & approval of Airport Layout Plan

(ALP is in lieu of the 7480-1).

U.S. Department of Transportation Federal Aviation Administration		CH-2 CONTROL NUMBER: 2-05-0006 FD-400 (1-8-81) (4-1-83) (10-8-07) (10-1-08)	
NOTICE FOR CONSTRUCTION, ALTERATION AND DEACTIVATION OF AIRPORTS			
1. Airport Owner <input type="checkbox"/> Check if this is the Property Owner <input type="checkbox"/> Check if this is the Airport's Physical Address		2. Airport Manager or Owner (if different from the Airport Owner) <input type="checkbox"/> Check if this is the Airport's Physical Address	
3. Project Name		4. Project Description	
5. Project Location		6. Project Location	
7. Project Location		8. Project Location	
9. Project Location		10. Project Location	
11. Project Location		12. Project Location	
13. Project Location		14. Project Location	
15. Project Location		16. Project Location	
17. Project Location		18. Project Location	
19. Project Location		20. Project Location	
21. Project Location		22. Project Location	
23. Project Location		24. Project Location	
25. Project Location		26. Project Location	
27. Project Location		28. Project Location	
29. Project Location		30. Project Location	
31. Project Location		32. Project Location	
33. Project Location		34. Project Location	
35. Project Location		36. Project Location	
37. Project Location		38. Project Location	
39. Project Location		40. Project Location	
41. Project Location		42. Project Location	
43. Project Location		44. Project Location	
45. Project Location		46. Project Location	
47. Project Location		48. Project Location	
49. Project Location		50. Project Location	
51. Project Location		52. Project Location	
53. Project Location		54. Project Location	
55. Project Location		56. Project Location	
57. Project Location		58. Project Location	
59. Project Location		60. Project Location	
61. Project Location		62. Project Location	
63. Project Location		64. Project Location	
65. Project Location		66. Project Location	
67. Project Location		68. Project Location	
69. Project Location		70. Project Location	
71. Project Location		72. Project Location	
73. Project Location		74. Project Location	
75. Project Location		76. Project Location	
77. Project Location		78. Project Location	
79. Project Location		80. Project Location	
81. Project Location		82. Project Location	
83. Project Location		84. Project Location	
85. Project Location		86. Project Location	
87. Project Location		88. Project Location	
89. Project Location		90. Project Location	
91. Project Location		92. Project Location	
93. Project Location		94. Project Location	
95. Project Location		96. Project Location	
97. Project Location		98. Project Location	
99. Project Location		100. Project Location	

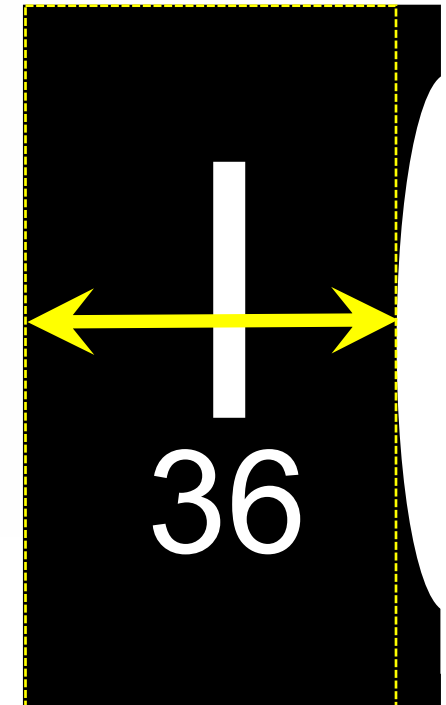
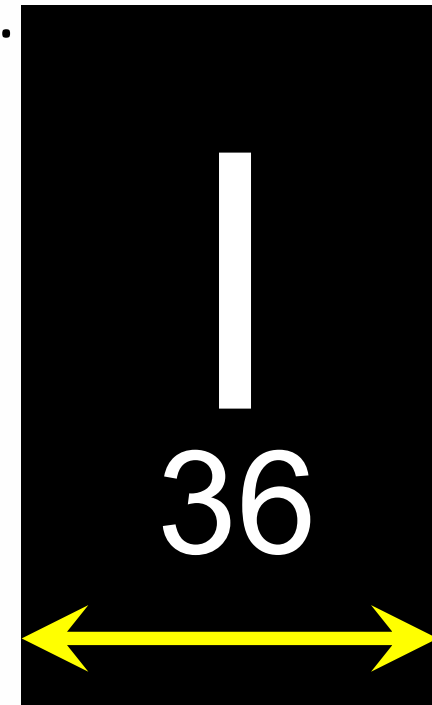
32. Runway Width

Width of the runway to the nearest foot.

Paved runways - width that is
full strength and usable for a runway.

If the width of the runway is uneven
and varies,
it is the narrowest width only.

RUNWAY DATA	
> 30 RUNWAY IDENT:	04/22
> 31 LENGTH:	5,500
> 32 WIDTH:	100
> 33 SURF TYPE-COND:	ASPH-S
> 34 SURF TREATMENT:	GRVD
35 GROSS WT: S	40.0
36 (IN THSDS) D	60.0
37 2D	100.0
38 2D/2D2	
> 39 PCN:	



Same as changing RWY length

The Form 700-FITNITY SUPER-DEEDS FROM THE CATHO

33. Surface Type – Condition

A two-part element: type (50) / condition

TURF = Grass or Sod or Turf

CONC = Concrete or Portland Cement

ASPH = Hot Mix, Bituminous Concrete Blacktop, Macadam, Plant Mix...

BRICK = Brick

WOOD = Wood

TRTD = Oiled, Soil Cement, Lime Stabilized, Asphalt or Coal-Tar Seal Coat

GRVL = Gravel, Cinders, Crushed Rock, Coral, Shells, Slag, Laterite, or Shale

DIRT = Adobe, Bare, Bladed, Caliche, Clay, Dirt, Earth, Loam; Silt, or Soil



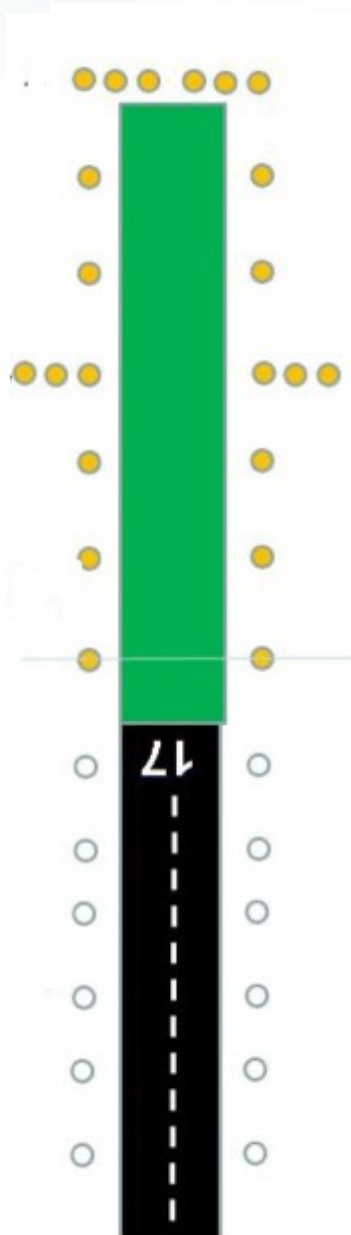
33. Surface Type - Condition

33. Surface Type ⓘ	ASPH-Asphalt/Bituminous Concrete	⌵	🗨
Surface Condition ⓘ	G-GOOD	⌵	🗨

51 possible choices in drop down box

May need to add remark:

A 031 RWY 17/35 3002 FT ASPH ON S END, 1350 FT TURF ON N END



33. Surface Type - Condition

E = Excellent Condition:

New pavement or pavement with no cracks or a few hairline cracks.



33. Surface Type - Condition

G = Good Condition:

Minimal or slight raveling

No distortion

Patches in good condition

Some cracks – less than
10% of cracks & joints
need sealing

Cracks ~ more than 50 feet apart



33. Surface Type - Condition

F = Fair Condition:

Some cracking and raveling
Cracks less than 50 ft apart
Joint and crack sealing needed
on 10% to 25% of cracks and joints.

Isolated alligator cracking
Patches in poor condition,
Crack settlements up to 1 inch.



33. Surface Type - Condition

P = Poor Condition:

Widespread, open, unsealed cracks / joints

Cracks < ½-inch wide

Raveling in 25% of the cracks.

Cracks 5 to 50 ft apart

Surface and slab spalling.



33. Surface Type - Condition

P = Poor Condition:

Alligator cracking

Patches in poor condition

Patches up to 20% of the surface

Vegetation through the cracks and joints.

If “Poor” A033 remark required



> 110 REMARKS:

A 033

RWY 13/31 FIRST THIRD AND LAST THIRD OF RWY EXTSV CRACKS W/VEGETATION GROWING THROUGH. LOOSE STONES AND POTHOLES.

33. Surface Type - Condition

L = Failed Condition:

Widespread severe cracking & distortion > 2 “

Alligator cracking > 20%

Widespread vegetation

Slabs extensively cracked / shattered

Severe spalling and faulting

Remark required



RUNWAY DATA			
> 30 RUNWAY IDENT:	04/22	17/35	13/31
> 31 LENGTH:	5,100	5,101	5,099
> 32 WIDTH:	75	75	75
> 33 SURF TYPE-COND:	ASPH-G	ASPH-F	ASPH-P
> 34 SURF TREATMENT:	RFSC	RFSC	

33. Surface Type - Condition

OLNEY MUNI (ONY)

View active [NOTAMS](#)

General Information Runways / Helipads Services & Facilities Based Aircraft & Operations Remarks

General Runway Information

30. Runway/Helipad ID ⓘ	13/31		39. Pavement Classification Number (PCN) ⓘ	
Air Carrier Runway ⓘ			Pavement Class	
31. Length ⓘ	5099		Pavement Type	
32. Width ⓘ	75		Subgrade Strength	
33. Surface Type ⓘ	ASPH-Asphalt/Bituminous Concrete		Tire Pressure Limit	
Surface Condition ⓘ	L-FAILED		Rating Method	
34. Surface Treatment ⓘ			40. Edge Intensity ⓘ	

Gross Weights (In Thousands of Pounds)

35. Single Wheel (S)		84
36. Dual Wheel (D)		

Lighting/Approach Aids Per End

--	--	--

33 - Surface Condition

*Remark

FIRST THIRD AND LAST THIRD OF RWY EXTSV CRACKS W/VEGETATION GROWING THROUGH. LOOSE STONES AND POTHOLES.

Currently Published Remark: FIRST THIRD AND LAST THIRD OF RWY EXTSV CRACKS W/VEGETATION GROWING THROUGH. LOOSE STONES AND POTHOLES.

Add Remark Remove Remark Cancel

33. Surface Type - Condition

Order 5280.5D Airport Certification Handbook (Chapter 4)
FAA Cert Inspectors may use:

**AC 150/5320-17A - Airfield Pavement Surface Evaluation and
Rating Manuals (PASER Manuals)**

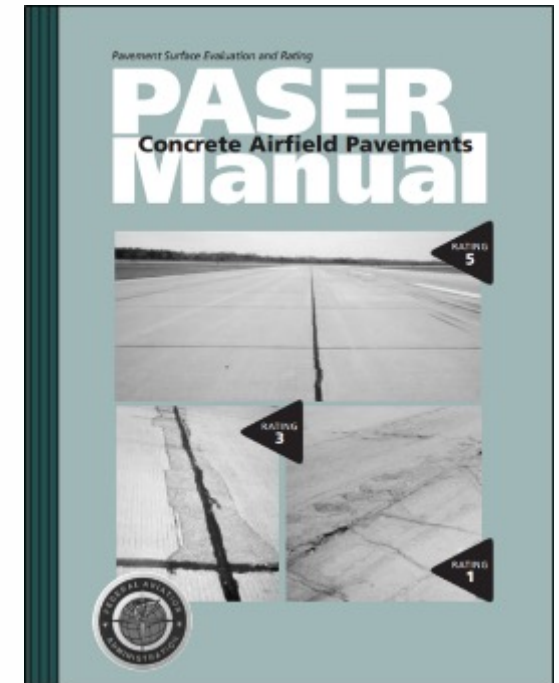
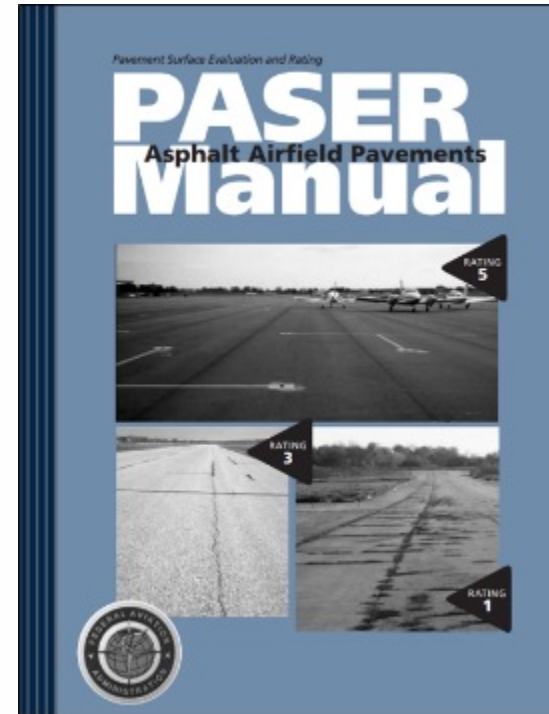
when evaluating pavement condition.

33. Surface Type - Condition

Paser Manuals

Guidance on understanding and rating the surface condition of airfield pavements

Appendices A and B **can help airport managers understand** the surface condition of airfield pavements



No pavement will achieve its design life without routine and preventative maintenance.

Asphalt Distress Measurement

Alligator Cracking

Bleeding

Block Cracking

Corrugation

Depression/Rutting

Jet-Blast Erosion

Joint Reflection Cracking

Longitudinal and Transverse Cracking

Oil Spillage (Fuel)

Patching

Polished Aggregate

Raveling

Shoving

Slippage Cracking

Swelling

Thermal

Portland Cement (PCC) Distress

Alkali Silica Reaction (ASR)

Blowup

Corner Break/Spalling

Durability Cracking

Faulting/Settlement

Joint Seal Damage

Joint Spalling

Map Cracking

Meander Cracking

Map Cracking

Pop Outs

Scaling

Shattered Slab

Slab Cracks

A close-up photograph of a light-colored, textured concrete surface. A dark, irregular shadow is cast across the bottom right portion of the frame. The concrete has a fine, granular texture with some small dark spots and a faint crack visible in the upper right corner.

Alkali Silica Reaction (ASR) – ONZ 2013

34. Surface Treatment

Enter the type of treatment at the surface of the runway.

- GRVD = Grooved-Saw-Cut or Plastic Grooved
- PFC = Porous Friction Course
- AFSC = Aggregate Friction Seal Coat
- RFSC = Rubberized Friction Seal Coat
- WC = Wire Comb or Wire Tine
- NONE = No Surface Treatment

If surface treatment covers less than full length & width, describe in an A034 Remark



OLNEY MUNI (ONY)

View active [NOTAMS](#)

[General Information](#) [Runways / Helipads](#) [Services & Facilities](#)

33. Surface Type ⓘ	ASPH-Asphalt/Bituminous Concrete	⌵	🗨
Surface Condition ⓘ	G-GOOD	⌵	🗨
34. Surface Treatment ⓘ	RFSC-Rubberized Friction Seal Coat	⌵	🗨

Gross Weights (35-38) and PCN (39)

AC 150/5335-5C - Standardized Method of Reporting Airport Pavement Strength - PCN

Guidance for using the standardized ICAO method

Aircraft Classification Number – ACN

Pavement Classification Number -- PCN)

to report airport runway, taxiway, and apron pavement strength.

applies only to pavements strengths 12,500 pounds or greater.



FAA
Office of Airports

2018
AIRPORT MASTER RECORD SEMINAR



Page 17 Chart Supplement

CURRENT	NEW	NEW DESCRIPTION
S	S	Single wheel type landing gear (DC3), (C47), (F15), etc.
D	D	Dual wheel type landing gear (BE1900), (B737), (A319), etc.
T	D	Dual wheel type landing gear (P3, C9).
ST	2S	Two single wheels in tandem type landing gear (C130).
TRT	2T	Two triple wheels in tandem type landing gear (C17), etc.
DT	2D	Two dual wheels in tandem type landing gear (B707), etc.
TT	2D	Two dual wheels in tandem type landing gear (B757, KC135).
SBTT	2D/D1	Two dual wheels in tandem/dual wheel body gear type landing gear (KC10).
None	2D/2D1	Two dual wheels in tandem/two dual wheels in tandem body gear type landing gear (A340–600).
DDT	2D/2D2	Two dual wheels in tandem/two dual wheels in double tandem body gear type landing gear (B747, E4).
TTT	3D	Three dual wheels in tandem type landing gear (B777), etc.
TT	D2	Dual wheel gear two struts per side main gear type landing gear (B52).
TDT	C5	Complex dual wheel and quadruple wheel combination landing gear (C5).

35. Gross Wt

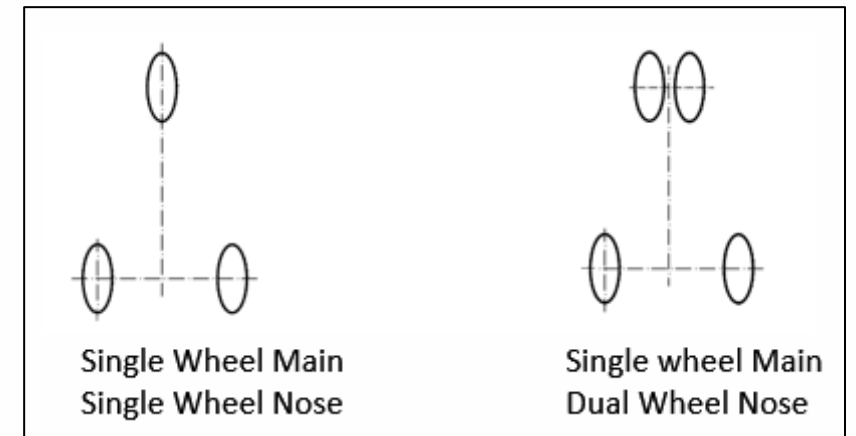
> 34 SURF TREATMENT:		GRVD
35 GROSS WT:	S	120.0
36 (IN THSDS)	D	250.0
37	2D	550.0
38	2D/2DS	1,000.0
> 39 PCN:		86/R/B/W/T

Gross Weights (In Thousands of Pounds)					
35. Single Wheel (S) ⓘ	<input type="text"/>	<input type="button" value="⌵"/>	37. 2 Dual Wheels in Tandem (2D) ⓘ	<input type="text"/>	<input type="button" value="⌵"/>
36. Dual Wheel (D) ⓘ	<input type="text"/>	<input type="button" value="⌵"/>	38. 2 Dual Wheels in Tandem/ 2 Dual Wheels in Double Tandem (2D/2D2) ⓘ	<input type="text"/>	<input type="button" value="⌵"/>

35. Gross Weight S (Single)

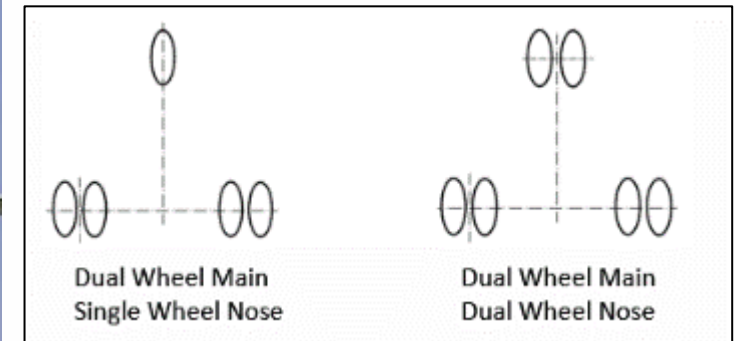
Single wheel type landing gear

Gross weight strength of the runway in thousands of pounds.



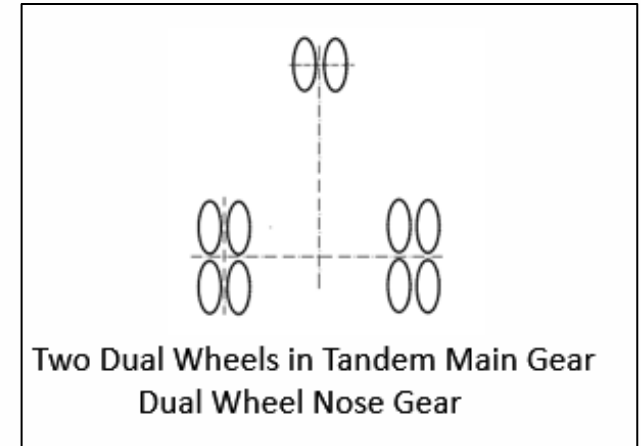
36. Gross Weight D (Dual)

Dual wheel type landing gear gross weight strength of the runway in thousands of pounds.



37. Gross Weight 2D

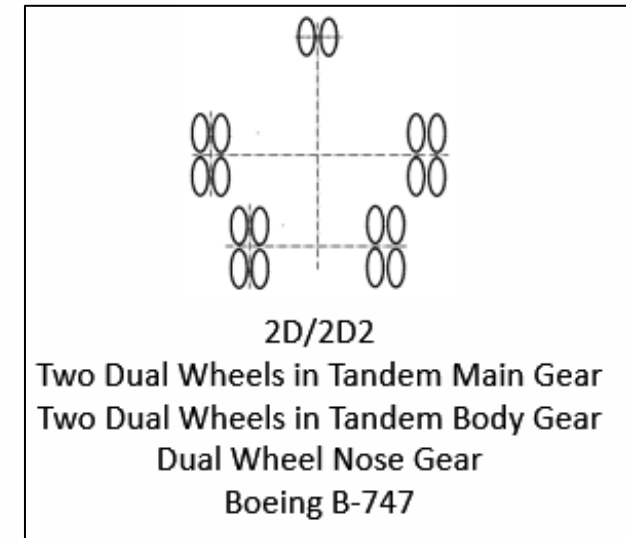
Two-dual wheel type landing gear



38. Gross Weight: 2D/2D2

Two dual wheels in tandem

Two dual wheels in double tandem body gear type landing gear



35-38. Gross Weights:

AMGR can chose a weight limit lower than the computed weight

Must use standard FAA evaluation procedures

(i.e. FAA has evaluated data element 35)

Reduced weight limit will be displayed in a remark:

A035 RWY 02/20 LMTD BY AMGR TO 8,000 LBS SINGLE-WHEEL GEAR.

RUNWAY DATA			
> 30 RUNWAY INDENT:	09/27	18L/36R	18R/36L
> 31 LENGTH:	3,114	3,697	6,879
> 32 WIDTH:	75	75	150
> 33 SURF TYPE-COND:	ASPH-F	ASPH-F	ASPH-G
> 34 SURF TREATMENT:			GRVD
35 GROSS WT: S	50.0	35.0	60.0
36 (IN THSDS) D	80.0	55.0	175.0
37 2D	100.0	80.0	200.0
38 2D/2D2			350.0
> 39 PCN:			

39. Pavement Classification Number (PCN)

The ACN/PCN System is the ICAO standard method of reporting pavement strength for pavements with bearing strengths greater than 12,500 pounds.

RUNWAY DATA		
> 30 RUNWAY IDENT:		
03L/21R		
> 31 LENGTH:		
8,501		
> 32 WIDTH:		
150		
> 33 SURF TYPE-COND:		
CONC-E		
> 34 SURF TREATMENT:		
GRVD		
35 GROSS WT:	S	120.0
36 (IN THSDS)	D	250.0
37	2D	550.0
38	2D/2DS	1,000.0
> 39 PCN:		
86/R/B/W/T		

39. Pavement Classification Number (PCN)

Five entry fields:

PAVEMENT CLASS:	Numerical value up to 3-digits
PAVEMENT TYPE:	R-Rigid or F-Flexible
SUBGRADE STRENGTH:	A-High, B-Medium, C-Low, or D-Ultra-Low
TIRE PRESSURE LIMIT:	W-High (No Pressure Limit), X-Medium (Limit to 218 PSI), Y-Low (Limit to 145 PSI), or Z-Very Low (Limit to 73 PSI)
RATING METHOD:	T-Technical Evaluation or U-By Experience

Example: 43/F/C/W/T

39. Pavement Classification Number (PCN)

43/F/C/W/T

Pavement Class = 43

Pavement Type = F-Flexible

Subgrade Strength = C-Low (?)

Tire Pressure Limit = W-Unlimited
(No Pressure Limits)

Rating Method = T-Technical Evaluation

39. Pavement Classification Number (PCN) ⓘ		
Pavement Class	43	ⓘ
Pavement Type	F - FLEXIBLE ▼	ⓘ
Subgrade Strength	C - LOW ▼	ⓘ
Tire Pressure Limit	W - UNLIMITED ▼	ⓘ
Rating Method	T - TECHNICAL EVAL ▼	ⓘ

Marking & Lighting



Air



FAA
Office of Airports

Lighting/Approach – Data Elements 40 - 49



ADIP Portal Home Facility Dashboard Help Sylvia Piacun

Project Summary
Facility Data

LAKEFRONT (NEW) NEW_2021_00080317
View active [NOTAMS](#) In Progress

General Information Runways / Helipads Services & Facilities Based Aircraft & Operations Remarks

Lighting/Approach Aids Per End 09 27

23. Right Traffic	N		Y	
42. Runway Marking Type	BSC-Basic		BSC-Basic	
Runway Marking Condition	G-GOOD		F-FAIR	
43. Visual Glide Slope Indicator (VGSI)	P4L-4 Box PAPI L of Rwy		P4R-4 Box PAPI R of Rwy	
44. Threshold Crossing Height	40		43	
45. Visual Glide Angle	3		3.2	
46. Centerline				
Touchdown Zone				
47. Runway Visual Range (RVR)				
Runway Visual Value (RVV)				
48. Runway End Indicator Lights (REIL)	Yes			
49. Approach Lights				

Back to Project List

Save Changes Error Check Terminate Project Submit Changes

FAA Form 5010 - Airport Master Record

10 Lighting & Approach Aids Data Elements on the Master Record.

40. EDGE INTENSITY

41. RESERVED

42. RUNWAY MARKING TYPE-CONDITION

43. VGSI – VISUAL GLIDE SLOPE INDICATOR

44. THRESHOLD CROSSING HEIGHT

45. VISUAL GLIDE ANGLE

46. CENTERLINE AND TOUCHDOWN ZONE

47. RUNWAY VISUAL RANGE (RVR) AND RUNWAY VISUAL VALUE (RVV)

48. RUNWAY END INDICATOR LIGHTS (REILS)

49. APPROACH LIGHTS



FAA
Office of Airports

2018
AIRPORT MASTER RECORD SEMINAR

40. Edge Intensity

- Enter the type of runway edge lighting system.

HIGH = High Intensity Runway Lights
 MED = Medium Intensity Runway Lights
 LOW = Low Intensity Runway Lights
 PERIMETER = Perimeter Lights (for helipads)
 FLOOD = Flood Lights (for helipads)
 NSTD = Non-Standard



LIGHTING/APCH AIDS			
> 40 EDGE INTENSITY:	MED	MED	MED
> 42 RWY MARK TYPE-COND:	BSC- G / BSC- G	BSC- G / BSC- F	PIR- G / NPI- G
> 43 VGSI:	/ P4L	P4L / P4R	P4L / P4L
44 THR CROSSING HGT:	/ 45	40 / 43	51 / 50
45 VISUAL GLIDE ANGLE:	/ 3.00	3.00 / 3.20	3.00 / 3.00
> 46 CNTRLN-TDZ:	- / -	- / -	- / -
> 47 RVR-RVV:	- / -	- / -	- / -
> 48 REIL:	Y / Y	Y /	/ Y
> 49 APCH LIGHTS:	/	/	MALSR /
OBSTRUCTION DATA			

40. Edge Intensity

Enter NSTD If Lights don't meet FAA AC STDS or if non-standard due to improper spacing, color, or placement

Explain in RMK:

A040 RWY 03/21 NSTD LIRL DUE TO THLD LIGHTS GREEN AND YELLOW.



40. Edge Intensity

ADIP Portal Home Facility Dashboard

LAKEFRONT (NEW) NEW_2021_00080317 In Progress

View active NOTAMS

General Information Runways / Helipads Services & Facilities Based Aircraft & Operations Remarks

General Runway Information

30. Runway/Helipad ID 09/27

31. Length 3114

32. Width

33. Surface Type

Surface Condition

34. Surface Treatment

39. Pavement Classification Number (PCN)

Pavement Class

35. Single Wheel (S) 50

36. Dual Wheel (D) 80

37. 2 Dual Wheels in Tandem (2D) 100

38. 2 Dual Wheels in Tandem/ 2 Dual Wheels in Double Tandem (2D/2D2)

40 - Edge Intensity

*Remark

NSTD MRL; ONLY THE INNER 2000' PORTION OF RWY IS LIGHTED

Currently Published Remark:

Add Remark Remove Remark Cancel

Save Changes Error Check Terminate Project Submit Changes

40. Edge Intensity - Helipad

If helipad lights do not meet FAA AC STDS , enter NSTD in data element 40 and then add remark

A040 HELIPAD H1 NSTD PERIMETER LIGHTS ONLY ONE LIGHT IN EACH CORNER OF THE PAD.



40. Edge Intensity

If no lighting, leave blank

If out of service indefinitely, do not delete,
– add remark

A040 RWY LTS OTS INDEF



40. Edge Intensity

When data is changed, ADIP will prompt to check #81. Airport Light Schedule Remark

Element 81 – Airport Light Schedule refers to airport beacon schedule
It also refers to the schedule of any other lighting aids that are on the same schedule as the airport beacon.

Enter the lighting schedule of the airport beacon.

DUSK-DAWN	= Dusk to Dawn
SS-SR	= Sunset to Sunrise
RDO-CTL	= Radio Controlled

40. Edge Intensity

AC 150/5340-30H—Design & Installation Details for Airport Visual Aids
RWY edge lights may be increased in height for snowfall areas.

AC 150/5345-46E – RWY & TWY Lights not to exceed 14"

Lights may be increased to 30 inches for applications in snow areas.



40. Edge Intensity

AC 150/5340 – 30H Figure 108

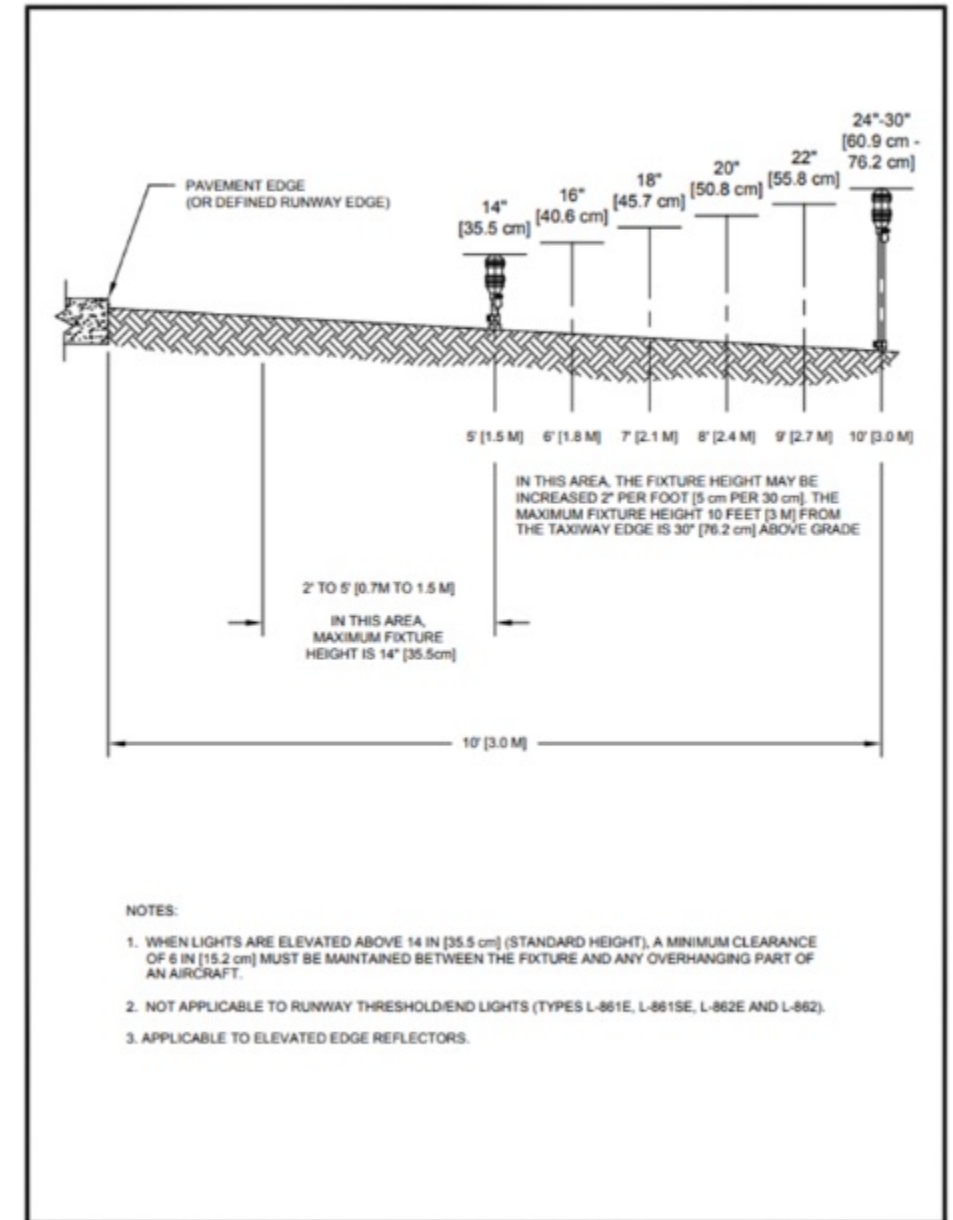
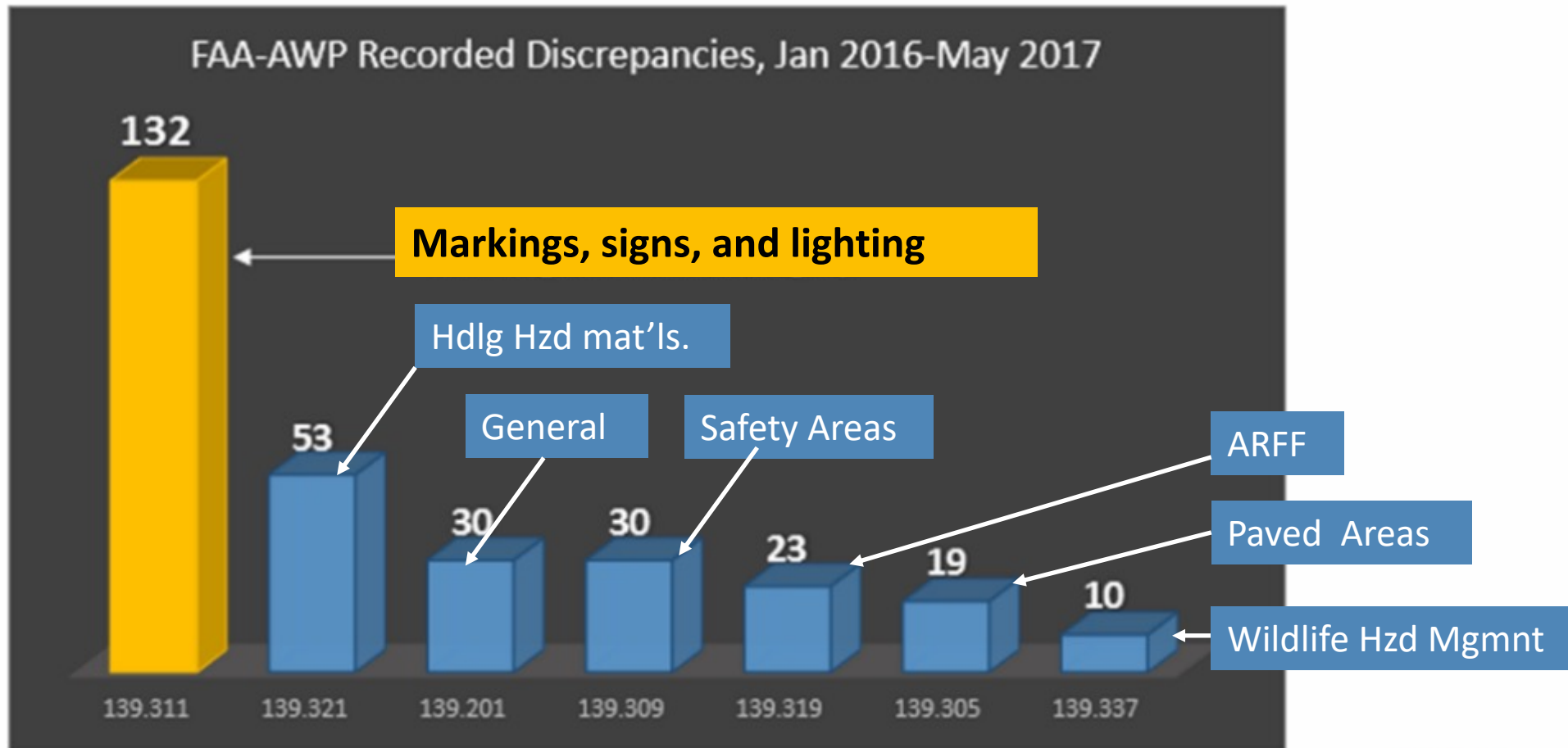


Figure 108. Adjustment of edge light elevation for high snowfall areas.

42. RWY Marking Condition- Discrepancies



42. Runway Marking Type - Condition

The entry is for the runway ends is separated by slash (/).

The two-part data element separated by a dash (-).



LIGHTING/APCH AIDS	18L/36R	09/27	18R/36L
> 40 EDGE INTENSITY:	MED	MED	MED
> 42 RWY MARK TYPE-COND:	BSC- G / BSC- G	BSC- G / BSC- F	PIR- G / NPI- G
> 43 VGSI:	/ P4L	P4L / P4R	P4L / P4L
44 THR CROSSING HGT:	/ 45	40 / 43	51 / 50
45 VISUAL GLIDE ANGLE:	/ 3.00	3.00 / 3.20	3.00 / 3.00
> 46 CNTRLN-TDZ:	- / -	- / -	- / -
> 47 RVR-RVV:	- / -	- / -	- / -
> 48 REIL:	Y / Y	Y /	/ Y
> 49 APCH LIGHTS:	/	/	MALSR /

42. Runway Marking Type - Condition

Enter the **type** of runway marking at each runway end followed by the condition of the runway at each runway end.

- BSC = Basic (number and centerline)
- PIR = Precision Instrument
- NPI = Non-Precision Instrument
- NRS = Numbers Only (no centerline)
- NSTD = Non-Standard
- BUOY = Buoys (for waterways and seaplane bases)

Refer to AC 150/5340-1, Standards for Airport Markings.

Check data elements 42 and 50 (FAR 77 Category) for compatibility.

42. Runway Marking Type - Condition

<u>LIGHTING/APCH AIDS</u>	
> 40 EDGE INTENSITY:	HIGH
> 42 RWY MARK TYPE-COND:	NPI- G / NPI- G
> 43 VGSI:	P4R / P4L
44 THR CROSSING HGT:	55 / 55
45 VISUAL GLIDE ANGLE:	3.00 / 3.00
> 46 CNTRLN-TDZ:	Y - N / Y - N
> 47 RVR-RVV:	TR - N / TR - N
> 48 REIL:	Y / Y
> 49 APCH LIGHTS:	/
<u>OBSTRUCTION DATA</u>	
50 FAR 77 CATEGORY:	B(V) / B(V)



42. Runway Marking Type - Condition

There are no standards for marking non-paved surface runways thus NSTD is not an acceptable entry for markings on a turf runway.



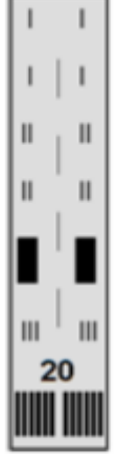
If the non-paved surface runway has some type of marking, leave data element 42 blank

Add a remark that briefly describes how the runway is marked.

A042 RWY 18/36 MARKED WITH WHITE TIRES.

A042 RWY 18/36 MARKED WITH 3 FT ORANGE CONES.

42. Runway Marking Type - Condition

	Threshold Approach Category		
RWY surface marking scheme	Visual apch	Non-Precision apch	Precision Apch
		Apch w/ vertical guidance not less than ¾ mile vis.	Apch w/ vertical guidance lower than ¾ mile vis.
Rwy diagram			
Landing Designator	Required	Required	Required
Centerline	Required	Required	Required
Threshold	Note 1	Required	Required
Aiming Point	Note 2	Note 3	Required
Touchdown Zone	(not applicable)	(not applicable)	Required
Edge Mkg	Note 4	Note 4	Required
Notes: 1 Req'd on rwys serving apch cat. C & D airplanes & for rwys used by int'l com'l air transport. 2 Req'd on 4,200 ft or longer rwys serving apch categories C & D airplanes 3 Req'd on 4,200 ft or longer instrument rwys 4 Used when full pavement width may not be available for use as rwy Jan 2018			

23. Right Traffic ⓘ	N		
42. Runway Marking Type ⓘ		↕ ↻	
Runway Marking Condition		↕	
43. Visual Glide Slope Indicator (VGSI) ⓘ	BSC-Basic	↕	
44. Threshold Crossing Height ⓘ	BUOY-Buoys or Seaplane Base		
45. Visual Glide Angle ⓘ	NONE-No Markings		
46. Centerline ⓘ	NPI-Nonprecision Instrument		
Touchdown Zone	NRS-Numbers Only	↕	
47. Runway Visual Range (RVR) ⓘ	NSTD-Non-Standard	↕	
Runway Visual Value (RVV)	PIR-Precision Instrument	↕	
48. Runway End Indicator Lights (REIL) ⓘ	STOL-Short Takeoff and Landing	↕	
49. Approach Lights ⓘ		↕	

42. Runway Marking Type - Condition

CONDITION: Enter the condition of the runway markings using one of the entries below:

G = Good

F = Fair

P = Poor



42. Runway Marking Type - Condition

If the runway marking condition is poor, an explanatory referenced remark is required.

A042 RWY 09 MKGS FADED.

A042 RWY 27 MKGS FADED.

AC 150/5340-1M – Standards for Airport Markings

Two techniques to enhance the conspicuity of surface markings are:

1. Outlining surface markings with black borders on concrete pavements and light-colored pavements and

2. Glass beads in paint.

Use of Glass Beads

Where Required	Where Recommended
<ul style="list-style-type: none">• Runway designation• Runway and taxiway centerline• Threshold markings and bar• Aiming point marking• Touchdown zone• All holding position markings• Geographic position markings• Surface painted signs• Non-movement area boundary markings	<ul style="list-style-type: none">• Runway edge markings• Taxiway edge markings• Displaced threshold markings• Demarcation bar

Note: Glass beads are not to be used in black paint.
Type III beads shall not be applied to red or pink paint

42. Runway Marking Type - Condition

Paint a Black Border

Pavement Surface Type	Age of Pavement Surface		
	New	Up to 2 years old	Over 2 years old
Portland Cement Concrete	Yes	Yes	Yes
Asphalt Concrete	No	No	Yes
Asphalt Treated	No	No	Yes



Where Required	Where Recommended
<ul style="list-style-type: none">• All holding position marking• Enhanced Twy centerlines• Non-movement area boundary markings• SMGCS Twy centerlines• Surface painted holding signs• Intermediate holding position• Geographic position marking (see AC150/5340-1L, 4.11(d))• All runway markings <i>except</i> edge markings	<ul style="list-style-type: none">• Taxiway centerlines• Taxiway edge markings• Chevrons• Shoulder markings





Federal Aviation
Administration

Southern Regional Airports Division

A Quick Reference to

Airfield Standards



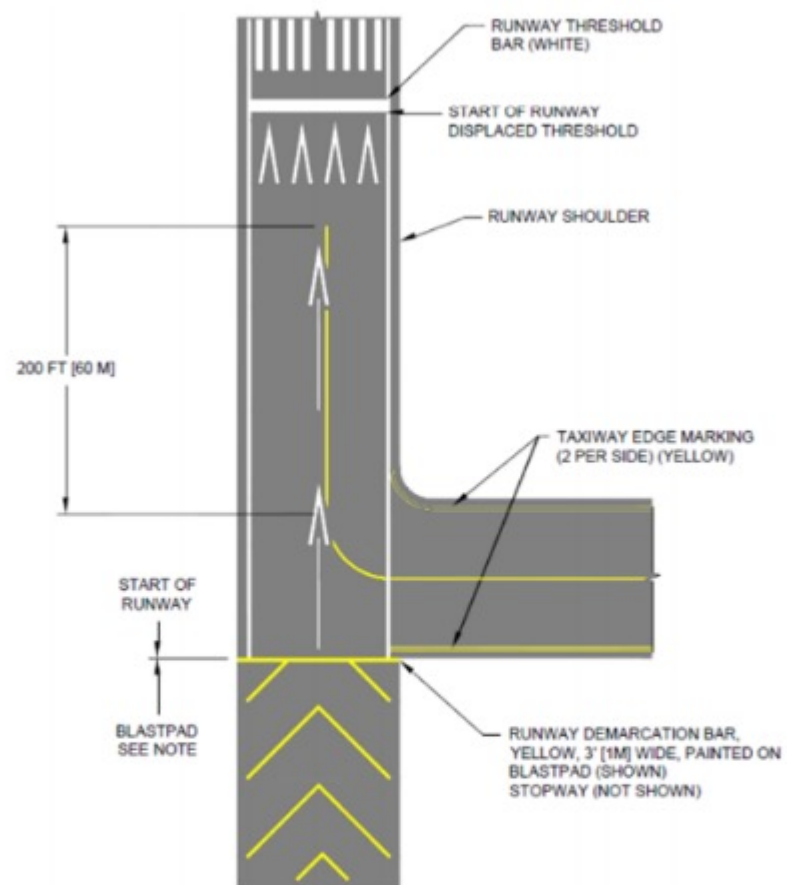
We are
Airports



FAA
Office of Airports

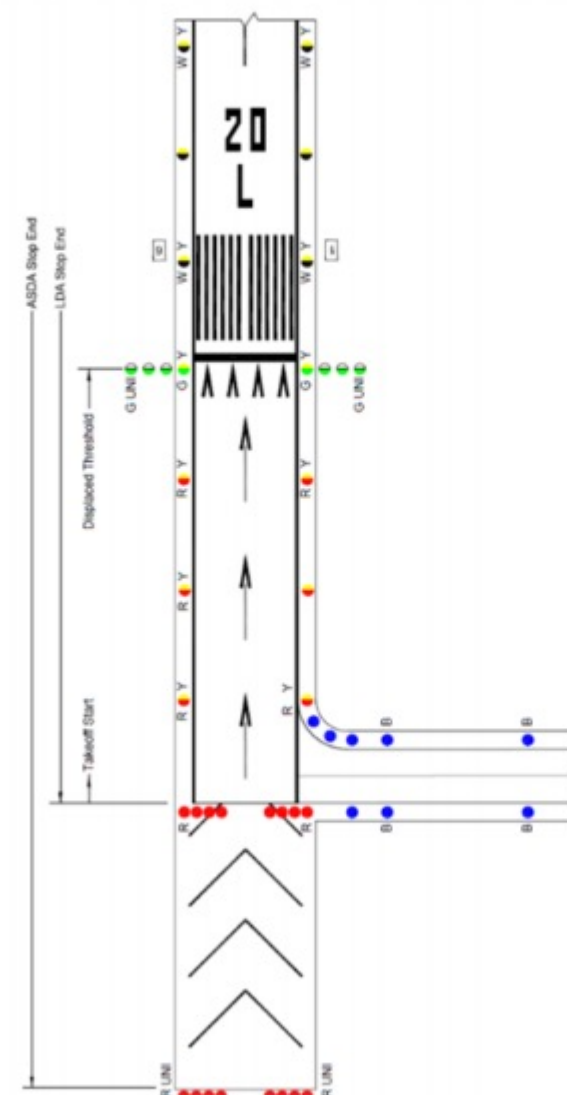
2018
AIRPORT MASTER RECORD SEMINAR

Blast Pad Preceding a Displaced Threshold



Note: Demarcation bars are 3 feet wide and NOT part of the useable pavement. Stopway width equals runway width. Blast pad width equals runway width plus runway shoulders.

Lighting for Runway with Displaced Threshold and Stopway



43. VGSI – Visual Glide Slope Indicators

The entry is for two runway ends. The two runway ends are separated by a slash (/).

Enter the type of visual glideslope indicator (VGSI) equipment for each end.

LIGHTING/APCH AIDS	MED		MED		MED	
	BSC - F	/ BSC - F	BSC - F	/ BSC - F	PIR - G	/ NPI - G
> 40 EDGE INTENSITY:						
> 42 RWY MARK TYPE-COND:						
> 43 VGSI:	P4L	/ P4R	/ P4L		P4L	/ P4L
44 THR COSSING HGT.:	40	/ 43	/ 45		51	/ 50
45 VISUAL GLIDE ANGLE:	3.00	/ 3.20	/ 3.00		3.00	/ 3.00
> 46 CNTRLN-TDZ:	-	/ -	-	/ -	-	/ -
> 47 RVR-RVV:	-	/ -	-	/ -	-	/ -
> 48 REIL:	Y	/	Y	/ Y		/ Y
> 49 APCH LIGHTS:		/	/		MALSF	/

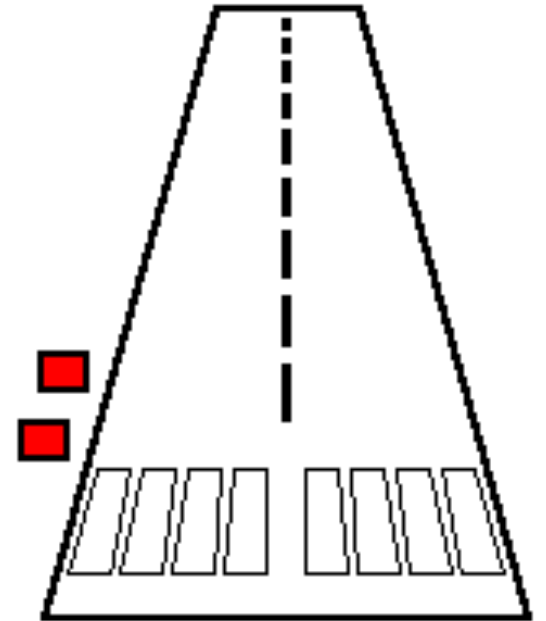
43. VGSI – Visual Glide Slope Indicators

S2L = 2-box Simplified Abbreviated Visual Approach Slope Indicator (SAVASI) on the Left side of the runway

S2R = 2-box Simplified Abbreviated Visual Approach Slope Indicator (SAVASI) on the Right side of the runway

V2L = 2-box Visual Approach Slope Indicator (VASI) on the Left side of the runway

V2R = 2-box Visual Approach Slope Indicator (VASI) on the Right side of the runway



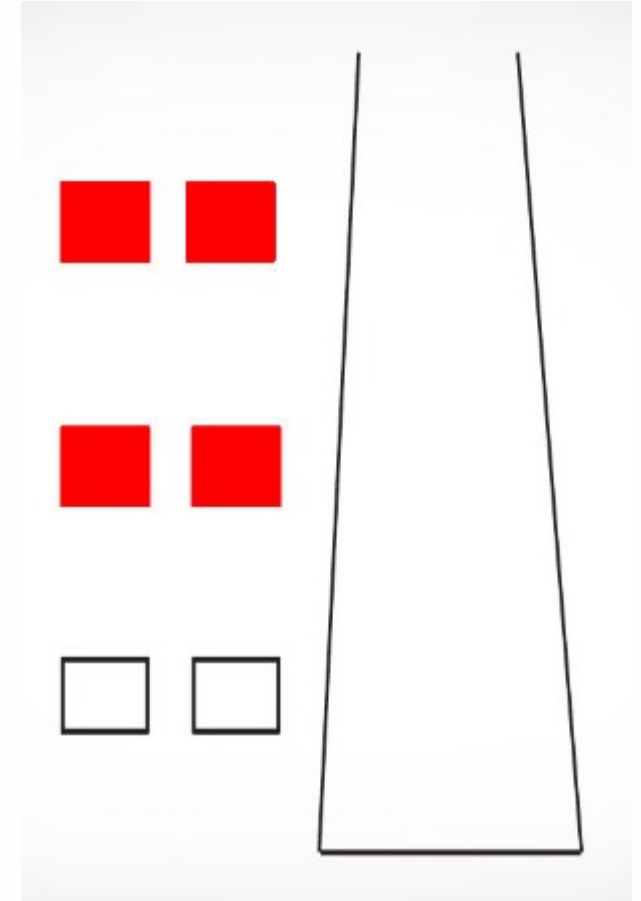
43. VGSI-Visual Glide Slope Indicators

V4L = 4-box VASI on the Left Side of the RWY

V4R = 4-box VSSI on the Right side of the RWY

V6L = 6-box VASI on the Left side of the RWY

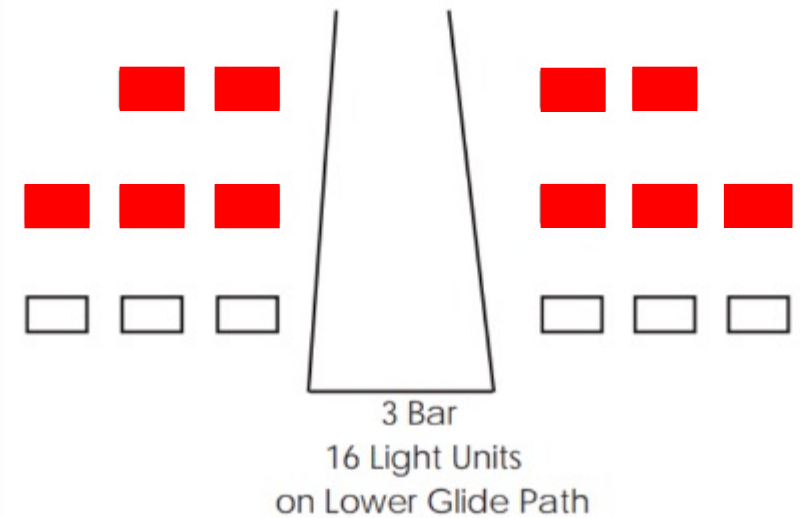
V6R = 6-box VASI on the Right side of the RWY



43. VGSI – Visual Glide Slope Indicators

V12 = 12-box VASI on both sides of the RWY

V16 = 16-box VASI on both sides of the RWY



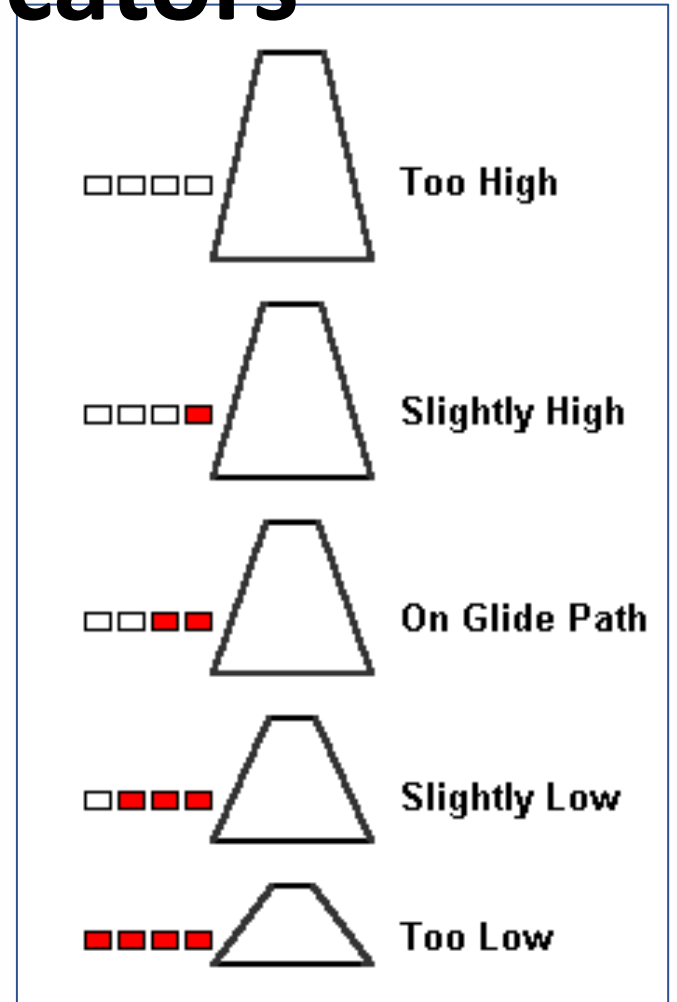
43. VGSI – Visual Glide Slope Indicators

P2L = 2-box Precision Approach Path Indicator (PAPI)
on the Left side of the RWY

P2R = 2-box PAPI on the Right side of the RWY

P4L = 4-box PAPI on the Left Side of the RWY

P4R = 4-box PAPI on the Right side of the RWY



43. VGSI – Visual Glide Slope Indicators

TRIL = Tri-Color Visual Approach Slope Indicator (TRCV) on the Left side of the RWY, normally a single light unit projecting three colors

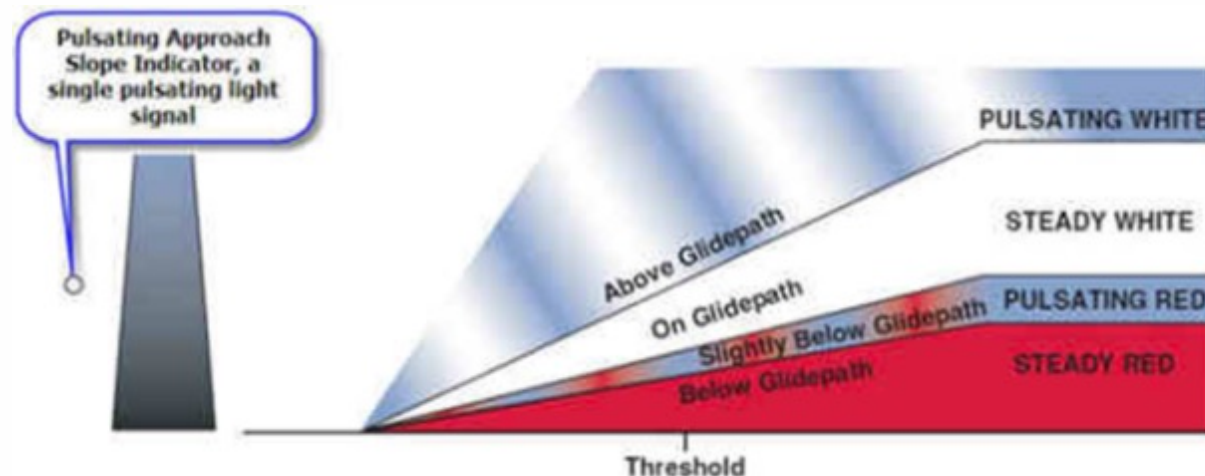
TRIR = Tri-Color Visual Approach Slope Indicator (TRCV) on the Right side of the RWY, normally a single light unit projecting three colors



43. VGSI – Visual Glide Slope Indicators

PSIL = Pulsating/Steady Burning Visual Approach Slope Indicator (PVASI) on the Left side of the RWY, normally a single light unit projecting two colors. Sometimes referred to as PLASI

PSIR = Pulsating/Steady Burning Visual Approach Slope Indicator (PVASI) on the Right side of the RWY, normally a single light unit projecting two colors



43. VGSI – Visual Glide Slope Indicators

PNIL = A System of Panels (APAP) used for alignment of an approach path, which may or may not be lighted, on the Left side of the RWY

PNIR = A System of Panels (APAP) used for alignment of an approach path, which may or may not be lighted, on the Right Side of the RWY

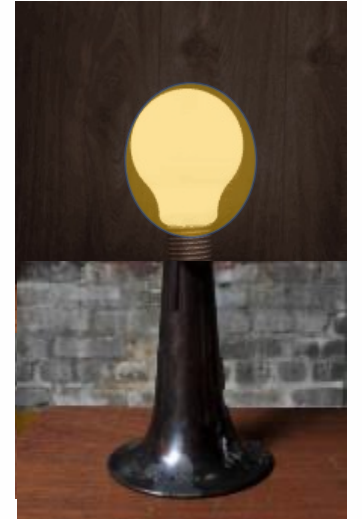


43. VGSI – Visual Glide Slope Indicators

PVT = A Privately Owned, for Private Use Only, approach slope indicator light system installed on a public-use airport

NSTD = Any visual approach slope indicator system not approved by the FAA. Enter NSTD when a non-standard system exists.

Enter a remark in data element 110 describing the NSTD VGSI



43. VGSI – Visual Glide Slope Indicators

- NOTE: When data is changed, **AMR** system will prompt to check the #81. Airport Light Schedule Remark on save

The screenshot displays the ADIP (Airport Data Input Program) interface. A modal dialog box is open, titled "81 - Airport Lighting Schedule". The dialog contains the following text:

* The system has detected a change in an element that may impact the remark currently published for the Airport Lighting Schedule, element #81. Please review the following remark, edit as necessary, confirm by selecting the checkbox below it and then selecting 'Add Remark'. If no change is required, confirm by selecting the checkbox below it and then selecting 'Accept As Is'.

81 - Airport Lighting Schedule

*Remark

WHEN TWR CLSD, RWY 18R-36L, RWY 09/27, TWY B, C, D, E, F, H, EAST HANGARLINE PRESET LOW INTENSITY. ACTIVATE 5 CLICKS FOR MED AND 7 CLICKS FOR HIGH ON CTAF. AFTER 15 MIN OF INACTIVITY.

Currently Published Remark: WHEN TWR CLSD, RWY 18R/36L, RWY 09/27, TWY B, C, D, E, F, H, EAST HNGRLN PRESET LOW INTST. ACTVT 5 CLICKS FOR MED AND 7 CLICKS FOR HIGH ON CTAF. AFT 15 MIN OF INACTIVITY, RWY 18R/36L, RWY 09/27, TWY B AND TWY F PRESET LOW. ORIG PRESETS CAN BE ACTVTD TO LOW, MED, AND HIGH - CTAF.

☐ Please check the box acknowledging the remark above is accurate.

Buttons: Accept As Is, Add Remark, Remove Remark, Cancel

The background interface shows the "LAKEFRONT (NEW)" project summary, with tabs for "General Information" and "Lighting/Approach". The "Remarks" section on the right lists various remarks, including "P2L-2 Box PAPI L of Rwy".

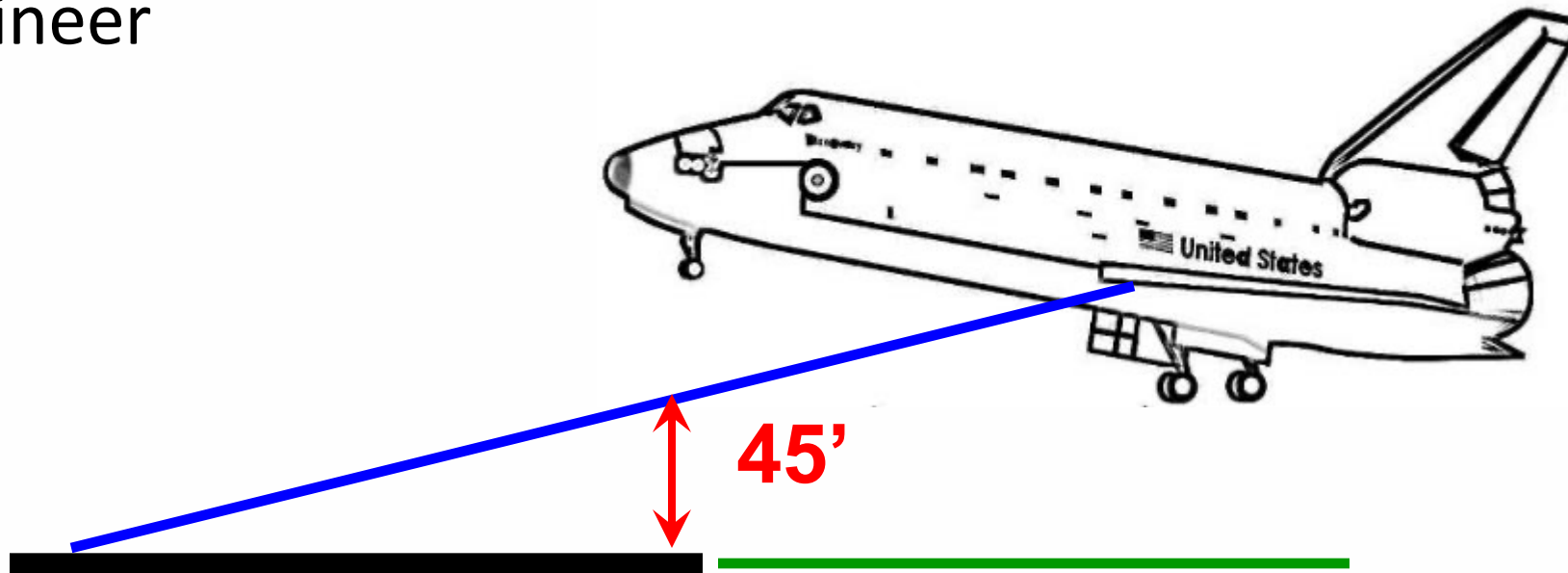
44. Threshold Crossing Height

AC 150/5300-13A – Airport Design

- **Threshold Crossing Height** - The Threshold Crossing Height is the theoretical height above the runway threshold at which the aircraft's glideslope (GS) antenna would be if the aircraft maintains the trajectory established by the Instrument Landing System (ILS) GS, or the height of the pilot's eye above the runway threshold based on a visual guidance system.

44. Threshold Crossing Height

From Engineer



44. Threshold Crossing Height

The entry is for two runway ends, and the two runway ends are separated by a slash (/).

Enter the threshold crossing height of the visual glideslope indicator equipment at each runway end to the nearest whole foot.

Obtain the information from the airport manager, the Airport Layout Plan (ALP), or the appropriate FAA office if installed with Federal funds.

LIGHTING/APCH AIDS	MED		MED		MED	
	BSC - F	BSC - F	BSC - F	BSC - F	PIR - G	NPI - G
> 40 EDGE INTENSITY:						
> 42 RWY MARK TYPE-COND:						
> 43 VGSI:						
44 THR COSSING HGT.:	40	43		45	51	50
45 VISUAL GLIDE ANGLE:	3.00	3.20		3.00	3.00	3.00
> 46 CNTRLN-TDZ:	-	-	-	-	-	-
> 47 RVR-RVV:	-	-	-	-	-	-
> 48 REIL:	Y		Y	Y		Y
> 49 APCH LIGHTS:					MALSF	

45. Visual Glide Angle

The entry is for two runway ends, and the two runway ends are separated by a slash (/).

Enter the glide angle of the VGSI equipment installed at each runway end to the hundredths of a degree.

Example: 3.00 or 3.25

Obtain information from AMGR, the ALP, or FAA office if installed with Federal funds

LIGHTING/APCH AIDS			
> 40 EDGE INTENSITY:	MED	MED	MED
> 42 RWY MARK TYPE-COND:	BSC - F / BSC - F	BSC - F / BSC - F	PIR - G / NPI - G
> 43 VGSI:	P4L / P4R	/ P4L	P4L / P4L
> 44 THR CROSSING HGT.:	40 / 43	/ 45	51 / 50
> 45 VISUAL GLIDE ANGLE:	3.00 / 3.20	/ 3.00	3.00 / 3.00
> 46 CNTRLN-TDZ:	- / -	- / -	- / -
> 47 RVR-RVV:	- / -	- / -	- / -
> 48 REIL:	Y /	Y / Y	/ Y
> 49 APCH LIGHTS:	/	/	MALSF /

46. Centerline and Touchdown Zone

The entry is for two runway ends, and the two runway ends are separated by a slash (/).

This is a two-part data element separated by a dash (-) for the centerline lights and the touchdown zone lights at each runway end.



46. Centerline and Touchdown Zone

Enter Y if the runway has centerline lights or N for none.

Enter Y if the runway has touchdown zone lights or N for none.

Example: Y-N / Y-Y

RUNWAY DATA			
> 30 RUNWAY INDENT:		02/20	11/29
> 31 LENGTH:		7,001	10,104
> 32 WIDTH:		150	150
> 33 SURF TYPE-COND:		CONC-E	CONC-E
> 34 SURF TREATMENT:		GRVD	GRVD
35 GROSS WT: S		75.0	75.0
36 (IN THSDS) D		180.0	180.0
37 2D		380.0	380.0
38 2D/2D2			
> 39 PCN:		64 /R/C/W/T	123/R/C/W/T
LIGHTING/APCH AIDS			
> 40 EDGE INTENSITY:		HIGH	HIGH
> 42 RWY MARK TYPE-COND:		PIR - G / PIR - G	PIR - G / PIR - G
> 43 VGSI:		P4L / P4L	P4R / P4R
44 THR COSSING HGT.:		52 / 52	55 / 68
45 VISUAL GLIDE ANGLE:		3.00 / 3.00	2.80 / 3.00
> 46 CNTRLN-TDZ:		Y - N / Y - N	Y - Y / Y - N
> 47 RVR-RVV:		TR - N / TR - N	TMR - N / TMR - N
> 48 REIL:		/	/
> 49 APCH LIGHTS:		RLLS / MALS	ALSF2 / MALSR

46. Centerline and Touchdown Zone

NOTE: When data is changed, **AMR** system will prompt to check the #81. Airport Light Schedule Remark on save

The screenshot shows the AMR system interface for Lakefront (NEW). A modal dialog is displayed with the following content:

* The system has detected a change in an element that may impact the remark currently published for the Airport Lighting Schedule, element #81. Please review the following remark, edit as necessary, confirm by selecting the checkbox below it and then selecting 'Add Remark'. If no change is required, confirm by selecting the checkbox below it and then selecting 'Accept As-Is'.

81 - Airport Lighting Schedule

*Remark

WHEN TWR CLSD, RWY 18R/36L, RWY 09/27, TWY B, C, D, E, F, H, EAST HANGARLINE PRESET LOW INTENSITY. ACTIVATE 5 CLICKS FOR MED AND 7 CLICKS FOR HIGH ON CTAF. AFTER 15 MIN OF INACTIVITY,

Currently Published Remark: WHEN TWR CLSD, RWY 18R/36L, RWY 09/27, TWY B, C, D, E, F, H, EAST HNGRLN PRESET LOW INTST. ACTVT 5 CLICKS FOR MED AND 7 CLICKS FOR HIGH ON CTAF. AFT 15 MIN OF INACTIVITY, RWY 18R/36L, RWY 09/27, TWY B AND TWY F PRESET LOW. ORIG PRESETS CAN BE ACTVTD TO LOW, MED, AND HIGH - CTAF.

☐ Please check the box acknowledging the remark above is accurate.

Buttons: Accept As-Is, Add Remark, Remove Remark, Cancel

The background interface shows the 'Lighting/Approach' section with a list of remarks on the right, including 'BSC-Basic', 'F-FAIR', 'P4R-4 Box PAPI R of Rwy', and '43'. The top navigation bar includes 'Home', 'Facility Dashboard', 'Help', and 'Sylvia Piacun'.

47. Runway Visual Range (RVR) and Runway Visual Value

The entry is for two runway ends, and the two runway ends are separated by a slash (/).

This is a two-part data element separated by a dash (-) for the runway visual range and the runway visibility value installed at each runway end.

LIGHTING/APCH AIDS			
> 40 EDGE INTENSITY:		HIGH	HIGH
> 42 RWY MARK TYPE-COND:		PIR - G / PIR - G	PIR - G / PIR - G
> 43 VGSI:		P4L / P4L	P4R / P4R
44 THR COSSING HGT.:		52 / 52	55 / 68
45 VISUAL GLIDE ANGLE:		3.00 / 3.00	2.80 / 3.00
> 46 CNTRI N-TDZ:		Y - N / Y - N	Y - Y / Y - N
> 47 RVR-RVV:		TR - N / TR - N	TMR - N / TMR - N
> 48 REIL:		/	/
> 49 APCH LIGHTS:		RLLS / MALS	ALSF2 / MALSR

47. RVR - RVV

Enter one or more of the following letter codes to indicate the runway visual range equipment installed at the runway end:

- T = Touchdown
- M = Mid-Field
- R = Roll Out
- N = No RVR Available

Then enter a hyphen (-)

Then enter a Y or N to indicate if runway visibility value equipment is installed.

Example: TMR-N/TMR-N; N-Y/N-Y



48. Runway End Indicator Lights (REIL)

The entry is for two runway ends, and the two runway ends are separated by a slash (/).

Enter Y for yes if the runway end has REILs.

Enter N for no if the runway end does not have REILs.

Example: Y/N

LIGHTING/APCH AIDS			
> 40 EDGE INTENSITY:	MED	MED	MED
> 42 RWY MARK TYPE-COND:	BSC - F / BSC - F	BSC - F / BSC - F	PIR - G / NPI - G
> 43 VGSI:	P4L / P4R	/ P4L	P4L / P4L
44 THR COSSING HGT.:	40 / 43	/ 45	51 / 50
45 VISUAL GLIDE ANGLE:	3.00 / 3.20	/ 3.00	3.00 / 3.00
> 46 CNTRLN-TDZ:	- / -	- / -	- / -
> 47 RVR-RVV:	- / -	- / -	- / -
> 48 REIL:	Y /	Y / Y	/ Y
> 49 APCH LIGHTS:	/	/	MALSF /

48. Runway End Indicator Lights (REIL)

Usually activated with runway lights

May be separate from runway lights

Pilot Controlled Lights (PCL) operation



48. Runway End Indicator Lights (REIL)

NOTE: When data is changed, **AMR** system will prompt to check the #81. Airport Light Schedule Remark on save

The screenshot displays the ADIP (Airport Data Input Program) interface. A modal dialog box is open, titled "81 - Airport Lighting Schedule". The dialog contains a text area with the following remark: "WHEN TWR CLSD, RWY 18R/36L, RWY 09/27, TWY B, C, D, E, F, H, EAST HANGARLINE PRESET LOW INTENSITY. ACTIVATE 5 CLICKS FOR MED AND 7 CLICKS FOR HIGH ON CTAF. AFTER 15 MIN OF INACTIVITY, Currently Published Remark: WHEN TWR CLSD, RWY 18R/36L, RWY 09/27, TWY B, C, D, E, F, H, EAST HANGARLINE PRESET LOW INTST. ACTVT 5 CLICKS FOR MED AND 7 CLICKS FOR HIGH ON CTAF. AFT 15 MIN OF INACTIVITY, RWY 18R/36L, RWY 09/27, TWY B AND TWY F PRESET LOW. ORIG PRESETS CAN BE ACTVTD TO LOW, MED, AND HIGH - CTAF." Below the text area is a checkbox labeled "Please check the box acknowledging the remark above is accurate." At the bottom of the dialog are four buttons: "Accept As-Is", "Add Remark", "Remove Remark", and "Cancel". The background interface shows the "LAKEFRONT (NEW)" project with various tabs like "Project Summary", "Facility Data", and "Obstruction Data". A sidebar on the right lists "Remarks" including "BSC-Basic", "F-FAIR", "P4R-4 Box PAPI R of Rwy", and "43".

49. Approach Lights (APCH Lights)

The entry is for two runway ends, and the two runway ends are separated by a slash (/).

Enter the particular type of approach lighting system that is installed at each runway end.

LIGHTING/APCH AIDS			
> 40 EDGE INTENSITY:		HIGH	HIGH
> 42 RWY MARK TYPE-COND:		PIR - G / PIR - G	PIR - G / PIR - G
> 43 VGSI:		P4L / P4L	P4R / P4R
44 THR COSSING HGT.:		52 / 52	55 / 68
45 VISUAL GLIDE ANGLE:		3.00 / 3.00	2.80 / 3.00
> 46 CNTRLN-TDZ:		Y - N / Y - N	Y - Y / Y - N
> 47 RVR-RVV:		TR - N / TR - N	TMR - N / TMR - N
> 48 REIL:		/	/
> 49 APCH LIGHTS:		RLLS / MALS	ALSF2 / MALSR

49. Approach Lights (APCH Lights)

ALSF = 3000' long

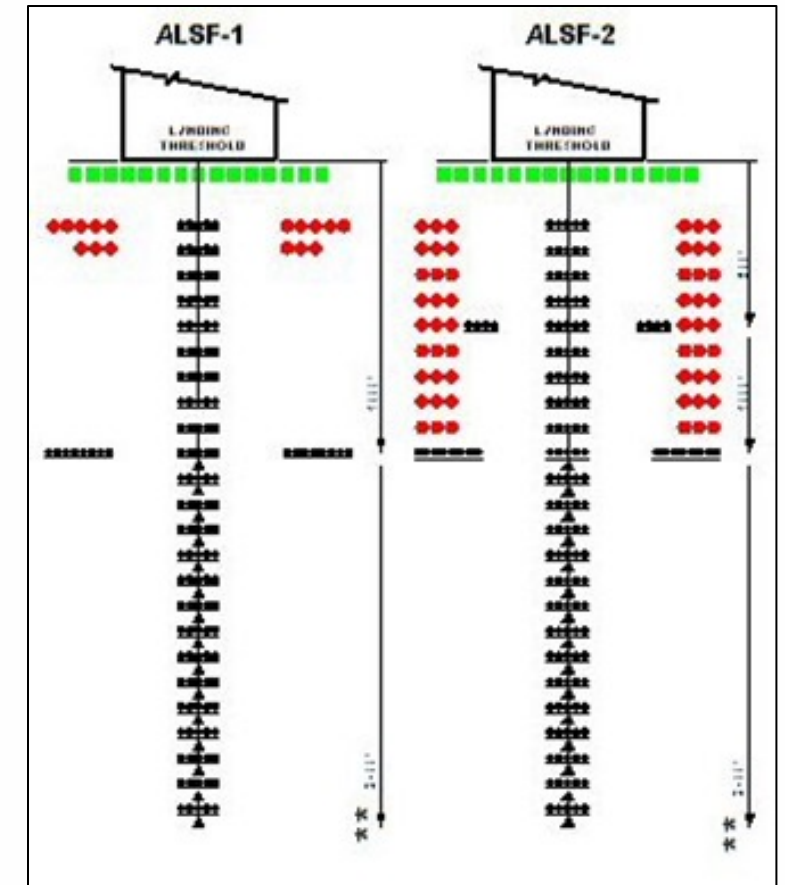
High Intensity Approach System With Centerline Sequence Flashers

ALSF1 = Standard 2,400' long

High Intensity Approach System With Sequenced Flashers - Category I Configuration

ALSF2 = Standard 2,400' long

High Intensity Approach System With Sequenced Flashers - Category II or III Configuration

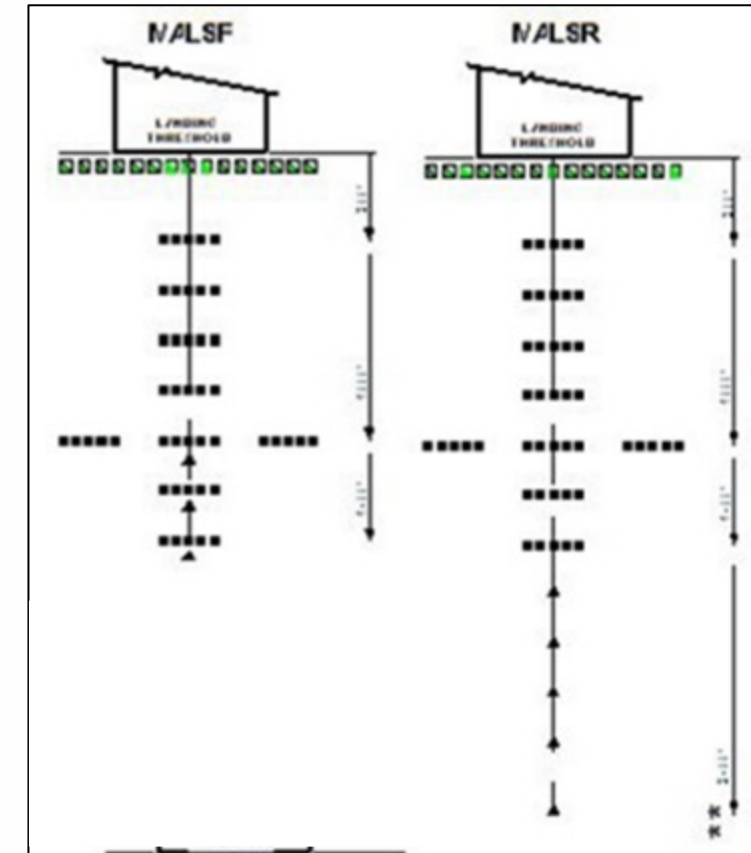


49. Approach Lights (APCH Lights)

MALS = 1,400' long Medium Intensity Approach Light System

MALSF = 1,400' long Medium Intensity Approach Light System With Sequenced Flasher Lights

MALSR = 2,400' long Medium Intensity Approach Light System With Runway Alignment Indicator Lights

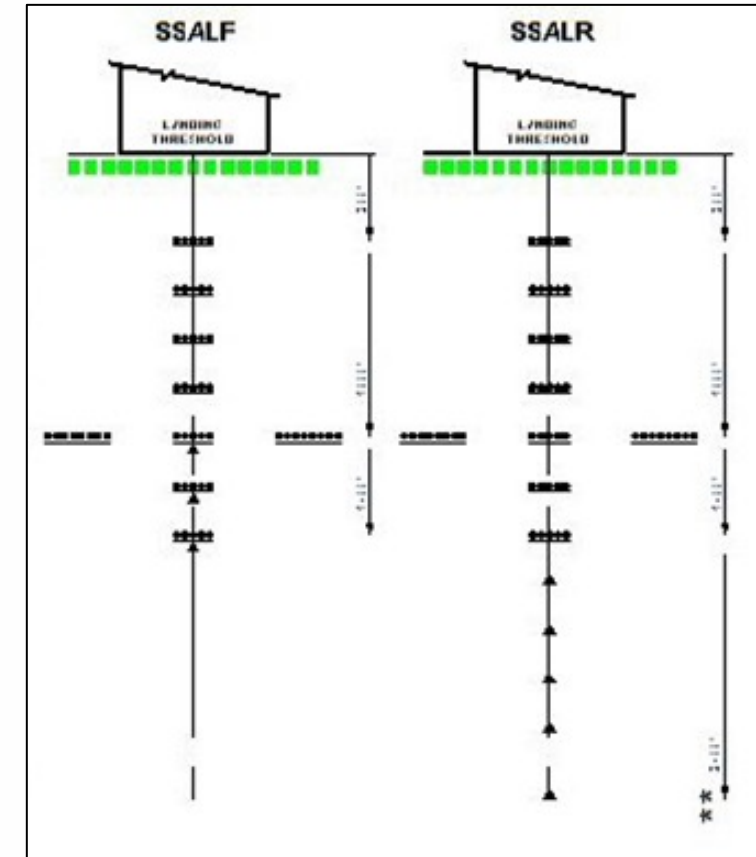


49. Approach Lights (APCH Lights)

SSALS = Simplified Short Approach Lighting System

SSALF = Simplified Short Approach Lighting System With Runway Sequenced Flasher Lights

SSALR = Simplified Short Approach Lighting System With Runway Alignment Indicator Lights



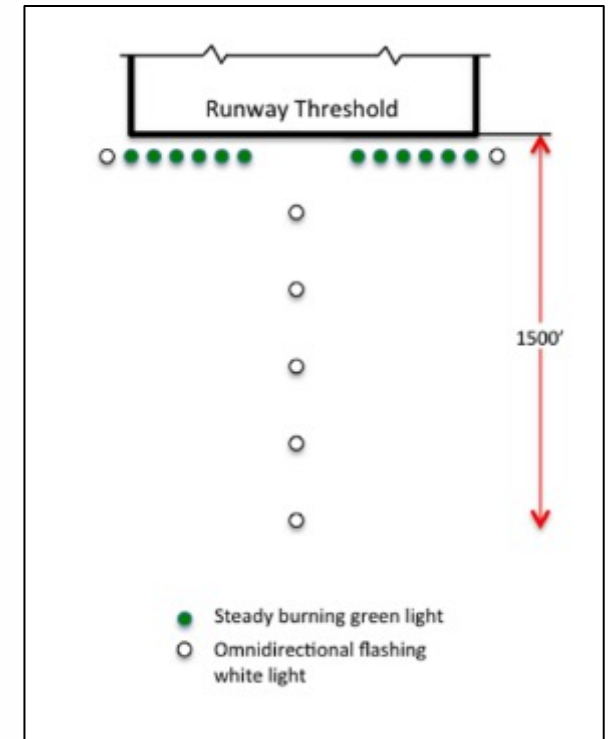
49. Approach Lights (APCH Lights)

ODALS = Omni-Directional Approach Lighting System. Do not show REIL in addition to ODALS because the REIL are part of this system.

LDIN = Lead-In Light System

NSTD = All Others are Non-Standard

NONE = No Approach Lighting System is Available



49. Approach Lights (APCH Lights)

NOTE: When data is changed, **AMR** system will prompt to check the #81. Airport Light Schedule Remark on save

System has detected a change in an element that may impact the remark already published for the Airport Lighting Schedule, element #81. Please review the existing remark, edit as necessary, confirm by selecting the checkbox below it and selecting 'Add Remark'. If no change is required, confirm by selecting the checkbox below it and then selecting 'Accept As-Is'.

Airport Lighting Schedule

Remark

WHEN TWR CLSD, RWY 18R-36L, RWY 09/27, TWY B, C, D, E, F, H, EAST HINGRLN PRESET LOW INTENSITY. ACTIVATE 5 CLICKS FOR MED AND 7 CLICKS FOR HIGH ON CTAF. AFTER 15 MIN OF INACTIVITY,

Currently Published Remark: WHEN TWR CLSD, RWY 18R/36L, RWY 09/27, TWY B, C, H, EAST HINGRLN PRESET LOW INTST. ACTVT 5 CLICKS FOR MED AND 7 FOR HIGH ON CTAF. AFT 15 MIN OF INACTIVITY, RWY 18R/36L, RWY 09/27, AND TWY F PRESET LOW. ORIG PRESETS CAN BE ACTVTD TO LOW, MED, AND CTAF.

Please check the box acknowledging the remark above is accurate.

☐ Accept As-Is ☐ Add Remark ☐ Remove Remark

50. FAR 77 Category **1** A/V-Util Rwy. Vis Anch. ☐ A/V-Util Rwy. Vis An ☐

27

