



U.S. Department  
Of Transportation  
**Federal Aviation  
Administration**

# Advisory Circular

---

**Subject:** SUBMITTING THE AIRPORT  
MASTER RECORD IN ORDER TO ACTIVATE A  
NEW AIRPORT

**Date:** 5/20/04

**AC No:** 150/5200-35

**Initiated by:** AAS-330

**Change:**

## **PURPOSE**

This Advisory Circular (AC) provides guidelines to the proponents of newly established civil private-use airports and civil public-use airports and to airport inspectors for the purpose of providing airport data to the Federal Aviation Administration (FAA) using FAA Forms 5010-3 and 5010-5. This AC is organized so as to minimize the amount of material that the proponent needs in order to correctly complete and submit Forms 5010-3 and 5010-5 to the FAA.

## **APPLICATION**

This AC applies to the proponents of new civil and joint-use public-use airports and new civil private-use airports, and to FAA Regional Airports/ADO personnel, and FAA, state and contractor airport inspectors.

## **INTERNET ACCESS**

This AC is available on the Internet at the FAA Office of the Associate Administrator for Airports (ARP) home page on the Internet's World Wide Web (www). The direct Internet address is [www.faa.gov/arp](http://www.faa.gov/arp).

## **GENERAL**

The FAA is authorized under the US Code 49 USC 47130, to collect, maintain, and disseminate accurate, complete, and timely airport data for the safe and efficient movement of people and goods through air transportation. Within the FAA, this is accomplished through the Airport Safety Data Program. The Airport Safety Data Program is the primary means for gathering aeronautical information on landing facilities.

David L. Bennett

Director, Office of Airport Safety and Standards



## INTRODUCTION

- Section 1 explains some of the terms found in this AC.
- Section 2 describes all four versions of FAA Form 5010, Airport Master Record.
- Section 3 provides information to the proponents of planned or newly established airports.
- Section 4 provides a description of the data elements, the appropriate entries, and instructions for completing Form 5010.
- Appendix A is a blank Form 5010-3 related to civil public use airports.
- Appendix B is a blank Form 5010-5 related to civil private use airports.
- Appendix C is a list of the references used in this AC.

## SECTION 1. EXPLANATION OF TERMS

- Aeronautical Information Services is an office within the FAA, Office of Air Traffic, Washington DC 20591. <http://www.faa.gov/ats/ata/ata100/120/datadistr.html>
- Airport(s) -- an area of land or water that is used or intended to be used for the landing and takeoff of aircraft and includes its buildings and facilities, if any. For the purpose of these instructions, the term "airport(s)" includes airports, heliports, seaplane bases, stolports (short takeoff and landing airports), gliderports, ultralight flightparks, and balloonports except where a distinction is made in the text.
- Airports District Office (ADO) is a subdivision of an FAA Regional Airports Division. <http://www.faa.gov/ARP/>
- Airport/Facility Directory (AFD) is a flight information publication published by the FAA's National Aeronautical Charting Office every 56 days and is effective on the first day of the 56-day airspace cycle. <http://www.naco.faa.gov/>
- Airport Master Record refers to all four of the forms used in the conduct of the Airport Safety Data Program; specifically, FAA Forms 5010-1, 5010-2, 5010-3, and 5010-5. These forms are computer reports containing airport data that is stored in and derived from the National Airspace System Resources (NASR) database (see NASR database).
- Airport Reference Point (ARP) is the approximate geometric center of all usable runways, and is therefore an imaginary point. ARP consists of a latitude coordinate and a longitude coordinate and is listed in degrees, minutes, and one decimal place in seconds. ARP can be calculated using FAA No. 405, change 1, appendix 2, at the following web site: <http://www.ngs.noaa.gov/AERO/aerospecs.htm#FAA405>
  - For an airport with a single runway configuration, the ARP is located in the center of the runway on the runway centerline.

- For an airport with multiple runway configurations, the proponent may provide the FAA the latitude and longitude coordinates of all the runway ends, measured at the centerline of the runway ends, and the FAA will calculate the ARP.
- In the 48 coterminous states the latitude of all airports is North of the equator and the longitude is West of the prime meridian. New airports that do not fall in this category should contact the FAA for assistance in calculating the ARP.
- Airport Safety Data Branch (AAS-330) is the office within the FAA that manages the Airport Safety Data Program. It is an office within the FAA Office of Airports, Airports Safety and Operations Division (AAS-300), Washington, D.C. 20591.  
<http://www.faa.gov/arp/300home.cfm>
- Data Element Number is used to identify each specific element of data in all four Forms 5010.
- Datum. Refer to the following National Geodetic Survey web site for a discussion on horizontal datums:  
<http://oceanservice.noaa.gov/education/geodesy/welcome.html>
- Flight Service Station (FSS) is an FAA air traffic facility that provides pilot briefing, en route communications, Visual Flight Rules (VFR) search and rescue services, assists lost aircraft and aircraft in emergency situations, originates Notices to Airmen, and more.
- National Aeronautical Charting Office (NACO) is the office within the FAA that is the publisher and distributor of civil aeronautical charts and flight information publications.  
<http://www.naco.faa.gov/>
- National Airspace System Resources (NASR) database is an FAA database that is maintained by the Office of Air Traffic and it contains aeronautical information on all the airports in the US. The aeronautical information contained in the NASR database is extensive and includes airport data, airspace data, NAVAID data, instrument approach procedures data, and more.  
<http://www.faa.gov/ats/ata/ata100/120/datadistr.html>
- National Airspace System (NAS) is the common network of US airspace; air navigation facilities; equipment and services; airports or landing areas; aeronautical charts, information and services; rules, regulations and procedures, technical information, and manpower and material.
- North American Datum of 1983 (NAD 83). Refer to the following National Geodetic Survey web site for an explanation of horizontal datum NAD 83 and for a formula for converting latitude and longitude from NAD 27 to NAD 83:  
<http://www.ngs.noaa.gov/TOOLS/Nadcon/Nadcon.html>
- Notice of Landing Area Proposal (FAA Form 7480-1). Federal Aviation Regulations Part 157 requires all persons to notify the FAA at least 90 days before any construction, alteration, activation, deactivation, or change to the status or use of a civil or joint-use (civil/military) airport. This form is downloadable from  
<http://forms.faa.gov/forms/faa7480-1.pdf>.
- Proponent includes the airport owner, operator, or manager unless a distinction is made in the text.
- Remarks are listed in data element 110 of the Airport Master Record.

- A “referenced remark” is a remark that is along the bottom portion of an Airport Master Record. A referenced remark is tied to and refers to one particular data element and provides further detail about the data element. They are listed as an A033 remark when referring to data element 33, or as an A042 remark when referring to data element 42, etc.
- A “general remark” is a remark that is along the bottom portion of an Airport Master Record. A general remark is not tied to nor refers to any one particular data element but rather provides general information about the airport. They are listed as A110-1, A110-2, etc in ascending order.
- Regional Airports Division personnel are FAA personnel in the regional offices, including ADO personnel, of the Airports Division. A list of all the Regional Airports Divisions can be found in the following web site: <http://www.faa.gov/ARP/>
- State airport personnel are the personnel of each state aviation agency.
- The 5010 Administrator is the contracted agency with the primary responsibility for the compilation, administration and dissemination of data in the Form 5010 via an electronic medium and a web site. Visit <http://www.gcr1.com/5010web/>

## SECTION 2. AIRPORT MASTER RECORDS

Airport Master Record refers to all four of the forms used in the conduct of the Airport Safety Data Program; specifically, FAA Forms 5010-1, 5010-2, 5010-3, and 5010-5.

The Forms 5010-3 and 5010-5 are “blank” forms and are used to report aeronautical data on a newly proposed or newly constructed airport. These two forms are addressed in this AC.

The Forms 5010-1 and 5010-2 are forms on existing airports and contain aeronautical data on existing airports; accordingly they are not available in the FAA web site in a PDF-fillable format. These two forms are computer reports that contain aeronautical information about a landing area. The data on the forms are derived from the NASR database.

Both forms contain data elements that are preceded by the “greater than” symbol “>” and this symbol may be disregarded.

Office of Management and Budget (OMB) approved the collection of the aeronautical information on these forms in OMB control number 2120-0015. The forms are available in the FAA web site in a PDF-fillable format at <http://forms.faa.gov>.

**2.1 FAA Form 5010-1 Airport Master Record** contains aeronautical data describing the physical and operational characteristics of civil public-use airports, joint-use military airports, and private-use military airports that are active and in the NAS. This form is a computer report of airport data derived from the NASR database as of the AFD effective date shown on the form.

**2.2 FAA Form 5010-2 Airport Master Record** contains aeronautical data describing the physical and operational characteristics of civil private-use airports that are active and in the NAS. This form is a computer report of airport data derived from the NASR database.

**2.3 FAA Form 5010-3 and 5010-3.pdf Airport Master Record** is a blank form or downloadable blank form to be used by FAA, State and contractor airport inspectors and other Regional Airports Division/ADO personnel to provide the initial physical inspection report on a newly constructed or newly reported civil public-use airport. Form 5010-3.pdf is available at <http://forms.faa.gov>.

**2.4 FAA Form 5010-5 and 5010-5.pdf Airport Master Record** is a blank form or downloadable blank form to be used by the proponents of private use airports to provide an initial report on a newly constructed or newly reported civil private-use airport. Form 5010-5.pdf is available at <http://forms.faa.gov>.

### **SECTION 3. NEWLY ESTABLISHED AIRPORTS**

#### **3.1 Activation of new Public Use Landing Areas**

The airport proponent of all proposed new public-use airports should contact the nearest FAA Regional Airports Division or ADO and prepare a FAA Form 7480-1, Notice of Landing Area Proposal, downloadable from <http://forms.faa.gov/forms/faa7480-1.pdf>. This form is submitted to the appropriate FAA Regional Airports Division or ADO. This may be the first information available to the FAA regarding proposals for new general aviation public-use airports.

When the FAA receives the FAA Form 7480-1, the FAA initiates an aeronautical study.

After the FAA completes the aeronautical study, the FAA issues an airspace determination letter to the proponent. There are three airspace determinations. They are: no objection, no objection with conditions, and objectionable. When the airport becomes operational, the FAA or state airport inspector should then inspect the airport and submit a completed Form 5010-3 to AAS-330. AAS-330 will review the inspection data for accuracy, assigns the airport a site number, and forward the Form 5010-3 to the Office of Air Traffic. Air Traffic will enter the airport into the FAA's National Airspace System.

If the FAA Regional Airports Division, ADO, State or contractor personnel are unable to physically inspect a new public-use airport that office should advise the airport proponent to complete and submit FAA Form 5010-3.pdf to AAS-330 following the guidance provided in this AC.

Contact the State Aviation Agency for guidance regarding State aviation requirements.

#### **3.2 Activation of new Private Use Landing Areas**

The airport proponent of all proposed new private-use airports should contact the FAA Regional Airports Division or ADO and prepare a FAA Form 7480-1, Notice of Landing Area Proposal, downloadable from <http://forms.faa.gov/forms/faa7480-1.pdf>. This form is submitted to the appropriate FAA Regional Airports Division or ADO. This is usually the first information available to the FAA regarding proposals for new private-use airports.

When the FAA receives the FAA Form 7480-1, the FAA initiates an aeronautical study.

After the FAA completes the aeronautical study, the FAA issues an airspace determination letter to the proponent. There are three airspace determinations. They are: no objection, no objection with conditions, and objectionable. This letter notifies the airport proponent of the results of the FAA aeronautical study and includes a blank Form 5010-5. The letter advises the proponent to fill out the Form and submit it to the FAA when the airport becomes operational.

When the Form 5010-5 is received from the proponent, the FAA Regional Airports Office or ADO will assemble and provide to AAS-330 a "5010 package" containing at a minimum a copy of the airspace determination letter, a copy of FAA Form 7480-1, and the original Form 5010-5.

AAS-330 will review the completed FAA Form 5010-5 for reasonableness and accuracy. When necessary, AAS-330 will seek clarification of the information submitted by contacting the airport proponent or the appropriate FAA Regional Airports Division or ADO.

AAS-330 then assigns a site number to the landing area and transmits the original FAA Form 5010-5 to the Office of Air Traffic. Air Traffic will enter the airport into the FAA's National Airspace System.

Contact the State Aviation Agency for guidance regarding State aviation requirements.

**SECTION 4. DATA ELEMENTS**

This section contains data elements and a description and acceptable entries for reporting each data element on the Airport Master Record, FAA Form 5010-3 and Form 5010-5.

For private-use airports, some of the data elements listed in this section do not apply. They are identified in the "DATA" column with the note "This element is not required for civil private use airports." The data elements that do not apply to private use airports are also omitted in Form 5010-5.

For public-use airports, all the data elements in this section apply and all the data elements are shown on Form 5010-3.

If you need further information or assistance on filling out Form 5010-3 or 5010-5 or in understanding any of the data elements, contact the nearest FAA Regional Airports Division or ADO.

All data elements with a non-standard (NSTD) entry require an explanatory referenced remark.

<b>Data Element Number</b>	<b>DATA:</b>	<b>INFORMATION:</b>
	FAA SITE NR	<p>No entry is required. The FAA completes this data element.</p> <p>This is a number that contains a one-letter suffix. The number is assigned to the airport in ascending order depending on the state and the associated city. The number is stored in a computer for the purpose of producing computer reports of airports in alphabetical order by state and associated city. The suffix indicates the primary use of the facility.</p> <p>For example: FAA SITE NR: 10430.A</p> <p>A = Airport</p> <p>B = Balloonport</p> <p>C = Seaplane Base</p> <p>G = Gliderport</p>

Data Element Number	DATA:	INFORMATION:
		<p>H = Heliport</p> <p>S = Stolport</p> <p>U = Ultralight Flightpark</p>
	LOC ID	<p>No entry is required. The FAA completes this data element.</p> <p>This is the airport's location identifier and is issued by Air Traffic for air traffic control purposes when the airport is first entered into the National Airspace System.</p> <p>Public-use airports are issued a three-letter or a three-character (one-letter and two-numbers or one-number and two-letters) location identifier.</p> <p>For example: LAX or L39 or 9LE.</p> <p>Private-use airports are issued a four-character (two-letters and two-numbers) location identifier in one of three combinations. The two letters are the two-letter abbreviation of the state. Supplemental two-letter state abbreviations are used when the three combinations have exhausted the state two-letter abbreviations. Refer to FAA Order 7350.7 for detailed explanation, <a href="http://www.faa.gov/atpub/LID/ch1.htm">http://www.faa.gov/atpub/LID/ch1.htm</a></p> <p>For example: 8FL6 or 86FA or FD86 for a private-use airport in Florida.</p>
>1	ASSOC CITY	<p>Enter the principal city that the airport serves and with which it is associated. It is not necessarily the closest city to the airport. The associated city is the prerogative of the airport owner.</p>
2	AIRPORT NAME	<p>Enter the official airport name.</p> <p>Airports should not be named using acronyms that mimic location identifiers in order to avoid confusion in aeronautical charts.</p>
3	CBD TO AIRPORT (NM)	<p>The Central Business District (CBD) to Airport (NM) is a two-part data element. Enter the distance and the cardinal direction in a straight line <u>from</u> the center of the <u>associated city to the airport</u>. The distance is reported to the nearest whole nautical mile (NM) and the cardinal direction is reported to the nearest 1/8 compass point.</p>



Data Element Number	DATA:	INFORMATION:
		For example: 8 SW or 5 N.
4	STATE	Enter the standard two-letter state abbreviation.
5	COUNTY	<p>Enter 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.</p> <p>For example: FREDERICK</p> <p>If the county is in a different state than the associated city, enter the name of the county together with the two-letter state abbreviation.</p> <p>For example: CHEYENNE CO</p>
6	REGION/ADO	<p>No entry is required. The FAA completes this data element.</p> <p>This is three-letter code for the FAA Regional Office and the three-letter code for the FAA Airports District Office (ADO) [when there is one] separated by a slash.</p> <p>For example: ASO/ORL or ACE/NONE.</p>
7	SECT AERO CHT	<p>No entry is required. The FAA completes this data element.</p> <p>This is the VFR sectional chart on which the airport may be depicted.</p>
8-9	RESERVED	
<b>GENERAL</b>		
10	OWNERSHIP	<p>Enter the two-letter abbreviation for the type of ownership of the airport using one of the entries below.</p> <p>PU = public (if the airport is owned by a public entity)</p> <p>PR = private (if the airport is owned by an individual or a private entity)</p> <p>MA = Air Force</p> <p>MN = Navy</p> <p>MR = Army</p>
>11	OWNER	If the airport is publicly owned, enter the full name of the public entity.

<b>Data Element Number</b>	<b>DATA:</b>	<b>INFORMATION:</b>
		<p>If the airport is privately owned, enter the full name of the owner or private entity.</p> <p>If the airport owner leases the airport to another entity, enter the lessee's name in this data element. Next enter a referenced remark in data element 110 explaining that this is the "Lessee" and then enter the owner's name and address and telephone information in the referenced remark.</p> <p>If the landing area is a seaplane base, enter the name of the owner of the property on which the shore facility is established.</p> <p>If the airport is owned by the military, enter US Air Force or US Navy or US Army etc.</p>
>12	ADDRESS	Enter the mailing address of the owner or lessee identified in element 11.
>13	PHONE NR	Enter the phone number of the owner or lessee identified in data element 11.
>14	MANAGER	<p>Enter the name of the airport manager or the person authorized by the controlling authority to exercise administrative control of the airport.</p> <p>If this individual is not an airport manager, enter the name followed by the title.</p> <p>For example: John Doe, Mayor or Police Chief or City Clerk etc.</p> <p>If the airport is private use and there is no airport manager, re-enter the name of the owner or lessee identified in data element 11.</p>
>15	ADDRESS	<p>Enter the address of the airport manager identified in data element 14.</p> <p>If the airport is private use and there is no airport manager, re-enter the address of the owner or lessee identified in data element 11.</p>
>16	PHONE NR	<p>Enter the phone number of the airport manager.</p> <p>If the airport is private use and there is no airport manager, re-enter the phone number of the owner or lessee identified in</p>

Data Element Number	DATA:	INFORMATION:																											
		data element 11 or enter an alternate phone number for the owner or lessee.																											
17	ATTENDANCE SCHEDULE	<p>Enter the months and days and hours when there is an attendant or operator on duty to provide at least minimal services such as fuel sales, transportation, repairs, etc. Note: the attendance schedule is not necessarily the hours of operation at the airport.</p> <p>There are up to three lines available under the column headings.</p> <p>Example 1 (these are two most common entries for private use airports):</p> <table border="0"> <thead> <tr> <th><u>MONTHS</u></th> <th><u>DAYS</u></th> <th><u>HOURS</u></th> </tr> </thead> <tbody> <tr> <td>UNATTENDED</td> <td>or</td> <td>IRREGULAR</td> </tr> </tbody> </table> <p>Example 2:</p> <table border="0"> <thead> <tr> <th><u>MONTHS</u></th> <th><u>DAYS</u></th> <th><u>HOURS</u></th> </tr> </thead> <tbody> <tr> <td>JUN-AUG</td> <td>MON-FRI</td> <td>0700-2100</td> </tr> <tr> <td>SEP-MAY</td> <td>ALL</td> <td>0800-DUSK</td> </tr> </tbody> </table> <p>Example 3:</p> <table border="0"> <thead> <tr> <th><u>MONTHS</u></th> <th><u>DAYS</u></th> <th><u>HOURS</u></th> </tr> </thead> <tbody> <tr> <td>ALL</td> <td>MON-FRI</td> <td>0700-2100</td> </tr> <tr> <td>ALL</td> <td>SAT</td> <td>DAWN-DUSK</td> </tr> <tr> <td>ALL</td> <td>SUN</td> <td>ON CALL</td> </tr> </tbody> </table> <p>Enter specific months in the MONTHS column. Do not use entries such as 4 Months, seasons such as Spring or Fall, or month-day combinations such as April 15-May 30.</p> <p>ON CALL requires a referenced remark in data element 110 listing a publishable phone number.</p> <p>For example: A017 FOR SERVICE SUNDAYS CALL 301-555-1212.</p>	<u>MONTHS</u>	<u>DAYS</u>	<u>HOURS</u>	UNATTENDED	or	IRREGULAR	<u>MONTHS</u>	<u>DAYS</u>	<u>HOURS</u>	JUN-AUG	MON-FRI	0700-2100	SEP-MAY	ALL	0800-DUSK	<u>MONTHS</u>	<u>DAYS</u>	<u>HOURS</u>	ALL	MON-FRI	0700-2100	ALL	SAT	DAWN-DUSK	ALL	SUN	ON CALL
<u>MONTHS</u>	<u>DAYS</u>	<u>HOURS</u>																											
UNATTENDED	or	IRREGULAR																											
<u>MONTHS</u>	<u>DAYS</u>	<u>HOURS</u>																											
JUN-AUG	MON-FRI	0700-2100																											
SEP-MAY	ALL	0800-DUSK																											
<u>MONTHS</u>	<u>DAYS</u>	<u>HOURS</u>																											
ALL	MON-FRI	0700-2100																											
ALL	SAT	DAWN-DUSK																											
ALL	SUN	ON CALL																											
18	AIRPORT USE	<p>Enter the use of the airport. There are only two entries.</p> <p>PU = Public use. A public use airport is an airport available for use by the general public without a requirement for prior</p>																											

Data Element Number	DATA:	INFORMATION:
		<p>approval of the owner or operator.</p> <p>The owners of public use airports cannot impose operational restrictions on the use of the airport. Restrictions such as “prior permission required” or “use at your own risk” or “contact the airport manager prior to landing” are not permissible at public use airports.</p> <p>PR = Private use. A private use airport is an airport available for use by the owner only or by the owner and other persons authorized by the owner only.</p> <p>The owners of private use airports do not have to reiterate in a remark in data element 110 that the airport is private use or that prior permission is required.</p>
19	ARPT LAT	<p>See Airport Reference Point (ARP) in Section 1. Enter the estimated airport latitude in degrees, minutes and one decimal place in seconds in NAD 83 (See Section 1 for explanation of NAD 83).</p> <p>For example: N 39° 25' 30.3"</p>
20	ARPT LONG	<p>See Airport Reference Point (ARP) in Section 1. Enter the estimated airport longitude in degrees, minutes and one decimal place in seconds in NAD 83 (See Section 1 for explanation of NAD 83).</p> <p>For example: W 077° 22' 27.5"</p>
21	ARPT ELEV	<p>Enter the airport elevation in whole feet above mean sea level (AMSL) measured along the centerline at the highest point of the airport's usable runways.</p>
22	ACREAGE	<p>Enter the total number of acres within the airport boundary.</p>
>23	RIGHT TRAFFIC	<p>Enter the runway number(s) for the runway(s) with a right-hand traffic pattern. A “yes” or “no” is an unacceptable entry in this data element.</p> <p>For example: RWY 18</p> <p>Leave this data element blank if the traffic pattern to landing aircraft is the standard left-hand traffic pattern for all runway ends.</p> <p>Right traffic is an airspace item, and accordingly the FAA will not publish right traffic to a runway end until the FAA has</p>

Data Element Number	DATA:	INFORMATION:
		performed an aeronautical study and the results of the study are favorable. Therefore if the airport proponent desires a right-hand traffic pattern for a runway end, the airport proponent must file an FAA Form 7480-1, Notice of Landing Area Proposal, in order to initiate an aeronautical study.
24	NON-COMM LANDING	Enter 'Y' if a landing fee is charged to non-commercial users of the airport.  Enter 'N' if a landing fee is not charged to non-commercial users of the airport.
25	NPIAS/ FEDERAL AGREEMENTS	No entry is required. The FAA completes this data element.  This data element is a list of codes that correspond to the federal agreements for airports in the FAA's National Plan of Integrated Airport System (NPIAS).
26	PART 139 INDEX  This element is not required for civil private use airports.	No entry is required. The FAA completes this data element.  This is a two-part data element showing the type of Part 139 operating certificate issued to an airport, and the month and year the certificate was first issued.
27 -29	RESERVED	
<b>RUNWAY DATA</b>		
>30	RUNWAY IDENT	This is the two-number identification (designation) of both ends of the runway and is derived from the magnetic compass headings of the runway ends. The runway end numbers are separated by a slash (/).  Enter the runway identification numbers of both ends separated by a slash. The runway identification number is reported in ten-degree increments by dropping the last zero.  For example: the identification of a runway with a centerline <b>magnetic</b> bearing of 180 degrees and 360 degrees is 18/36.  For more detailed information, see AC 150/5340-1, Standards for Airport Markings.  ALL/WAYS is an acceptable description for large seaplane landing areas in lakes if there is no designated direction.

Data Element Number	DATA:	INFORMATION:
		<p>RWY 18W/36W is the acceptable runway identification for a rectangular waterway on a river.</p> <p>Compass directions such as N/S or E/W or NE/SW are acceptable for non-hard surface runways, although runway identification numbers to the nearest 10 degrees is preferred even if the turf runway is not marked.</p> <p>The following suffixes can be used in conjunction with runway identification numbers even if the runway is not painted accordingly: S = STOL runway, G = glider runway, W = water sealane or waterway, and U = ultralight runway</p> <p>For example: RWY 18S/36S, RWY 18W/36W, etc.</p> <p>The following identification methods are also used: H1, H2 etc is used for helipads and B1, B2 etc is used for balloon pads.</p>
>31	LENGTH	<p>Enter the total length of the runway to the nearest foot. A runway is a defined rectangular surface, and the runway length is the entire usable length of the runway. Displaced threshold lengths are included in the length of the runway.</p>
>32	WIDTH	<p>Enter the width of the runway to the nearest foot. For paved runways enter the width that is full strength and usable for a runway.</p> <p>A runway is a rectangular surface. If the width of the runway is uneven and varies, enter one runway width and one runway width only, the narrowest width. Next describe the runway width variations in a referenced remark in data element 110.</p>
33	SURF TYPE – COND	<p>This is a two-part data element separated by a dash (-) comprised of the type of runway surface and the condition of the runway surface.</p> <p>SURFACE TYPE: Enter the abbreviation for the runway surface type.</p> <p>TURF = grass or sod or turf.</p> <p>CONC = concrete or Portland cement.</p> <p>ASPH = hot mix or bituminous concrete blacktop or macadam or plant mix or road mix.</p> <p>BRICK = brick.</p> <p>WOOD = wood.</p>

Data Element Number	DATA:	INFORMATION:
		<p>TRTD = oiled; soil cement; lime stabilized; asphalt or coal-tar seal coat; or paved roof. NOTE: TRTD cannot be reported alone. TRTD must follow a surface. For example: ASPH-TRTD</p> <p>GRVL = gravel; cinders; crushed rock; coral; shells; slag; laterite; or shale.</p> <p>DIRT = adobe; bare; bladed; caliche; clay; dirt; earth; loam; silt; or soil.</p> <p>SNOW = snow.</p> <p>ICE = ice.</p> <p>MATS = pierced steel planking; landing mats; or membrane.</p> <p>If the surface type is a combination of two surface types such as asphalt and turf (ASPH-TURF), enter the two surface types and then add a referenced remark in data element 110 explaining the exact dimensions of both surface types.</p> <p>ASPH-CONC = Asphalt – Concrete  ASPH-GRVL = Asphalt – Gravel  ASPH-TRTD = Asphalt – Treated</p> <p>For example: A033 RWY 18/36 SOUTH 500 FEET ASPH, NORTH 2500 FEET TURF.</p> <p>Enter a hyphen (-) after the type of surface and then enter the condition of the runway surface.</p> <p>CONDITION: Enter the abbreviation for the condition of the runway using one of the entries below:</p> <p>G = good  F = fair  P = poor</p> <p>For example: "CONC-P" or "ASPH-CONC-F" or "TURF-G".</p> <p>To determine whether the condition is "G", "F" or "P", use the following guidelines:</p> <p>G = Good Condition: Some cracking of the pavement. Cracks are generally spaced more than 50 feet apart. Less than 10% of the cracks and joints need sealing. There is minimal or slight raveling. There is no distortion and the patches are in good condition.</p>

Data Element Number	DATA:	INFORMATION:
		<p>F = Fair Condition: Some cracking and raveling. Cracks are generally spaced less than 50 feet apart. Joint and crack sealing is needed on 10% to 25% of the cracks and joints. There is isolated alligator cracking, patches are in poor condition, and or there are crack settlements up to 1 inch.</p> <p>P = Poor Condition: Widespread, open, unsealed cracks and joints. There are cracks over ½ inch wide with raveling in 25% of the cracks. Cracks are generally spaced 5 to 50 feet apart with surface and slab spalling. Alligator cracking or patches are in poor condition and cover up to 20% of the surface or there is vegetation through the cracks and joints. <i>If the condition is listed as poor, a referenced A033 remark is required.</i></p> <p>For example: A033 RWY 18/36 HAS SEVERE CRACKS AND LOOSE ROCKS.</p>
34	<p>SURFACE TREATMENT</p> <p>This element is not required for civil private use airports.</p>	<p>Enter the type of treatment at the surface of the runway.</p> <p>GRVD = Grooved</p> <p>PFC = Porous friction course surface treatment</p> <p>AFSC = Aggregate friction seal coat surface treatment</p> <p>RFSC = Rubberized friction seal coat surface treatment</p> <p>WC = Wire comb or wire tine surface treatment</p> <p>NONE = No surface treatment</p>
35	<p>GROSS WT: SW:</p> <p>This element is not required for civil private use airports.</p>	<p>Enter the single wheel type landing gear gross weight strength of the runway in thousands of pounds.</p> <p>If the airport manager has chosen a weight limit lower than the computed weight using standard FAA evaluation procedures, enter the FAA evaluation in data element 35. Next, report the operator's reduced weight limit in a referenced remark in data element 110.</p> <p>For example: A035 RWY 02/20 IS LIMITED BY THE AIRPORT OPERATOR TO 8,000 LBS SINGLE-WHEEL GEAR.</p>
36	<p>DW</p> <p>This element is not required for civil private use</p>	<p>Enter the dual wheel type landing gear gross weight strength of the runway in thousands of pounds.</p>



<b>Data Element Number</b>	<b>DATA:</b>	<b>INFORMATION:</b>
	airports.	
37	DTW  This element is not required for civil private use airports.	Enter the dual tandem wheel type landing gear gross weight strength of the runway in thousands of pounds.
38	DDTW  This element is not required for civil private use airports.	Enter the double dual tandem wheel type landing gear gross weight strength of the runway in thousands of pounds.  NOTE: When reporting other large airplanes with triple dual tandem or combinations of dual tandem and/or triple dual tandem wheels, add an explanatory referenced remark in data element 110.  For example: A038 RWY 02/20 THE TRIPLE DUAL TANDEM LANDING GEAR GROSS WEIGHT STRENGTH IS 700,000 POUNDS.
39	RESERVED	
<b>LIGHTING/APPROACH AIDS</b>		
>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  If the runway edge lights do not meet FAA advisory circular standards and are non-standard due to improper spacing or color or placement, enter NSTD in data element 40 and add an explanatory referenced remark in data element 110.  For example: A040 RWY 03/21 NSTD LIRL DUE TO THLD LIGHTS ALL GREEN.  If the runway edge lights do not meet FAA advisory circular standards and are non-standard because only part of the runway is lighted, enter NSTD in data element 40 and then

<b>Data Element Number</b>	<b>DATA:</b>	<b>INFORMATION:</b>
		<p>add an explanatory referenced remark in data element 110.</p> <p>For example: A040 RWY 03/21 NSTD LIRL ONLY THE INNER 2000 FT PORTION OF THE RWY IS LIGHTED.</p> <p>If the helipad lights do not meet FAA advisory circular standards and are non-standard, enter NSTD in data element 40 and then add an explanatory referenced remark in data element 110.</p> <p>For example: A040 HELIPAD H1 NSTD PERIMETER LIGHTS ONLY ONE LIGHT IN EACH CORNER OF THE PAD.</p>
41	RESERVED	
>42	RWY MARK TYPE-CONDITION	<p>The entry is for two runway ends, and the two runway ends are separated by a slash (/).</p> <p>This is a two-part data element separated by a dash (-).</p> <p>RUNWAY MARKING TYPE: Enter the type of runway marking at each runway end followed by the condition of the runway at each runway end.</p> <p>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)  STOL = Short Takeoff and Landing</p> <p>Refer to AC 150/5340-1, Standards for Airport Markings.</p> <p>Check data elements 42 and 50 for compatibility.</p> <p>If the runway is a hard surface runway, the runway should be marked in accordance with the current FAA advisory circular on runway markings. If the runway markings do not meet FAA standards they are non-standard. Enter NSTD in data element 42 and then add and a referenced remark in data element 110 describing why the runway markings are non-standard.</p> <p>For example: A042 RWY 18/36 BASIC MARKINGS NSTD SMALL NUMBERS.</p>

Data Element Number	DATA:	INFORMATION:
		<p>There are no standards for markings on non-hard surface runways such as turf runways, so NSTD is not an acceptable entry for markings on a turf runway. However if the runway is a non-hard surface runway and there is some form of marking on the runway, leave data element 42 blank and add a referenced remark in data element 110 that briefly describes how the runway is marked.</p> <p>For example:                      A042 RWY 18/36 MARKED WITH TIRES PAINTED WHITE.                      A042 RWY 18/36 MARKED WITH ORANGE 3 FT CONES.</p> <p>CONDITION: Enter the condition of the runway markings using one of the entries below:</p> <p>G = Good                      F = Fair                      P = Poor.</p> <p>If the runway marking condition is poor, an explanatory referenced remark is required in data element 110.</p> <p>For example: A042 RWY 18/36 MARKINGS FADED.</p>
>43	<p>VGSI</p> <p>This element is not required for civil private use airports.</p>	<p>The entry is for two runway ends and the two runway ends are separated by a slash (/).</p> <p>This is the type of visual glideslope indicator (VGSI) equipment that is available at a runway end to a pilot on final approach.</p> <p>Enter type of equipment and if applicable the number of boxes for the runway end approach at which it is located. The standard VGSI entries are listed below and are also listed in the directory legend of any Airport/Facility Directory.</p> <p>NOTE: Be aware that there is a difference between the entry in element 43 and in an A081 referenced remark. Data element 43 contains the abbreviated codes V2L or TRIL, but in the referenced remark it must be written as a VASI or TRCV.</p>
VGSI	VGSI ENTRIES	S2L = 2-box Simplified Abbreviated Visual Approach Slope

Data Element Number	DATA:	INFORMATION:
		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
		V4L = 4-box Visual Approach Slope Indicator (VASI) on the left side of the runway
		V4R = 4-box Visual Approach Slope Indicator (VASI) on the right side of the runway
		V6L = 6-box Visual Approach Slope Indicator (VASI) on the left side of the runway
		V6R = 6-box Visual Approach Slope Indicator (VASI) on the right side of the runway
		V12 = 12-box Visual Approach Slope Indicator (VASI) on both sides of the runway
		V16 = 16-box Visual Approach Slope Indicator (VASI) on both sides of the runway
		P2L = 2-box Precision Approach Path Indicator (PAPI) on the left side of the runway
		P2R = 2-box Precision Approach Path Indicator (PAPI) on the right side of the runway
		P4L = 4-box Precision Approach Path Indicator (PAPI) on the left side of the runway
		P4R = 4-box Precision Approach Path Indicator (PAPI) on the right side of the runway
		TRIL = Tri-color visual approach slope indicator (TRCV) on the left side of the runway, normally a single light unit projecting three colors.
		TRIR = Tri-color visual approach slope indicator (TRCV) on the right side of the runway, normally a single light unit

Data Element Number	DATA:	INFORMATION:
		projecting three colors.
		<p>PSIL = Pulsating/steady burning visual approach slope indicator (PVASI) on the left side of the runway, normally a single light unit projecting two colors.</p> <p>PSIR = Pulsating/steady burning visual approach slope indicator (PVASI) on the right side of the runway, normally a single light unit projecting two colors.</p> <p>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 runway.</p> <p>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 runway.</p> <p>PVT = A privately owned, for private use only, approach slope indicator light system installed on a public-use airport.</p> <p>NSTD = Any visual approach slope indicator system not approved by the FAA. Enter NSTD when a non-standard system exists. Enter a referenced remark in data element 110 describing the NSTD VGSI.</p>
44	<p>THR CROSSING HGT</p> <p>This element is not required for civil private use airports.</p>	<p>The entry is for two runway ends and the two runway ends are separated by a slash (/).</p> <p>Enter the threshold crossing height of the visual glideslope indicator equipment at each runway end to the nearest whole foot.</p> <p>Obtain the information from the airport manager, the Airport Layout Plan (ALP) or the appropriate FAA office if installed with Federal funds.</p>
45	<p>VISUAL GLIDE ANGLE</p> <p>This element is not required for civil private use airports.</p>	<p>The entry is for two runway ends and the two runway ends are separated by a slash (/).</p> <p>Enter the glide angle of the visual glideslope indicator equipment installed at each runway end to the hundredths of a degree.</p> <p>For example: 3.00° or 3.25°</p> <p>Obtain this information from the airport manager, the ALP, or the appropriate FAA office if installed with Federal funds.</p>

<b>Data Element Number</b>	<b>DATA:</b>	<b>INFORMATION:</b>
>46	<p>CNTRLN-TDZ</p> <p>This element is not required for civil private use airports.</p>	<p>The entry is for two runway ends and the two runway ends are separated by a slash (/).</p> <p>This is a two-part data element separated by a dash (-) for the centerline lights and the touchdown zone lights at each runway end.</p> <p>Enter Y if the runway has centerline lights or N for none.</p> <p>Enter Y if the runway has touchdown zone lights or N for none.</p> <p>For example: Y-N/Y-Y</p>
>47	<p>RVR-RVV</p> <p>This element is not required for civil private use airports.</p>	<p>The entry is for two runway ends and the two runway ends are separated by a slash (/).</p> <p>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.</p> <p>Enter one or more of the following letter codes to indicate the runway visual range equipment installed at the runway end:</p> <p>T = touchdown  M = mid-field  R = roll out  N = no RVR available</p> <p>Then enter a hyphen (-)</p> <p>Then enter a "Y" or "N" to indicate if runway visibility value equipment is installed.</p> <p>Examples: TMR-N/TMR-N; N-Y/N-Y</p>
>48	<p>REIL</p> <p>This element is not required for civil private use airports.</p>	<p>The entry is for two runway ends and the two runway ends are separated by a slash (/).</p> <p>Enter Y for yes if the runway end has runway end identifier lights installed.</p> <p>Enter N for no if the runway end does not have runway end identifier lights installed.</p> <p>Example: Y/N</p>
>49	<p>APCH LGTS</p> <p>This element is</p>	<p>The entry is for two runway ends and the two runway ends are separated by a slash (/).</p> <p>Enter the particular type of approach lighting system that is</p>

Data Element Number	DATA:	INFORMATION:
	not required for civil private use airports.	installed at each runway end.  ALSF = 3000-foot high intensity approach system with centerline sequence flashers ALSF1 = standard 2,400-foot high intensity approach system with sequenced flashers. Category I configuration ALSF2 = standard 2,400-foot high intensity approach system with sequenced flashers. Category II or III configuration MALS = 1,400-foot medium intensity approach light system MALSF = 1,400-foot medium intensity approach light system with sequenced flasher lights MALSR = 2,400-foot medium intensity approach light system with runway alignment indicator 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 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 Also see the directory legend in the Airport/Facility Directory

**OBSTRUCTION DATA**

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

Enter the runway category defined by Part 77 for the most precise EXISTING approach to each runway end. <http://www.ngs.noaa.gov/AERO/oisspec.html>

50	PART 77 CATEGORY	ENTER	FOR	PRIMARY SURFACE WIDTH	APPROACH SURFACE SLOPE
Not required for heliports		A(V)	Utility runway with a visual approach	250 feet	20:1

Data Element Number	DATA:	INFORMATION:			
	B(V)	Other than utility runway with a visual approach.	500 feet	20:1	
	A(NP)	Utility runway with a non-precision approach.	500 feet	20:1	
	C	Other than utility runway with a non-precision approach having visibility minimums greater than ¾ mile.	500 feet	34:1	
	D	Other than utility runway with a non-precision approach having visibility minimums less than or equal to ¾ mile.	1,000 feet	34:1	
	PIR	Precision Instrument Runway	1,000 feet	50:1	
PART 77 CATEGORY NOTES	<p>UTILITY RUNWAY = a runway that is intended to be used by aircraft with a maximum gross weight of 12,500 pounds or less.</p> <p>OTHER THAN UTILITY RUNWAY = a runway that is intended to be used by aircraft in the “other than utility category” or “large aircraft” category with a gross weight greater than 12,500 pounds.</p> <p>Note: After the “utility” or “other than utility” category is determined for that runway, look at the instrument approach procedures for the type of approach and visibility minimums. This will determine the correct Part 77 Category for that particular runway.</p> <p>VISUAL RUNWAY = a runway using visual approach procedures, with no straight-in instrument approach procedures and no instrument designation.</p> <p>NON-PRECISION INSTRUMENT RUNWAY = a runway that has an existing instrument approach with only horizontal guidance or area-type navigation equipment and has a</p>				



Data Element Number	DATA:	INFORMATION:
		<p>straight-in type of non-precision instrument approach procedure including radar approaches.</p> <p>PRECISION INSTRUMENT RUNWAY = a runway with an existing instrument approach procedure utilizing an instrument landing system (ILS) or a Precision Approach Radar (PAR).</p> <p>APPROACH SURFACE = a surface longitudinally centered on the extended runway centerline and extending outward and upward from each end of the primary surface. An approach surface is applied to each end of each runway based upon the type of approach available for that runway end.</p>
>51	DSPLCD THLD	<p>The entry is for two runway ends and the two runway ends are separated by a slash (/).</p> <p>Enter the length of the displaced threshold at a runway end in whole feet.</p> <p>DISPLACED THRESHOLD MARKINGS FOR HARD SURFACE RUNWAYS: When a threshold is displaced, the markings at a displaced portion of the runway should be marked in accordance with the current FAA advisory circular on runway markings. If not, enter an explanatory referenced remark in data element 110.</p> <p>For example: A051 RWY 03 DSPLCD THLD MARKINGS NSTD YELLOW.</p> <p>DISPLACED THRESHOLD MARKINGS FOR NON-HARD SURFACE RUNWAYS: Describe any form of markers used at the displaced threshold of a turf or gravel runway in an explanatory referenced remark in data element 110.</p> <p>For example: A051 RWY 03 DSPLCD THLD MARKED WITH ORANGE CONES.</p>
>52	CTLG OBSTN	<p>The entry is for two runway ends and the two runway ends are separated by a slash (/).</p> <p>Enter the obstruction within the boundaries of the approach surface that controls the obstruction clearance slope to a runway end (not the displaced threshold). The approach surface is defined in Part 77.</p> <p>For paved runways, the approach surface starts 200 feet from the runway end, so the controlling obstruction must be at least 200 feet from the runway threshold. Nothing located in the primary surface (0-199 feet) can be listed as the controlling</p>

Data Element Number	DATA:	INFORMATION:
		<p>obstruction.</p> <p>For non-hard surface (unpaved) runways, the approach surface starts at the actual runway threshold (not 200 feet from the runway threshold).</p> <p>If there is an entry in data element 52, then entries are required in data elements 53 through 55 for private-use airports and 53 through 57 for public-use airports.</p>
		<p>THE FOLLOWING STANDARD ENTRIES CAN BE USED:</p> <p>ACFT = aircraft</p> <p>ANT = antenna, antenna mast on building, radio/television</p> <p>BERM = berm, dike, levee, riverbank, etc</p> <p>BLDG = house, factory, church, hangar, etc</p> <p>BOAT = boat or ship that normally traverse the lake, river, canal, channel, etc</p> <p>BRDG = bridge, overpass, etc</p> <p>BRUSH = brush, shrubs, hedge, etc</p> <p>FENCE = fence</p> <p>GND = ground or rising terrain</p> <p>HILL = hill, sand dunes, gravel or rock pile, knoll, cliff, canyon, wall, mountain, butte, etc</p> <p>PLINE = power line, telephone lines, etc</p> <p>POLE = power pole, telephone pole, light pole, flag pole, etc</p> <p>ROAD = private road, public road, or interstate highway</p> <p>RR = railroad</p> <p>SIGN = sign, billboard, etc</p> <p>STACK = smoke stack, chimney, etc</p> <p>TANK = storage tank</p> <p>TOWER = tower, beacon, derrick, drilling rig, microwave tower, radio or TV transmitter, windmill, water tower, etc.</p> <p>TREE = tree</p> <p>TREES = Forest, orchard, grove, etc.</p> <p>NONE = if no object penetrates the applicable approach surface as defined in Part 77.</p> <p>All obstructions should be covered by one of the above</p>

Data Element Number	DATA:	INFORMATION:
		<p>classifications. However if an unusual obstruction is encountered, describe the obstruction in a reference remark in data element 110.</p> <p>Navigational aids and lighting apparatus associated with the operation of an airport are fixed by function and will NOT be reported as an obstruction.</p>
>53	OBSTN MARKED/LGTD	<p>The entry is for two runway ends and the two runway ends are separated by a slash (/).</p> <p>Indicate whether or not the controlling obstruction in data element 52 is marked and/or lighted by entering one or more of the following:</p> <p>M = Marked L = Lighted ML = both Marked and Lighted NONE = if the controlling obstruction is neither marked nor lighted</p>
>54	HGT ABOVE RWY END	<p>The entry is for two runway ends and the two runway ends are separated by a slash (/).</p> <p>Enter the height of the controlling obstruction above the runway end. Enter the "effective height" of an object if it is a road or railroad. The effective height is the sum of the actual object height above the runway end plus the penalty height imposed by Part 77.</p> <p>Private road = 10 feet or the height of the highest mobile object that would normally traverse the road, whichever is greater Non-interstate road = 15 feet Interstate highway = 17 feet Railroad = 23 feet Waterway = the height of highest mobile object that would normally traverse the waterway</p>
>55	DIST FROM RWY END	<p>The entry is for two runway ends and the two runway ends are separated by a slash (/).</p> <p>Enter the distance in feet along the runway centerline extended from the runway threshold (not the displaced threshold) to the controlling obstruction. Measure the distance horizontally along the extended runway centerline (not a slant</p>

Data Element Number	DATA:	INFORMATION:
		distance) to the point abeam the obstruction.
56	<p>CNTRLN OFFSET</p> <p>This element is not required for civil private use airports.</p>	<p>The entry is for two runway ends and the two runway ends are separated by a slash (/).</p> <p>This data element is calculated based on what a pilot sees as the pilot is flying an approach to a runway end. This is a two-part data element.</p> <p>Enter the distance in feet that the controlling obstruction is located away from the extended runway centerline. Measure the distance horizontally on a line perpendicular to the extended runway centerline. Next enter whether the obstruction is right (R) or left (L) of the centerline as viewed by a pilot on final approach.</p> <p>If the obstruction is a single obstruction and it is located directly on the centerline, enter the number zero followed by the letter "B" (e.g. 0B).</p> <p>If the obstruction spans both sides of the extended centerline, such as a row of trees, a road, or a power line, enter the distance right and left of the centerline followed by the letters "L/R" (e.g. 100L/R).</p>
57	<p>OBST CLNC SLOPE</p> <p>This element is not required for civil private use airports.</p>	<p>The entry is for two runway ends and the two runway ends are separated by a slash (/).</p> <p>Enter the obstruction clearance slope of the controlling obstruction identified in data element 52 using a ratio to indicate the clearance available to aircraft approaching that runway end. Slope ratios range from 1:1 to 50:1. Entries are also required in data elements 52, 54, 55 and 56.</p> <p>If there are no objects penetrating the approach to a slope of 50:1 or greater, then the runway approach is clear and there are no obstructions. Enter 50:1 in this data element, and entries are not required in data elements 52 through 56.</p> <p>For hard surface runways, the obstruction clearance slope begins at the end of the primary surface, which ends 200 feet beyond the end of the runway. Measure the obstruction clearance slope from the end of the primary surface whether or not that runway threshold has been displaced.</p> <p>For non-hard surface (unpaved) runways, the obstruction clearance slope also begins at the end of the primary surface, but it is important to note that the primary surface ends at the runway end and not 200 feet beyond the end of the runway. Measure the obstruction clearance slope from the end of the primary surface whether or not that runway threshold has</p>

Data Element Number	DATA:	INFORMATION:
		<p>been displaced.</p> <p>For paved/unpaved combination runways, each end of the primary surface coincides with the corresponding end of the runway.</p> <p><b>HARD SURFACE RUNWAYS</b></p> <p>Approach Ratio Calculation:</p> <p>Distance from the runway end (data element 55) minus 200 feet, divided by the height above the runway end (data element 54).</p> <p><b>NON-HARD SURFACE (UNPAVED) RUNWAYS</b></p> <p>Approach Ratio Calculation:</p> <p>Distance from runway end (data element 55) divided by the height above the runway end (data element 54). [Hence there is no need to subtract 200 feet.]</p> <p><i>Remember to always round down</i> when the division of the distance by the height does not result in a whole number. Therefore a slope of 19.9 is rounded down for safety to 19.</p> <p><b>APPROACH SLOPE FOR DISPLACED THRESHOLDS</b></p> <p>If an obstruction penetrates the approach slope to the displaced threshold and the obstruction is not the same one identified as the controlling obstruction to the runway end, it should be described in a referenced remark in data element 110. All heights and distances are with respect to the displaced threshold.</p> <p>For example: A057 RWY 09 APCH SLOPE 25:1 DUE TO 24 FT TREE 600 FT FROM THE DSPLCD THLD.</p>
58	<p><b>CLOSE-IN OBSTN</b></p> <p>This element is not required for civil private use airports.</p>	<p>The entry is for two runway ends and the two runway ends are separated by a slash (/).</p> <p>This data element is for hard surface runways only. There can never be a close-in obstruction at the end of an unpaved runway.</p> <p>Enter a "Y" if there is an obstruction in the approach within the first 200 feet of the runway end. In addition, an explanatory referenced remark is required in data element 110, identifying the obstruction, its height above the runway end, its distance</p>

<b>Data Element Number</b>	<b>DATA:</b>	<b>INFORMATION:</b>
		<p>from the runway end, and the centerline offset left or right to a pilot on final approach.</p> <p>For example: A058 RWY 18 HAS 4 FT HILL 150 FT FROM THE RWY END AND 100 FT R.</p>
59	<b>RESERVED</b>	
<b>DECLARED DISTANCES</b> <a href="http://www.faa.gov/arp/pdf/5300-13.pdf">http://www.faa.gov/arp/pdf/5300-13.pdf</a>		
60 - 63	<b>DECLARED DISTANCES</b>	Only FAA airport inspectors or regional FAA personnel can provide the declared distances data elements.
>60	<b>TAKE OFF RUN AVBL (TORA)</b>  This element is not required for civil private use airports.	Enter the takeoff run available. It is the runway length declared available and suitable for the ground run of an airplane taking off.
>61	<b>TAKE OFF DIST AVBL (TODA)</b>  This element is not required for civil private use airports.	Enter the takeoff distance available. It is the TORA plus the length of any remaining runway or clearway beyond the far end of the TORA.  <b>NOTE:</b> The full length of TODA may not be usable for all takeoffs because of obstacles in the departure area. The usable TODA length is aircraft performance dependent and, as such, must be determined by the aircraft operator before each takeoff and requires knowledge of the location of each controlling obstacle in the departure area.
>62	<b>ACLT STOP DIST AVBL (ASDA)</b>  This element is not required for civil private use airports.	Enter the accelerate-stop distance available. It is the runway length plus the stopway length declared available and suitable for the acceleration and deceleration of an airplane aborting a takeoff.  <b>Stopway:</b> A defined rectangular surface beyond the end of a runway, prepared or suitable for use in lieu of runway, to support an airplane without causing structural damage during an aborted takeoff. The length of this surface is used for the ASDA calculation of declared distances.  <b>NOTE:</b> The term "overrun" is used only in reference to military airports.
>63	<b>LNDG DIST</b>	Enter the landing distance available. It is the runway length declared available and suitable for a landing airplane.

Data Element Number	DATA:	INFORMATION:
	AVBL (LDA)  This element is not required for civil private use airports.	
<b>SERVICES</b>		
>70	FUEL	Enter all the fuels that are available for sale to the general public using the entries listed below.  Do not report fuels that are stored for the exclusive use of the airlines or the military and are not for sale to the general public.  A = Jet A kerosene A1 = Jet A1 kerosene A1+ = Jet A1+ kerosene B = Jet B B+ = Jet B+  MOGAS = Automobile gas that is used as aircraft fuel 80 = Grade 80 gasoline (red) 100 = Grade 100 gasoline (green) 100LL = 100 Low-Lead gasoline (blue) 115 = Grade 115 gasoline (purple)
>71	AIRFRAME RPRS  This element is not required for civil private use airports.	Enter the type of airframe repair that is available at the airport. There are two entries: MAJOR or MINOR.  Minor airframe repairs are the repairs that can be performed by an Airframe and Powerplant mechanic (A&P).  Major airframe repairs require the maintenance technician performing or inspecting the work to have an additional qualification as an Airworthiness Inspector (AI).
>72	PWR PLANT RPRS  This element is not required for civil private use	Enter the type of power plant repair that is available at the airport. There are two entries: MAJOR or MINOR.  Minor powerplant repairs are the repairs that can be performed by an Airframe and Powerplant mechanic (A&P).

<b>Data Element Number</b>	<b>DATA:</b>	<b>INFORMATION:</b>
	airports.	Major powerplant repairs require the maintenance technician performing or inspecting the work to have an additional qualification as an Airworthiness Inspector (AI).
>73	<b>BOTTLE OXYGEN</b>  This element is not required for civil private use airports.	Enter the type of bottle oxygen available for sale to the general public. Do not report replacement bottles that are stored by the airlines or the military.  Enter "HIGH" to indicate that high-pressure oxygen replacement bottles are available at the airport for sale to the general public.  Enter "LOW" to indicate that low-pressure oxygen replacement bottles are available at the airport for sale to the general public.  Enter "HIGH/LOW" when both HIGH and LOW pressure oxygen replacement bottles are available at the airport for sale to the general public.  HIGH = 1800 – 2200 pounds per square inch (psi) LOW = 400 – 450 pounds per square inch (psi) HIGH/LOW = both high and low are available
>74	<b>BULK OXYGEN</b>  This element is not required for civil private use airports.	Enter the type of bulk storage oxygen that is available for sale to the general public. Do not report bulk bottles that are stored by the airlines or the military.  Enter "HIGH" to indicate that bulk storage high-pressure oxygen is available at the airport for sale to the general public.  Enter "LOW" to indicate that bulk storage low-pressure oxygen is available at the airport for sale to the general public.  Enter "HIGH/LOW" when both HIGH and LOW pressure bulk storage oxygen are available at the airport for sale to the general public.  HIGH = greater than 1500 pounds per square inch (psi) LOW = less than 1500 pounds per square inch (psi) HIGH/LOW = both high and low are available
75	<b>TSNT STORAGE</b>  This element is	Enter the types of transient aircraft storage available at the airport. Tie downs must have a referenced remark if the pilot



<b>Data Element Number</b>	<b>DATA:</b>	<b>INFORMATION:</b>
	not required for civil private use airports.	needs to supply his own ropes. HGR = hangar TIE = tie downs BUOY = buoy (for seaplane bases only)
76	<b>OTHER SERVICES</b>  This element is not required for civil private use airports.	Enter other types of services available at the airport.  AGRI = crop dusting CHTR = charter INSTR = instruction SALES = aircraft dealer RNTL = aircraft rental SURV = aerial surveying GLD = glider  TOW = glider towing PAJA = parachute jumping area AMB = air ambulance AFRT = air freight AVNCS = avionics BCHGR = beaching gear CARGO = cargo
		Note: The FAA cannot advertise services and accordingly will not print services such as rental car or courtesy car, so please do not include that kind of information.
77 - 79	RESERVED	
<b>FACILITIES</b>		
>80	ARPT BCN	Enter the two-letter or three-letter abbreviation for the type of airport beacon (also known as the rotating beacon) at the airport. The colors indicate the type of landing area.  C-G = Clear-Green (Civil airport) C-Y = Clear-Yellow (Seaplane Base) C-G-Y = Clear-Green-Yellow (Heliport) S-C-G = Split-Clear-Green (Military airport)
>81	BCN SCHEDULE	This data element refers to the schedule of the airport beacon. In addition it also refers to the schedule of any other lighting aids that are also on the same schedule as the airport beacon.  Enter the lighting schedule of the airport beacon.  DUSK-DAWN = dusk to dawn

Data Element Number	DATA:	INFORMATION:
		<p>SS-SR = sunset to sunrise</p> <p>RDO-CTL = radio controlled</p> <p>RDO-REQ = radio request</p> <p>PHONE-REQ = phone request</p> <p>DUSK-2300 = dusk to specific hour</p> <p>RDO-CTL requires an explanatory referenced remark in data element 110 that includes the Unicom frequency or the CTAF frequency.</p> <p>For example: A081 ACTVT LIRL RY 18/36 AND VASI RWY 18 – 122.7.</p> <p>PHONE-REQ requires an explanatory referenced remark in data element 110.</p> <p>For example: A081 FOR LIRL RWY 18/36 CALL 301-555-1212.</p>
>82	UNICOM	<p>Enter the frequency issued by the FCC to operate an aeronautical advisory station at the airport.</p> <p>At public use airports the Unicom frequencies are: 122.7, 122.725, 122.8, 122.975, 123.0, 123.050 and 123.075.</p> <p>At private use airports the Unicom frequencies are: 122.75 and 122.85.</p> <p>NOTE: Frequency 122.9 is not a Unicom frequency. It is a multicom frequency. An FCC license is not required and FAA assigns frequency 122.9 to public use airports only.</p> <p>NOTE: The FCC issues only one Unicom frequency per airport.</p>
>83	WIND INDICATOR	<p>Enter “Y” for yes and “N” for no to indicates the existence of a wind indicator at the airport.</p> <p>If the airport has a wind indicator and it is lighted, place a dash (-) after the Y and then place an “L” for lighted.</p> <p>For example: Y-L</p>
84	SEGMENTED	<p>Enter “Y” for yes or “N” for no to indicate the existence of a</p>

<b>Data Element Number</b>	<b>DATA:</b>	<b>INFORMATION:</b>
	CIRCLE	segmented circle at the airport.
85	CONTROL TWR	Airport Traffic Control Tower. No entry is required. The FAA completes this data element.
86	FSS	Flight Service Station. No entry is required. The FAA completes this data element.
87	FSS ON ARPT	FSS on airport. No entry is required. The FAA completes this data element.
88	FSS PHONE NR	FSS phone number. No entry is required. The FAA completes this data element.
89	TOLL FREE NR	FSS toll free number. No entry is required. The FAA completes this data element.
<b>BASED AIRCRAFT</b>		
90	SINGLE ENGINE	Enter the number of operational single engine propeller driven aircraft either reciprocal engine or turboprop normally based at the airport.
91	MULTI-ENGINE	Enter the number of operational multi-engine propeller driven aircraft either reciprocal engine or turboprop normally based at the airport.
92	JET	Enter the number of operational jet aircraft normally based at the airport (do not include turboprop aircraft).
	TOTAL	
93	HELICOPTERS	Enter the number of operational helicopters normally based at the airport.
94	GLIDERS	Enter the number of operational gliders normally based at the airport.
95	MILITARY	Enter the number of operational military aircraft normally based at the airport.
96	ULTRA-LIGHT	Enter the number of operational ultralight aircraft normally based at the airport.
97-99	RESERVED	

<b>Data Element Number</b>	<b>DATA:</b>	<b>INFORMATION:</b>
<b>OPERATIONS</b>		OPERATIONS: 12-month count of operations. An operation is either a takeoff or a landing. Obtain the best estimate from the airport manager, the pilot registration book or the ATCT.
100	<b>AIR CARRIER</b>  This element is not required for civil private use airports.	Enter the number of scheduled and unscheduled air carrier operations for aircraft with 60 or more passenger seats.
101	<b>COMMUTER</b>  This element is not required for civil private use airports.	Leave this data element blank. When commuter operations exist at an airport, the number of operations is no longer entered in this data element. Instead, it is added to and included with the number of air taxi operations in data element 102. A commuter operation includes all scheduled and unscheduled air carrier operations for aircraft with less than 60 passenger seats (see data element 102, air taxi).
102	<b>AIR TAXI</b>  This element is not required for civil private use airports.	Enter the number of scheduled or unscheduled air carrier and air taxi operations for aircraft with less than 60 passenger seats.
103	<b>GA LOCAL</b>  This element is not required for civil private use airports.	Enter the number of general aviation local operations at the airport. A local operation is defined as an operation within the airport traffic pattern or the aircraft is known to be from within 20 miles of the airport.
104	<b>GA ITNRNT</b>  This element is not required for civil private use airports.	Enter the number of general aviation itinerant operations at the airport. An itinerant operation is defined as an operation that is other than a local operation.
105	<b>MILITARY</b>  This element is not required for civil private use airports.	Enter the number of military operations at the airport.

<b>Data Element Number</b>	<b>DATA:</b>	<b>INFORMATION:</b>
	OPERATIONS FOR 12 MOS ENDING	Enter the operations ending date in a month/day/year format for the 12-months period in which the operations were counted. The operations ending date may not necessarily be the same date as the date of the airport inspection.
106-109	RESERVED	
110	REMARKS	Enter all general remarks and referenced remarks in this section.  Ensure that all remarks are worded as clearly as possible so as to avoid pilot confusion.
111	INSPECTOR (Form 5010-3) or OWNER/MANAGER SIGNATURE (Form 5010-5)	Form 5010-3, public use airports: Enter within the parenthesis ( ) that follows INSPECTOR the one-letter abbreviation for the kind of inspector that inspected the airport and then place your signature and organization here.  S = State inspected C = Contractor inspected N = Not inspected.  Form 5010-5, private use airports: Proponents of new private use airports place your signature next to OWNER/MANAGER SIGNATURE.
112	DATE LAST INSPECTED  This element is not required for civil private use airports.	Enter the date that the airport inspector completed the physical inspection of a newly constructed or newly reported civil public use airport using Form 5010-3.
113	LAST INFO REQ (Form 5010-3) or DATE (Form 5010-5)	Form 5010-3, public use airports: Leave this date blank.  Form 5010-5, private use airports: Enter the date that the proponent completed the Form 5010-5.

### Appendix A

**FAA FORM 5010-3** is used to provide the initial physical inspection report on newly constructed or newly reported civil public-use airports. Form 5010-3.pdf is available for <http://forms.faa.gov>.

U.S. DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION		<b>AIRPORT MASTER RECORD</b>			FORM APPROVED OMB 2120-0015
>1 ASSOC CITY: >2 AIRPORT NAME: 3 CBD TO AIRPORT (NM):		4 STATE:	LOC ID: 5 COUNTY: 7 SECT AERO CHT:	FAA SITE NR:	
<b>GENERAL</b> >10 OWNERSHIP: >11 OWNER: >12 ADDRESS:  >13 PHONE NR: >14 MANAGER: >15 ADDRESS:  >16 PHONE NR: 17 ATTENDANCE SCHEDULE: MONTHS      DAYS      HOURS		<b>SERVICES</b> >70 FUEL:  >71 AIRFRAME RPRS: >72 PWR PLANT RPRS: >73 BOTTLE OXYGEN: >74 BULK OXYGEN: 75 TSNT STORAGE: 76 OTHER SERVICES:		<b>BASED AIRCRAFT</b> 90 SINGLE ENG: 91 MULTI ENG: 92 JET: TOTAL  93 HELICOPTERS: 94 GLIDERS: 95 MILITARY: 96 ULTRA-LIGHTS:	
18 AIRPORT USE: 19 ARPT LAT: 20 ARPT LONG: 21 ARPT ELEV: 22 ACREAGE: >23 RIGHT TRAFFIC: 24 NON-COMM LANDING: 25 NPIAS/FEDERAL AGREEMENTS: 26 PART 139 INDEX:		<b>FACILITIES</b> >80 ARPT BCN: >81 ARPT LGT SKED: >82 UNICOM: >83 WIND INDICATOR: 84 SEGMENTED CIRCLE: 85 CONTROL TWR: 86 FSS: 87 FSS ON ARPT: 88 FSS PHONE NR: 89 TOLL FREE NR:		<b>OPERATIONS</b> 100 AIR CARRIER: 101 COMMUTER: 102 AIR TAXI: 103 G A LOCAL: 104 G A ITNRNT: 105 MILITARY: TOTAL  OPERATIONS FOR 12 MONTHS ENDING	
<b>RUNWAY DATA</b>					
>30 RUNWAY IDENT: >31 LENGTH: >32 WIDTH: 33 SURF TYPE-COND: 34 SURF TREATMENT: 35 GROSS WT: SW 36 (IN THSDS) DW: 37 DTW 38 DDTW					
<b>LIGHTING/APCH AIDS</b>					
>40 EDGE INTENSITY: >42 RWY MARK TYPE-COND: >43 VGSI: 44 THR CROSSING HGT: 45 VISUAL GLIDE ANGLE: >46 CNTRLN-TDZ: >47 RVR-RVV: >48 REIL: >49 APCH LIGHTS:		/	/	/	/
<b>OBSTRUCTION DATA</b>					
50 PART 77 CATEGORY: >51 DISPLACD THLD: >52 CTLG OBSTN: >53 OBSTN MARKED/LGTD: >54 HGT ABOVE RWY END: >55 DIST FROM RWY END: 56 CNTRLN OFFSET: 57 OBSTN CLNC SLOPE: 58 CLOSE-IN OBSTN:		/	/	/	/
<b>DECLARED DISTANCES</b>					
>60 TAKE OFF RUN AVBL (TORA) >61 TAKE OFF DIST AVBL (TODA) >62 ACLT STOP DIST AVBL (ASDA) >63 LNDG DIST AVBL (LDA)		/	/	/	/
(-) ARPT MGR PLEASE ADVISE FSS IN ITEM 86 WHEN CHANGES OCCUR TO ITEMS PRECEDED BY->					
>110 REMARKS:					
111 INSPECTOR (5)		112 LAST INSP:		113 LAST INFO REQ:	

FAA Form 5010-3 (6-03) SUPERSEDES PREVIOUS EDITION

**Paperwork Reduction Act Statement:**

The information collected on this form is necessary because it is the description of the physical and operational characteristics of the airport that will be on file with the FAA. The information will be maintained in FAA computers for record keeping purposes and used in airspace studies. Some of the information on this form is critical to aviation safety and will be published in flight information handbooks and charts for pilot use. The burden associated with completing this form is estimated to be 2 hours. Providing this information is mandatory if the proponent wishes to have the airport on file with the FAA and entered into the National Airspace System. No assurances of confidentiality are given. An agency may not conduct or sponsor, and a person is not required to respond to, a collection of information unless it displays a currently valid OMB control number. The OMB control number associated with this collection is 2120-0015.





**Note:**

The intent of this form is to notify the FAA that the landing area on the reverse side is now operational. Please complete the form and return it to the FAA Regional Office or Airports District Office that airspace the landing area when the landing area is fully operational. Contact the office if you have any questions regarding this form.

**Paperwork Reduction Act Statement:**

The information collected on this form is necessary because it is the description of the physical and operational characteristics of the airport that will be on file with the FAA. The information will be maintained in FAA computers for record keeping purposes and use in airspace studies. Some of the information on this form is critical to aviation safety and will be published in flight information handbooks and charts for pilot use. The burden associated with completing this form is estimated to be 2 hours. Providing this information is mandatory if the proponent wishes to have the airport on file with the FAA and entered into the National Airspace System. No assurances of confidentiality are given. An Agency may not conduct or sponsor, and a person is not required to respond to, a collection of information unless it displays a currently valid OMB control number. The OMB control number associated with this collection is 2120-0015.

**TO MAIL THE COMPLETED FORM:**

1. Reverse fold the form so that the address is on the outside.
2. After folding, fasten the folded form together with a piece of tape at the place marked "Tape Here".
3. No postage is required for mailing.

FAA Form 5010-5 (4-86) SUPERSEDES PREVIOUS EDITION

U.S. Department of Transportation  
**Federal Aviation Administration**  
 Washington D.C. 20591

OFFICIAL BUSINESS  
 PENALTY FOR PRIVATE USE \$300



NO POSTAGE  
 NECESSARY  
 IF MAILED  
 IN THE  
 UNITED STATES



**BUSINESS REPLY MAIL**  
FIRST CLASS PERMIT NO. 1435 WASHINGTON, D.C.

POSTAGE WILL BE PAID BY THE FEDERAL AVIATION ADMINISTRATION

**PLACE ADDRESS LABEL HERE**

**Tape  
 Here**

## APPENDIX C RELATED REFERENCES

The following are Federal Aviation Administration (FAA) publications (current edition) from which material have been extracted for the preparation of this AC. These references also contain additional resource material that may be useful in special situations, but their immediate availability is not considered necessary to airport operators in order to accomplish the basic operational purpose of this AC. FAA regulations and policies are available at <http://www.faa.gov/regulations/index.cfm>.

1. AC 150/5300-13, *Airport Design* <http://www.faa.gov/arp/pdf/5300-13.pdf>
2. AC 150/5340-1, *Standards for Airport Markings* <http://www.faa.gov/arp/pdf/5340-1h.pdf>
3. Airport/Facilities Directories (AFD) <http://www.naco.faa.gov/>
4. FAA Form 7480-1, *Notice of Landing Area Proposal* <http://forms.faa.gov/forms/faa7480-1.pdf>
5. FAA No. 405, *Standards of Aeronautical Surveys and Related Products* <http://www.ngs.noaa.gov/AERO/aerospecs.htm#FAA405>
6. FAA Order 5010.4, *Airport Safety Data Program*
7. FAA Order 7910.4, *Airport Diagrams*
8. Federal Aviation Regulations Part 77, *Objects Affecting Navigable Airspace* <http://www.arp/ace/part77.htm>
9. Federal Aviation Regulations Part 139, *Certification of Airports* <http://www.faa.gov/arp/certification/index.cfm?ARNav=cert>
10. Federal Aviation Regulations Part 157, *Notice of Construction, Alteration, Activation, and Deactivation of Airports* <http://www.faa.gov/arp/ace/part157.htm>
11. National Geodetic Survey web sites <http://www.ngs.noaa.gov/>