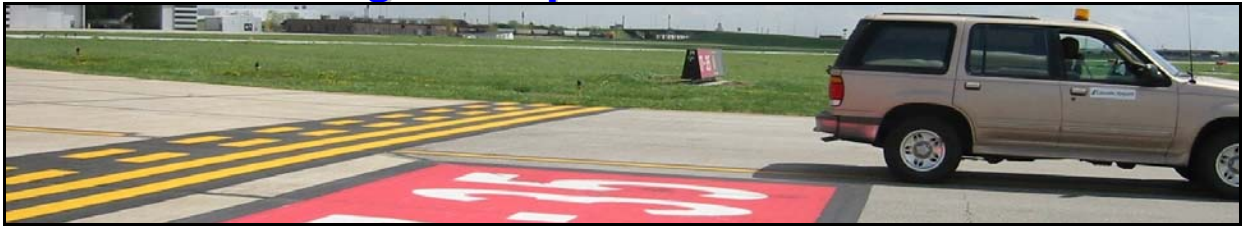


Central Region Airport Certification Bulletin



Bulletin: 2010-10
Subject: Crop Restriction Dimensions
Issue Date: August 31, 2010

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Application:

This bulletin is intended for Part 139 Airport Managers and State Aviation Directors in the States of Iowa, Kansas, Missouri and Nebraska

Background:

With the emphasis on **wildlife management** at Part 139 airports, it is important to note that crops grown on airports that support commercial air service are often in conflict with wildlife mitigation efforts.

During annual certification inspections this office has become aware of airports planting agricultural crops too close to runways and taxiways. We are issuing this bulletin as fall approaches and agricultural leases are renewed over the winter with farmers who grow crops on airport property.

Crops provide revenue for many airports, especially in the Midwest but concerns about wildlife attractants on commercial airports require these airport operators to assess the proximity of crops to runways and taxiways.

Action Required:

[AC 150/5200-33B, Hazardous Wildlife Attractants on or near Airports](#), provides guidance for agricultural activities on airports. Paragraph 2-6 states, "If the airport has no financial alternative to agricultural crops to produce income necessary to maintain the viability of the airport, then the airport shall follow the crop distance guidelines listed in the table titled, Minimum Distances between Certain Airport Features and Any On-Airport Agricultural Crops." The table is in [AC 150/5300-13, Airport Design](#), Appendix 17. The cost of wildlife control and potential accidents should be weighed against the income produced by the on-airport crops when deciding whether to allow crops on the airport."

Airport Operators at Part 139 airports should use the attached Appendix 17 table to determine the appropriate crop distance from runways and taxiways.

1/3/08

AC 150/5300-13 CHG 12
Appendix 17

Appendix 17. MINIMUM DISTANCES BETWEEN CERTAIN AIRPORT FEATURES AND ANY ON-AIRPORT AGRICULTURE CROPS

Table A17-1. Minimum Distances Between Certain Airport Features and Any On-Airport Agriculture Crops

Aircraft Approach Category and Design Group ¹	Distance in Feet From Runway Centerline to Crop		Distance in Feet From Runway End to Crop		Distance in Feet from Centerline of Taxiway to Crop	Distance in Feet from Edge of Apron to Crop
	Visual & ≥ ¼ mile	< ¼ mile	Visual & ≥ ¼ mile	< ¼ mile		
Category A & B Aircraft						
Group I	200 ²	400	300 ³	600	45	40
Group II	250	400	400 ³	600	66	58
Group III	400	400	600	800	93	81
Group IV	400	400	1,000	1,000	130	113
Category C, D, & E Aircraft						
Group I	530 ³	575 ³	1,000	1,000	45	40
Group II	530 ³	575 ³	1,000	1,000	66	58
Group III	530 ³	575 ³	1,000	1,000	93	81
Group IV	530 ³	575 ³	1,000	1,000	130	113
Group V	530 ³	575 ³	1,000	1,000	160	138
Group VI	530 ³	575 ³	1,000	1,000	193	167

1. Design Groups are based on wing span or tail height, and Category depends on approach speed of the aircraft as shown below:

Design Group	Category
Group I: Wing span up to 49 ft.	Category A: Speed less than 91 knots
Group II: Wing span 49 ft. up to 73 ft.	Category B: Speed 91 knots up to 120 knots
Group III: Wing span 79 ft. up to 117 ft.	Category C: Speed 121 knots up to 140 knots
Group IV: Wing span 113 ft. up to 170 ft.	Category D: Speed 141 knots up to 165 knots
Group V: Wing span 171 ft. up to 213 ft.	Category E: Speed 166 knots or more
Group VI: Wing span 214 ft. up to 261 ft.	

- If the runway will only serve small airplanes (12,500 lb. and under) in Design Group I, this dimension may be reduced to 125 feet; however, this dimension should be increased where necessary to accommodate visual navigational aids that may be installed. For example, farming operations should not be allowed within 25 feet of a Precision Approach Path Indicator (PAPI) light box.
- These dimensions reflect the Threshold Siting Surface (TSS) as defined in AC 150/5300-13, Appendix 2. The TSS cannot be penetrated by any object. Under these conditions, the TSS is more restrictive than the OFA, and the dimensions shown here are to prevent penetration of the TSS by crops and farm machinery.

Appendix 17 to AC 150/5300-13

Questions

If you have questions, contact either, Mike Mullen, Lead Airport Certification Inspector, 816-329-2618 or Pat Haynes, Airport Certification Safety Inspector, 816-329-2621.