

Project Requirements

**What are 5010's and
what do they have to
do with AIP Grants?**

Presented to: 2009 Bismarck ADO Fall Seminar

By: Patricia Dressler

Date: October 27 and 28, 2009



**Federal Aviation
Administration**



Project Requirements

Airport Master Records

- **Airport Master Record Data is stored and derived from the National Airspace System Resources (NASR) Database**
 - **Form 5010-1 Established Civil Public-Use/Joint/Military**
 - **Form 5010-2 Established Private-Use**
 - *Form 5010-3 BLANK Proposed or Newly Constructed Civil Public-Use*
 - *Form 5010-5 BLANK Proposed or Newly Constructed Civil Private-Use*
- **Published on-line at www.gcr1.com/5010web**
- **Form 5010-1 and 5010-2 are computer reports downloaded from FAA Air Traffic NASR Database**

Airport Safety Data Program Office AAS-330



Project Requirements

Airport Master Records

- **All airside needs must be met prior to receipt of a revenue producing grant (hangars and fuel farms).**
 - Pavement Condition (5010)
 - No obstructions in the approaches (5010)

No airside development projects in the airports ACIP and no other critical needs (RPZ, RSA, Wildlife Hazards) are covered under revenue producing.



Project Requirements

Airport Master Records

- **5010's are reviewed at the HQ level to determine that the pavement condition is good to ensure that the "aeronautical need" has been met.**
- **Pavement Condition (5010)**
 - Must be at least G (good) on the computer generated master record
 - If not, sponsor shall provide current PCI good (or better) pavement condition and submit a revised 5010 to the FAA Bismarck ADO



Project Requirements

Airport Master Records

- 5010's are reviewed at the HQ level to determine that there are no obstructions in the airport approaches. The following minimum* criteria is used to determine that an "aeronautical need" has been met.
- If not, sponsor shall provide proof of removal of the obstruction and submit a revised 5010 to the FAA

Approach Type	Slope*
Visual (A and B)	20:1
Non-precision with \geq $\frac{3}{4}$ mile visibility (A and B)	20:1
Non-precision with $<$ $\frac{3}{4}$ mile visibility (A and B)	34:1
Precision	34:1

>1 ASSOC CITY: 4 STATE: LOC ID: FAA SITE NR:
 >2 AIRPORT NAME: 5 COUNTY:
 3 CBD TO AIRPORT (NM): 6 REGION/ADO: 7 SECT AERO CHT:

GENERAL	SERVICES	BASED AIRCRAFT
>10 OWNERSHIP: >11 OWNER: >12 ADDRESS: >13 PHONE NR: >14 MANAGER: >15 ADDRESS: >16 PHONE NR: 17 ATTENDANCE SCHEDULE: MONTHS DAYS HOURS 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:	>70 FUEL: >71 AIRFRAME RPRS: >72 PWR PLANT RPRS: >73 BOTTLE OXYGEN: >74 BULK OXYGEN: 75 TSNT STORAGE: 76 OTHER SERVICES:	90 SINGLE ENG: 91 MULTI ENG: 92 JET: TOTAL 93 HELICOPTERS: 94 GLIDERS: 95 MILITARY: 96 ULTRA-LIGHTS:
RUNWAY DATA	FACILITIES	OPERATIONS
>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	>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:	100 AIR CARRIER: 101 COMMUTER: 102 AIR TAXI: 103 G A LOCAL: 104 G A ITNRNT: 105 MILITARY: TOTAL OPERATIONS FOR 12 MONTHS ENDING

>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

LIGHTING/APCH AIDS

>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:

OBSTRUCTION DATA

50 PART 77 CATEGORY:
>51 DISPLACED 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:

DECLARED DISTANCES

>60 TAKE OFF RUN AVBL (TORA)
>61 TAKE OFF DIST AVBL (TODA)
>62 ACLT STOP DIST AVBL (ASDA)
>63 LNDG DIST AVBL (LDA)

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(>) 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:

Project Requirements

Airport Master Records

- **Updates should be made by Sponsor on 5010-1**
 - All NEW construction
 - Reconstruction changes dimensions/alignment
- **Annotate changes in RED ink and submit marked up 5010-1 to Bismarck ADO.**
- **Reference A/C 150-5200-35, Submitting the Airport Master Record in order to activate a new airport.**



Project Requirements

NAVAIDS

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Administration



Project Requirements NAVAIDS

- Three Years Prior to Project

Identify new or existing NAVAIDS that will be affected and if a reimbursable agreement is needed.

- Two Years Prior to Project

Initiate reimbursable agreement with the FAA for NAVAIDS

- One Year Prior to Project

Execute reimbursable agreement to support NAVAIDS

Project Requirement NAVAIDS

- **What do we mean by ... Reimbursable Agreement?**
 - An executable document (contract) under which the FAA provides and is reimbursed for materials and services
 - It is normally needed when an airport development project impacts an existing FAA facility (modification or relocation)
 - Ref: FAA Order 6031.1A and A/C 150-5300-7B

