

New Advisory Circulars

Presented to: MAMA Meeting

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Federal Aviation
Administration



New Advisory Circulars

- http://www.faa.gov/airports/resources/recent_advisory_circulars/
- **150/5340-1L** – Standards for Airport Markings (9/27)
- **150/5360-12F** – Airport Signing and Graphics (9/26)
- **150/5345-27E** – Specification for Wind Cone Assemblies (9/26)
- **150/5340-5D** – Segmented Circle Airport Marker System (9/25)
- **150/5320-5D** – Airport Drainage Design (8/15)
- **150/5320-14C** – Design of Aircraft Deicing Facilities (8/7)
- **150/5345-7F** – Specification for L-824 Underground Cable for Airport Lighting Circuits (8/19)
- **150/5395-1A** – Seaplane Bases (8/6)
- **150/5000-15B** – Announcement of Availability of Airport-Related Research and Development Products (7/23)
- **150/5200-32B** – Reporting Wildlife Strikes (5/31)

New Marking AC

- **AC 150/5340-1L, Standards for Airport Markings**
 - Clarifies that runway surface markings on light colored pavements require black borders and glass beads. Part 139 airports have until 9/27/2015 to meet this requirement.



Table 1-1. General Guidelines for Determining Light-Colored Payments

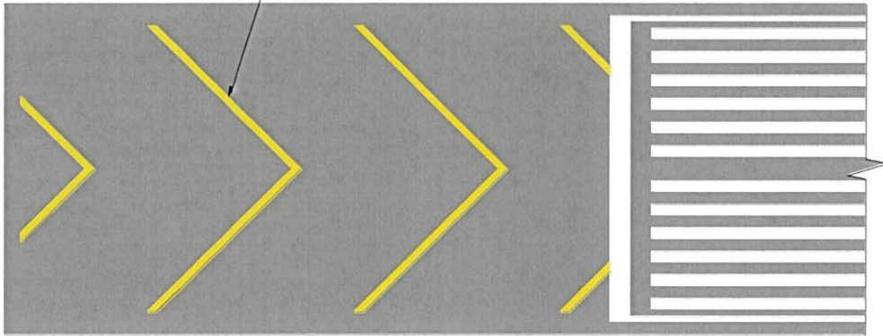
Is a Black Border Required?			
Pavement Surface Type	Pavement Surface Age ¹		
	New	Up to 2 years old	Over 2 years old
Portland Cement Concrete Surfaces	Yes	Yes	Yes
Asphalt Concrete Surfaces	No	No	Yes
Asphalt Treated Surfaces	No	No	Yes

Note 1: The table serves only as a **general guide** since an existing asphalt pavement at one airport location may not experience the same rate of surface color deterioration as at another airport location.

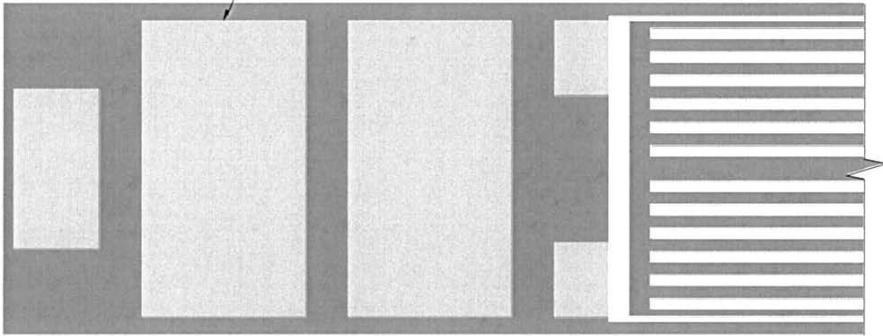
New Marking AC

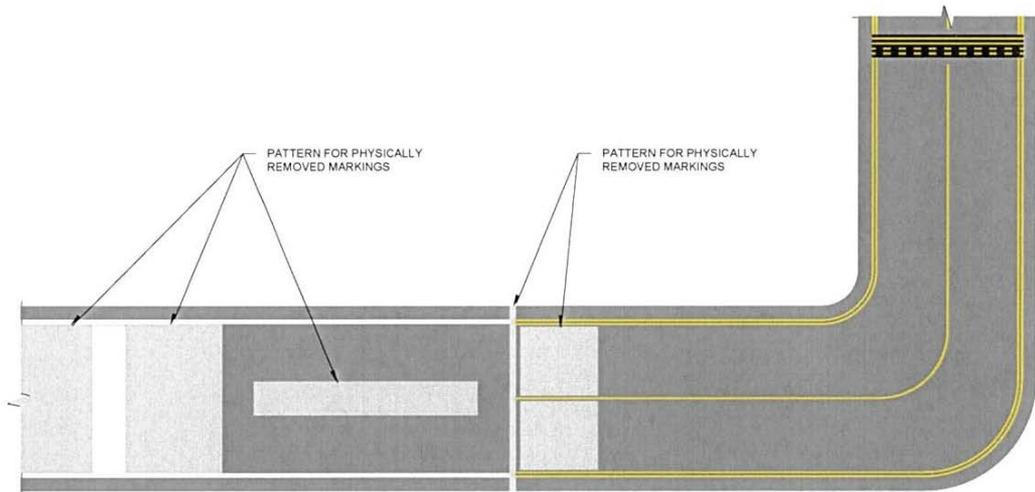
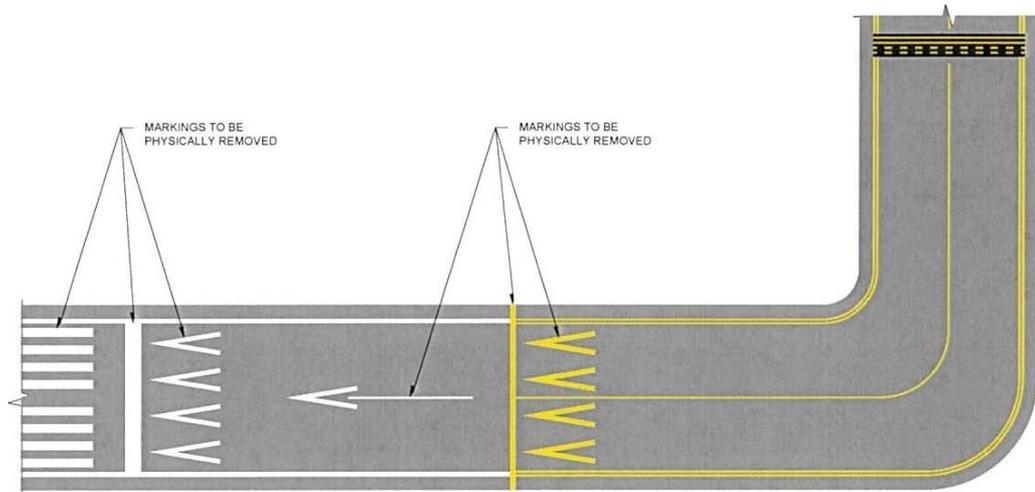
- **AC 150/5340-1L, Standards for Airport Markings**
 - Expands and illustrates the removal of markings discussion
 - The physical removal of any old marking(s) must include a pre-determined larger size and shape of a removal area that encompasses the old marking(s) and by grouping adjacent markings together into a larger rectangular removal area
 - The rationale behind this practice is to eliminate the continued visual appearance of the removed marking(s).

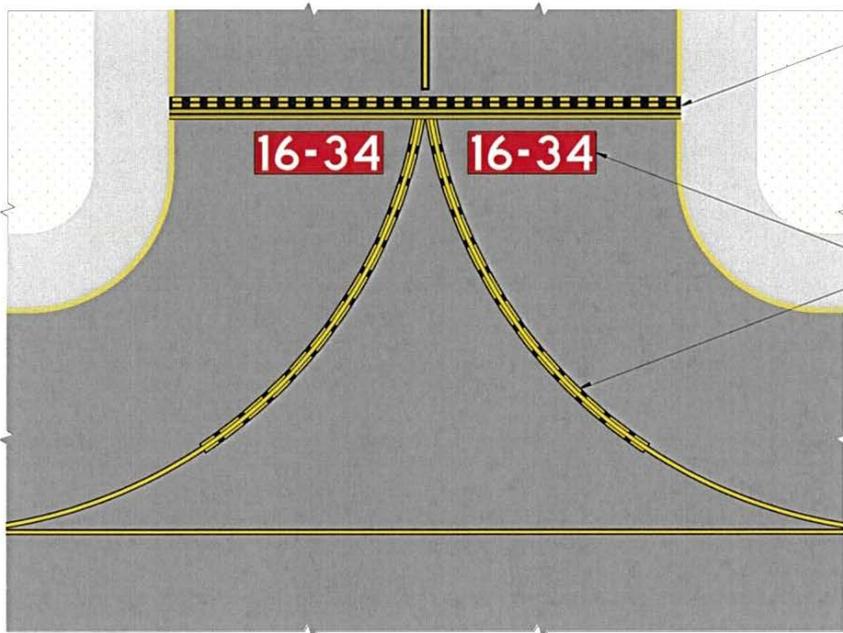
MARKINGS TO BE
PHYSICALLY REMOVED



PATTERNS FOR PHYSICALLY
REMOVED MARKINGS





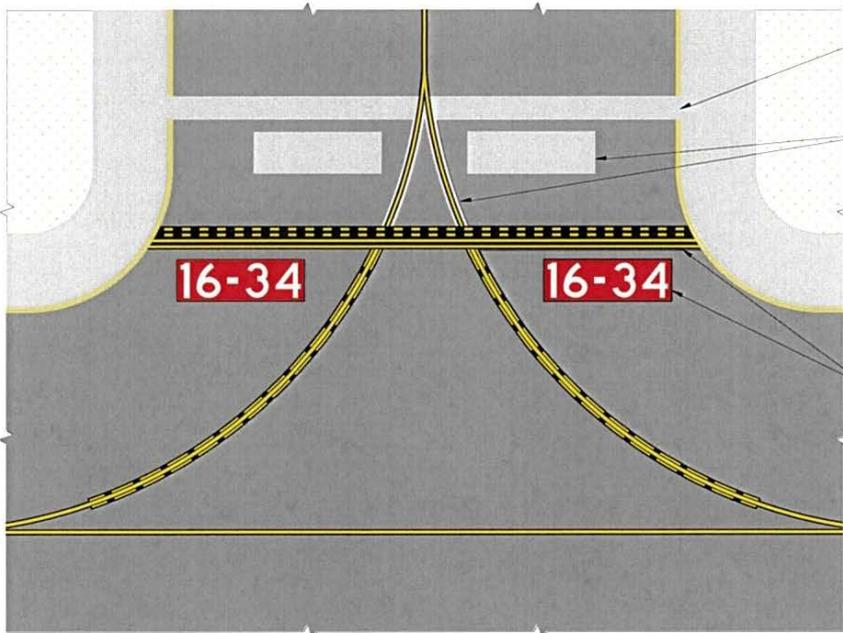


MARKINGS TO BE PHYSICALLY REMOVED

16-34

16-34

MARKINGS TO BE PHYSICALLY REMOVED (TYPICAL)



PATTERN FOR PHYSICALLY REMOVED MARKINGS

16-34

16-34

PATTERN FOR PHYSICALLY REMOVED MARKINGS

RELOCATED RUNWAY HOLDING POSITION AND SURFACE PAINTED HOLDING POSITION MARKINGS





New Marking AC

- **AC 150/5340-1L, Standards for Airport Markings**
 - Clarifies that the intermediate holding position marking for taxiway/taxiway intersections interrupts the taxiway edge marking.
 - Part 139 airports have until 9/27/2016 to meet this requirement.

New Marking AC

- **AC 150/5340-1L, Standards for Airport Markings**
 - Revises guidance for intersections of ILS/MLS holding position markings and non-movement area boundary markings with taxiway edge markings

150/5320-5D – Airport Drainage Design

- **Provides additional guidance on Wildlife Hazard Attractants and Mitigation**
- **Notes that the design and location of all drainage structures and/or features must comply with all airport design surface requirements per AC 150/5300-13, Airport Design**
- **Notes that plastic pipe used under airfield pavements shall comply with Item D-701, Pipe for Storm Drains and Culverts in AC 150/5370-10, Standards for Specifying Construction of Airports**

150/5320-14C –Design of Aircraft Deicing Facilities

- This edition clarifies that the airport operator's FAA-approved Snow and Ice Control Plan must be updated to include non-gate centralized aircraft deicing facilities are a Priority 1 facility under AC 150/5200-30, Airport Winter Safety and Operations.
- For 14 CFR Part 139 certificated airports having centralized aircraft deicing facilities, the Snow and Ice Control Plan must be revised to reflect that the facility is classified as a Priority 1 area. Compliance with this requirement is 8/7/2014.

150/5320-14C –Design of Aircraft Deicing Facilities

- This edition adds new criteria explaining that the centered aircraft deicing pad of a composite grouping of three pads requires three Vehicle Safety Zones (VSZ) instead of two VSZs.

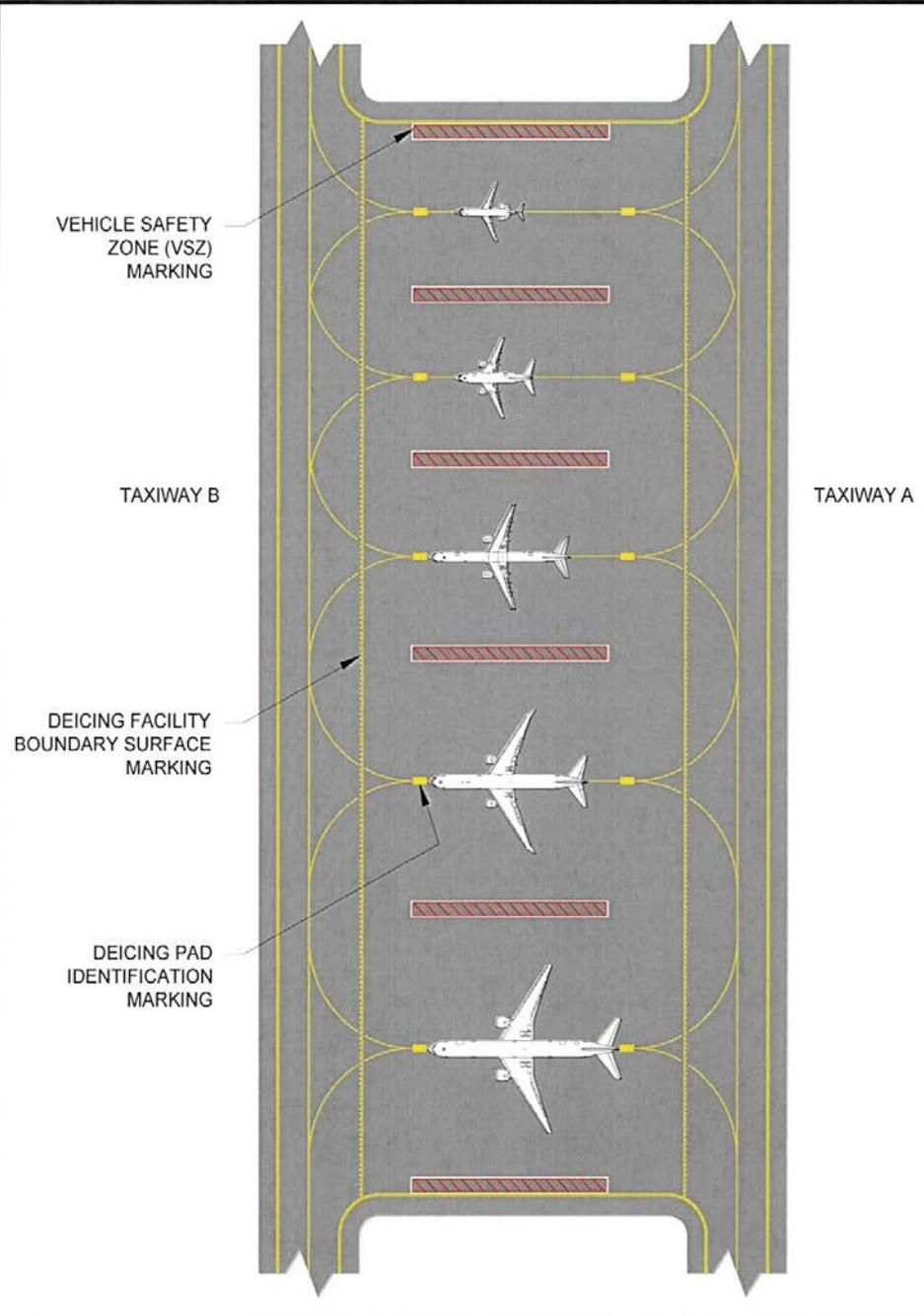


Figure 3-2. Example of a common deicing pad layout (not under ATCT control)

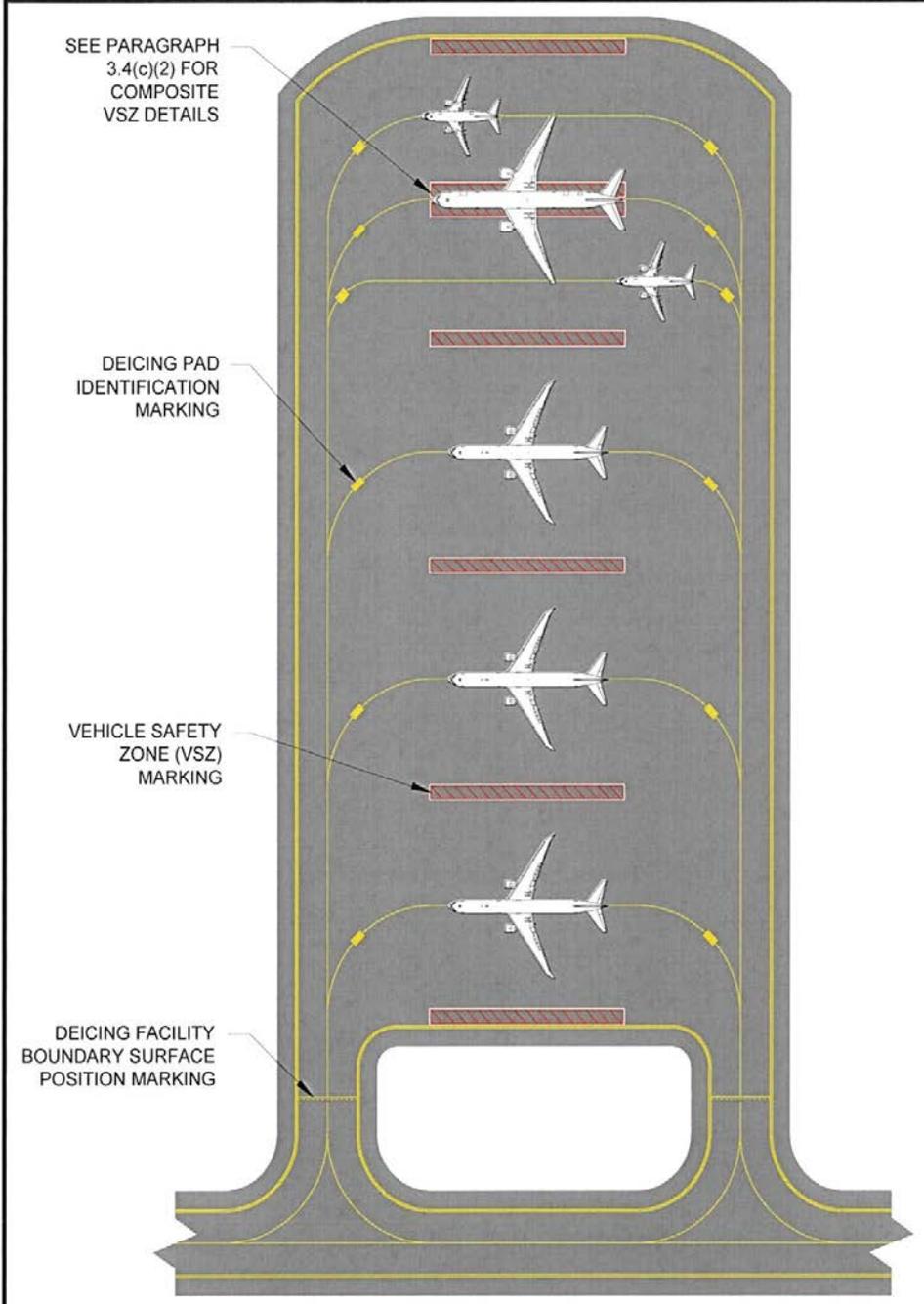


Figure 3-3. Example of a composite deicing pad layout (not under ATCT control)

Advisory Circulars

- **New/Revised Comments**
- **150/5200-30C** – Airport Winter Safety and Operations
 - Errata Sheet updated 5/31/2013
- **150/5230-4B** - Aircraft Fuel Storage, handling, Training, and Dispensing on Airports
 - Addendum for AC 150/5230-4B issued 10/1/2013
 - List of Approved Fuel Safety Training Courses
- http://www.faa.gov/airports/resources/recent_advisory_circulars/

Draft Advisory Circulars

- **Draft AC 150/5370-10G** – Standards for Specifying Construction of Airports
 - Deadline for Comments = 10/31/2013
- **Draft AC 150/5335-5C** – Standardized Method of Reporting Airport Pavement Strength - PCN
- **Draft AC 150/5325-4C** – Runway Length Recommendations for Airport Design
- **Draft AC 150/5340-30H** – Design and Installation Details for Airport Visual Aids
- **Draft AC 150/5370-14B** – Hot Mix Asphalt Paving Handbook
- **Draft Change X to AC 150/5300-13A**, Airport Design
- http://www.faa.gov/airports/resources/draft_advisory_circulars/

Draft Advisory Circulars

- **Draft Change 1 to AC 150/5300-18B** – General Guidance and Specifications for Submission of Aeronautical Surveys to NGS: Field Data Collection and Geographic Information System (GIS) Standards
- **Draft Change 2 to AC 150/5070-6B** – Airport Master Plans
- http://www.faa.gov/airports/resources/draft_advisory_circulars/



ANY QUESTIONS?

