

CHANGE

**U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION**

ORDER
6030.20F
CHG 1

National Policy

Effective Date:
April 13, 2012

SUBJ: Electrical Power Policy

1. Purpose. This order establishes policies, defines electrical power service categories, provides implementation guidelines, and assigns responsibilities for power systems supporting the National Airspace System (NAS).

2. Who this change affects. This change affects employees who are involved in the design, procurement, installation, operation, and/or maintenance of NAS power systems.

3. Disposition of Transmittal Paragraph. After filing the revised appendix, this change transmittal should be retained.

4. Explanation of Changes. This change provides an updated appendix to the base order which provides the latest listing of continuous power airports and current runway codes.

5. Distribution. This change is distributed in headquarters to group/division level in Technical Operations, En Route and Oceanic, Terminal Services, System Operations, Air Traffic Organization (ATO) Technical Training, Acquisitions and Business Services, Office of Airport Safety and Standards, and Flight Standards; to division level in the Federal Aviation Administration (FAA) Logistics Center and FAA Academy at the Mike Monroney Aeronautical Center in Oklahoma City; to group level in the ATO service areas; and to the Technical Operations field offices with a standard distribution.

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| APPENDIX 1 | 11/4/04 | APPENDIX A | 4/13/12 |



Teri L. Bristol
Vice President, Technical Operations Services

Distribution: Selected Air Traffic Organization Offices;
A-W(PP/FS)-2; A-Y(DE/AY)-2; A-FAF-0 (STD)

Initiated By: AJW-221

APPENDIX A. CONTINUOUS POWER AIRPORTS AND CURRENT RUNWAY CODES¹

| Airport (Code) | Runway | Airport (Code) | Runway |
|----------------------------|--------------------|-----------------------|---------------|
| Albuquerque (ABQ) | 8 | Miami (MIA) | 9L |
| Andrews AFB (ADW) | 1L | Milwaukee (MKE) | 1 |
| Anchorage (ANC) | 06R | Minneapolis (MSP) | 30L |
| Atlanta (ATL) | 9R | Nashville (BNA) | 2L |
| Baltimore (BWI) | 10 | Newark (EWR) | 4R |
| Bismarck (BIS) | 31 | New Orleans (MSY) | 10 |
| Boise (BOI) | 10R | New York (JFK) | 4R |
| Boston (BOS) | 4R | New York (LGA) | 22 |
| Chicago (ORD) ² | 10 (Future 10L) | Oklahoma City (OKC) | 35R |
| Charlotte (CLT) | 36L | Omaha (OMA) | 14R |
| Cincinnati (CVG) | 36 | Ontario, CA (ONT) | 26L |
| Cleveland (CLE) | 6R | Philadelphia (PHL) | 9R |
| Dallas / Fort Worth (DFW) | 17C | Phoenix (PHX) | 8 |
| Denver (DEN) | 35R | Pittsburgh (PIT) | 10L |
| Des Moines (DSM) | 31 | Reno (RNO) | 16R |
| Detroit (DTW) | 3R | Salt Lake City (SLC) | 34L |
| El Paso (ELP) | 22 | San Antonio (SAT) | 12R |
| Fairbanks (FAI) | 1L | San Diego (SAN) | 9 |
| Great Falls (GTF) | 3 | San Francisco (SFO) | 28R |
| Honolulu (HNL) | 8L | San Juan (SJU) | 8 |
| Houston (IAH) | 26 | St. Louis (STL) | 30R |
| Indianapolis (IND) | 5L | Seattle (SEA) | 16C |
| Jacksonville (JAX) | 7 | Tampa (TPA) | 36L |
| Juneau (JNU) ² | 8 | Tulsa (TUL) | 35R |
| Kansas City (MCI) | 19R | Washington (DCA) | 1 |
| Los Angeles (LAX) | 24R | Washington (IAD) | 1R |
| Memphis (MEM) | 36L | Wichita (ICT) | 1L |

Note 1

Appendix A provides a listing of specific CPAs and runways. Changes to a CPA runway designation must be coordinated, in writing, between District Office (DO), Air Traffic Manager (Operations), and the Airport Authority (Airport Manager). The DO is responsible for the proper notifications, listing the new runway, change date, and the complete required coordination.

Note 2

Change for ORD directed by CCD F33125.
Addition of Juneau directed by CCD L33919.