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NATIONAL TRANSPORTATION SAFETY BOARD
WASHINGTON, D.C.

ATTACHMENT 13

AIRPORT INFORMATION
(7 PAGE)

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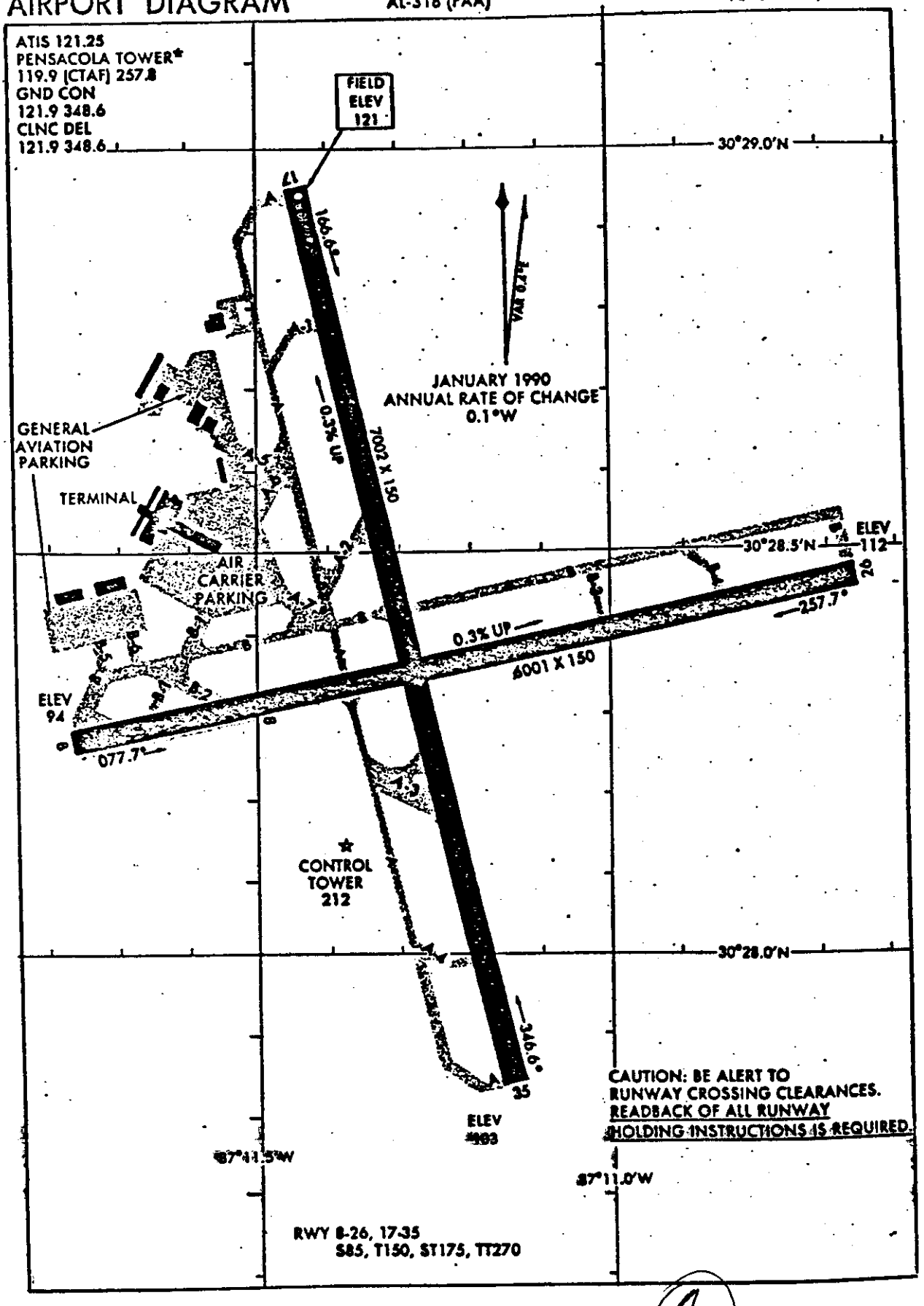
96060

AIRPORT DIAGRAM

AL-318 (FAA)

PENSACOLA REGIONAL (PNS)
PENSACOLA, FLORIDA



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DELTA PNS/KPNS NOV 22-91 (10-11) AIRPORT

PENSACOLA, FLA

PENSACOLA REGL

Apt. Elev. 121'

UNCONTROLLED AIRPORT INFORMATION

ATIS: 121.25 CL. DEL: 121.9
GND: 121.9 TWR: 119.9

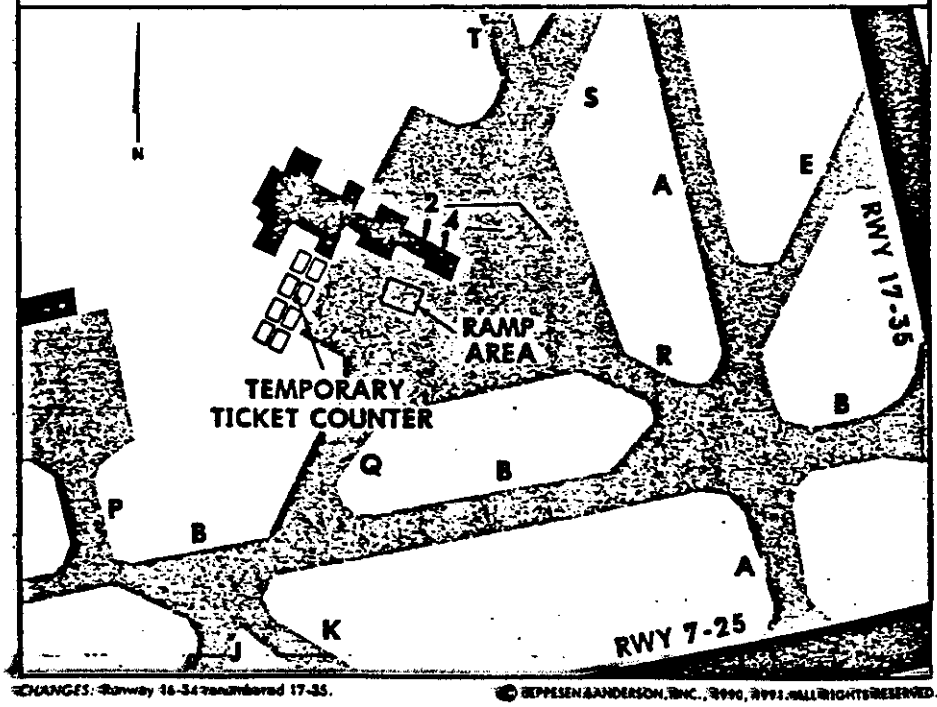
TOWER CLOSED	CTAF/SOURCE	ADDITIONAL WEATHER SOURCE	PATTERN ALTITUDE PATTERN DIRECTION
2400-0600 LOCAL TIME	CTAF 119.9 SELF ANNOUNCE	NWS ON FIELD 24 HOURS	1621' STANDARD
AIRPORT LIGHTING	**CLOSEOUT FLIGHT PLAN**	**CRASH/FIRE RESCUE**	**APPLICABLE CHARTS**
ARPT CONTROLLED	PNS APPR 119.1 JAX CENTER 120.2 P/U CLEARANCE FSS 904-438-1459	HOSPITAL APPROX 5-10 MINUTES	US LOW 31 US HIGH 6, 7, 8

GENERAL INFORMATION

JETWAYS
OPERATIONS LOCATED BEHIND TICKET COUNTER
NO RAMP RADIO
CONTRACT MAINTENANCE/EMERGENCY

DELTA GATES: 2, 4
GATE COORDS: N30 28.5 W087 11.6

NOTE: SEE DSP'S REGARDING TERRAIN, NOISE, AND AIRPORT IF APPLICABLE.



CHANGES: Runway 16-34 renumbered 17-35.

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FAR–PART 139 CERTIFICATED AIRPORTS

INDICES AND AIRCRAFT RESCUE AND FIRE FIGHTING EQUIPMENT REQUIREMENTS

Airport Index	*Required No. Vehicles*	*Aircraft Length*	*Scheduled Departures*	*Agent + Water for Foam*
A	1	<90'	≥1	500#DC or HALON 1211 or 450#DC + 100 gal H_2O
B	1 or 2	≥90', <126'	≥5	Index A + 1500 gal H_2O
		≥126', <159'	<5	
C	2 or 3	≥126', <159'	≥5	Index A + 3000 gal H_2O
		≥159', <200'	<5	
D	3	≥159', <200'	≥5	Index A + 4000 gal H_2O
		>200'	<5	
E	3	≥200'	≥5	Index A + 6000 gal H_2O

> Greater Than; < Less Than; ≥ Equal or Greater Than; ≤ Equal or Less Than; H_2O–Water; DC–Dry Chemical.

NOTE: The listing of ARFF index does *not* necessarily assure coverage for non-air carrier operations or at other than prescribed times for air carrier. ARFF Index Ltd.—indicates ARFF coverage may or may not be available, for information contact airport manager prior to flight.

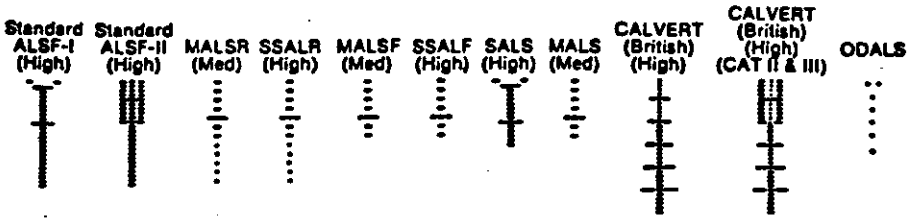
PENSACOLA REGIONAL (PNS) 3 NE UTC-6(-5DT) N30°28.40' W87°11.25' NEW ORLEANS
121 B S4 FUEL 100, 100LL, JET A OX 1 TPA—See Remarks LRA ARFF Index C H-5D, L-18E
RWY 17-35: H7002X150 (ASPH-GRVD) S-85, D-150, DT-270 HIRL 0.3% up N IAP
RWY 17: SSALR, P-line. RWY 35: VASI(V4L)—GA 3.0° TCH 111'.
RWY 08-26: H6001X150 (ASPH-GRVD) S-85, D-150, DT-270 MIRL 0.3% up E
RWY 08: REIL, VASI(V4L)—GA 3.0° TCH 52'. Tree. RWY 26: REIL, VASI(V4L)—GA 3.0° TCH 48'.
AIRPORT REMARKS: Attended continuously. Fixed wing VFR departures proceed to arpt boundary before turning unless otherwise directed by ATC. Minimum TPA—1121(1000) unless otherwise directed by ATC. Rwy 08 is preferred dep rwy. Turbojet powered acft with a maximum certified tkf weight over 75,000 pounds should execute the standard noise abatement departure profile for all departures in accordance with FAA AC 91-53. Helicopter ldg must ctc Pensacola Aviation Center on 122.95 prior to parking. Helicopter parking is not authorized off asphalt or concrete surfaces. Large numbers of birds on and in the vicinity of arpt. Rwy 08 has 5' radar reflector 1651' from thld. PPR 24 hours for unskeduled air carrier ops with more than 30 passenger seats call arpt manager 904-435-1746. 24 hour PPR for unscheduled acft greater than 65,000 lbs gross weight call arpt ops 904-435-1746. When twr is clsd, HIRL Rwy 17-35, MIRL Rwy 08-26 and SSALR Rwy 17 preset on med ints. Flight Notification Service (ADCUS) available. NOTE: See Land and Hold Short Operations Section.
WEATHER DATA SOURCES: LAWRS, LLWAS. Unmonitored 0500-1100Z‡.
COMMUNICATIONS: CTAF 119.9 ATIS 121.25 UNICOM 122.95
GAINESVILLE FSS (GNV) TF 1-800-WX-BRIEF. NOTAM FILE PNS.
RCO 122.6 122.2 (GAINESVILLE FSS)
® APP/DEP CON 120.05 (160°-250°) 119.0 (340°-159°) 118.6 (251°-339°)
TOWER 119.9 (1130-0600Z‡) GND CON 121.9 CLNC DEL 121.9 (119.0 when twr clsd) PRE TAXI CLNC 121.9
AIRSPACE: CLASS C svc 1130-0600Z‡ ctc APP CON other times CLASS E
RADIO AIDS TO NAVIGATION: NOTAM FILE CEW.
CRESTVIEW (H) VORTAC 115.9 CEW Chan 106 N30°49.57' W86°40.75' 228° 33.7 NM to fld. 254/03E.
HIWAS.
SAUFLEY (L) VOR 108.8 NUN N30°28.33' W87°20.16' 088° 7.7 NM to fld. NOTAM FILE PNS.
PICKENS NDB (H) 326 PKZ N30°26.22' W87°10.70' 347° 2.2 NM to fld. NOTAM FILE PNS.
ILS/DME 111.1 I-PNS Chan 48 Rwy 17. ILS unmonitored during hours twr is clsd.
ASR

PENSACOLA REGIONAL AIRPORT (PNS)
FACILITIES

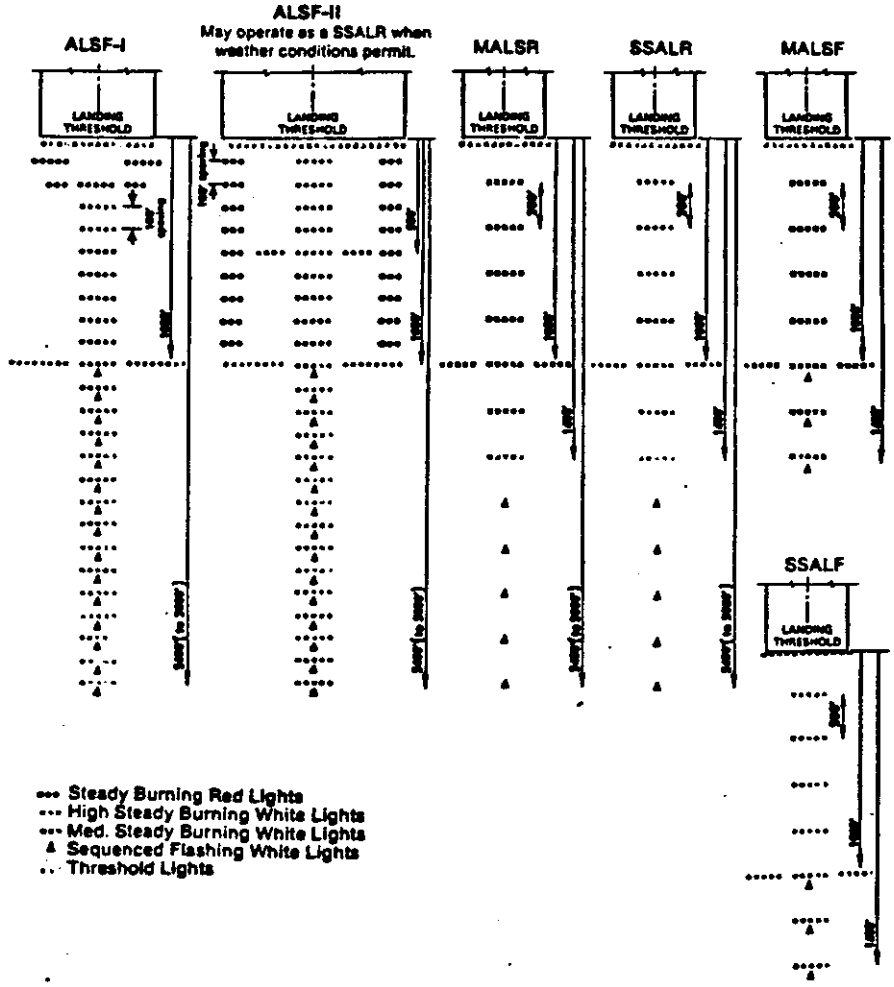
APPROACH CHART LEGEND
LIGHTING SYSTEMS

SHOWN IN AIRPORT PLANVIEW

Approach lights are symbolized in recognizable form, and at the same scale as the airport chart. Typical examples:



DETAILS



••• Steady Burning Red Lights
••• High Steady Burning White Lights
••• Med. Steady Burning White Lights
▲ Sequenced Flashing White Lights
·· Threshold Lights

APPROACH CHART LEGEND
TAKE-OFF AND ALTERNATE MINIMUMS (continued)

USA FORMAT

The title TAKE-OFF & IFR DEPARTURE PROCEDURE is used to indicate that both take-off minimums and IFR departure procedures are specified. In such cases, refer to the note IFR DEPARTURE PROCEDURE to the left and immediately below the minimum columns for the procedure.

"Adequate Vis Ref" is shown as a reminder that at least one of the following visual aids must be available. The Touchdown Zone RVR report, if available, is controlling. The Mid RVR report may be substituted for the Touchdown Zone RVR report if the Touchdown Zone RVR is not available.
(1) Operative high intensity runway lights (HIRL).
(2) Operative runway centerline lights (CL).
(3) Runway centerline marking (RCLM).
(4) In circumstances when none of the above visual aids are available, visibility or RVV ½ statute mile may still be used, provided other runway markings or runway lighting provide pilots *with adequate visual reference* to continuously identify the take-off surface and maintain directional control throughout the take-off run.
("Forward Vis Ref", in lieu of "Adequate Vis Ref", is used on charts dated prior to July 28, 1989.)

STD denotes standard take-off minimums for FAR 121, 123, 125, 129 and 135 operators. Standard is RVR 50 or 1 for 1 & 2 Eng. RVR 24 or ½ for 3 & 4 Eng.

The IFR Departure for runways 29L/R require (when the weather is below 1000' ceiling-7 miles) a climb to 1800' MSL on runway heading before initiating a turn.

Applicable to FAR 121 and 129 operators. Applicable to FAR 135 operators of large aircraft and small transport category aircraft.

Operative Touchdown Zone and Rollout RVR reporting systems serving the runway to be used, both of which are controlling, or three RVR reporting systems serving the runway to be used, all of which are controlling. However, if one of the three RVR reporting systems has failed, a take-off is authorized provided the remaining two RVR values are at or above the appropriate take-off minimums.

To be eligible for the minimum shown in the columns below, a climb gradient of at least 290'/NM is required until reaching 1000' MSL.

If unable to meet climb requirement, 300' ceiling-1 mile apply.

Restrictions in this column, if any, apply to all operators.

Approaches with electronic glide slope.

LOC, VOR, etc. approaches.

TAKE-OFF & IFR DEPARTURE PROCEDURE									FOR FILING AS ALTERNATE		
	Rwys 11R, 29L			Rwys 11L, 29R		Rwys 4, 22					
	CL & RCLM any RVR out, other two req.	Adequate Vis Ref	STD	Adequate Vis Ref	STD	With Min climb of 290'/NM TO 1000' Adequate Vis Ref	With Min climb of 290'/NM TO 1000' STD	Other		Precision	Non-Precision
1 & 2 Eng	TDZ RVR 6 Mid RVR 6 Rollout RVR 6	RVR 16 or ¼	RVR 50 or 1	1	½	RVR 16 or ¼	RVR 50 or 1	300-1	A	600-2	800-2
3 & 4 Eng			RVR 24 or ½				RVR 24 or ½		B		
									C		
									D	700-2	

IFR DEPARTURE PROCEDURE: Rwys 29L & 29R, when weather is below 1000-7 northbound departures (296° clockwise 116°) climb rwy heading to 1800' before turning.

Figures shown with RVR (runway visual range) represent readings in hundreds of feet. The figures without the RVR prefix represent visibility in statute miles or fractions thereof. For example: RVR 50 or 1 means 5000 feet RVR or one statute mile visibility; RVR 24 or ½ means 2400 feet RVR or one-half statute mile visibility.

Individual runway columns are shown whenever minimums are not the same for all runways. The best opportunity runway is shown at the far left. Within each runway column, all conditions are specified, and minimums are positioned in ascending order, left to right. Columns are not established solely to identify runways with and without RVR when all other conditions are the same.

Altitudes listed in climb gradient requirements or for IFR departure procedures are above Mean Sea Level (MSL). Ceiling specified for Take-off minimums or Alternate minimums are heights Above Airport Level (AAL).

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APPROACH CHART LEGEND
TAKE-OFF AND ALTERNATE MINIMUMS

Publication of minimums does not constitute authority for their use by all operators. Each individual operator must obtain appropriate approval for their use.

On all formats, when the take-off minimums are specified in terms of ceiling and visibility, *BOTH* must be reported by the responsible ground unit.

TAKE-OFF MINIMUMS, USA CHARTS

Standard Take-off Minimums in the USA: The standard take-off minimums is svr 50 ⌀ 1 for 1 & 2 Eng. aircraft and svr 24 ⌀ ½ for 3 & 4 Eng. aircraft.

Runway Visual Range (RVR) is to be used instead of reported visibility for operating on any runway for which RVR is reported.

At some airports, obstructions or other factors require the establishment of higher than standard take-off minimums and/or IFR departure procedures to assist pilots during the IFR climbout to the minimum enroute altitude or cruising altitude.

Take-off restrictions, including ceiling and visibility requirements, and IFR departure procedures, apply to FAR 121, 129 and 135 operators.

FAR 129 prescribes rules governing the operations of foreign air carriers within the USA.

Lower-than-Standard Take-off Minimums: On runways where standard minimums are authorized, and lower-than-standard minimums are not denied, the following minimums are also authorized for operators under FAR Part 121, and 129. Such minimums may be authorized for those FAR 135 operators, having specific authorization in their Operations Specifications.

The Lower-than-Standard Minimums are:

Visibility or RVV ¼ statute mile or Touchdown Zone RVR 16, provided at least one of the following visual aids is available. The Touchdown Zone RVR report, if available, is controlling. The Mid RVR report may be substituted for the Touchdown Zone RVR report if the Touchdown Zone RVR report is not available.

(1) Operative high intensity runway lights (HIRL)

(2) Operative runway centerline lights (CL).

(3) Runway centerline marking (RCLM).

(4) In circumstances when none of the above visual aids are available, visibility or RVV ¼ statute mile may still be used, provided other runway markings or runway lighting provide pilots with adequate visual reference to continuously identify the take-off surface and maintain directional control throughout the take-off run.

Touchdown Zone RVR 12 (beginning of take-off run) and Rollout RVR 10, provided all of the following visual aids and RVR equipment are available. The Mid RVR may be substituted for the Touchdown Zone RVR report if the Touchdown Zone RVR report is not available.

(1) Operative runway centerline lights (CL).

(2) Two operative RVR reporting systems serving the runway to be used, both of which are required and controlling. A Mid RVR report may be substituted for either a Touchdown Zone RVR report if a Touchdown Zone report is not available or a Rollout RVR report if a Rollout RVR report is not available.

Touchdown Zone RVR 6 (beginning of take-off run), Mid RVR 6 and Rollout RVR 6, provided all of the following visual aids and RVR equipment are available.

(1) Operative runway centerline lights (CL).

(2) Runway centerline markings (RCLM).

(3) Operative Touchdown Zone and Rollout RVR reporting systems serving the runway to be used, both of which are controlling, or three RVR reporting systems serving the runway to be used, all of which are controlling. However, if one of the three RVR reporting systems has failed, a take-off is authorized, provided the remaining two RVR values are at or above the appropriate take-off minimums.

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