

602 KAR 20:120. Public use airport.

RELATES TO: KRS 183.090

STATUTORY AUTHORITY: KRS 183.024

CERTIFICATION STATEMENT:

NECESSITY, FUNCTION, AND CONFORMITY: This administrative regulation sets forth the minimum airport safety standards for classification as a public use airport.

Section 1. Definitions.

- (1) "Airplane" means an engine-driven fixed-wing aircraft heavier than air, that is supported in flight by the dynamic reaction of air against its wing.
- (2) "Approach surface" means that area extending from the end of the primary surface in an inclined plane and increasing in elevation at a given ratio of horizontal to vertical fee.
- (3) "Flight visibility" means the average forward horizontal distance from the cockpit of an aircraft in flight at which prominent unlighted objects may be seen and identified by day and prominent lighted objects may be seen and identified by night.
- (4) "Landing area" also means runway when used in administrative regulations relating to airports used for the takeoff and landing of airplanes.
- (5) "Landing area designation" means a certificate of approval of the safety and adequacy, of an airport facility by the Transportation Cabinet.
- (6) "Public use airport" means an airport with a runway for airplanes which prior permission is not necessary for the landing or taking off of aircraft.
- (7) "Primary surface" means a surface longitudinally centered on a runway. When the runway has a specially prepared hard surface, the primary surface extends 200 feet beyond each end of that runway; but when the runway has no specially prepared hard surface, or planned hard surface, the primary surface ends at each end of that runway. The elevation of any point of the primary surface is the same as the elevation of the nearest point of the runway centerline.
- (8) "Runway" means the surface of an airport used for landing and taking off of aircraft as depicted on the airport zoning map and airport master plan, and Federal Aviation Administration form 7480-1 Notice of Landing Area Proposal.
 - (a) "Nonprecision instrument runway" means a runway having an existing instrument approach procedure utilizing air navigation facilities with only horizontal guidance, or area type navigation equipment, for which a straight-in nonprecision instrument approach procedure has been approved or planned, and for which no precision approach facilities are planned, or indicated on a Federal Aviation Administration planning document.
 - (b) "Precision instrument runway" means a runway having an existing instrument approach procedure utilizing an instrument landing system (ILS), or a precision approach radar (PAR). It also means a runway for which a precision approach system is planned and is so indicated by a Federal Aviation Administration approved airport layout plan or any other Federal Aviation Administration planning document.
 - (c) "Visual runway" means a runway intended solely for the operation of aircraft using visual approach procedures, with no straight-in instrument approach procedure and no instrument approach procedure and no instrument designation indicated on a Federal Aviation Administration approved airport layout plan, or by any planning document submitted to the Federal Aviation Administration by competent authority.
- (9) "Segmented circle" means a circle formed of separated segments designed to draw visual attention to an airport wind indicator located within the circle, and forming a basis for a system to provide visual traffic pattern information at airports without operating control towers.

(10) "Taxiway" means a defined path, from one part of an airport to another, selected or prepared for the taxiing of aircraft.

Section 2. For an airport to be classified as public use, it shall meet the criteria set forth in this administrative regulation and those of 602 KAR 20:030.

Section 3. An airport classified as a public use airport shall have a runway length of at least 2,500 feet and width of at least sixty (60) feet.

Section 4.

(1) A paved runway shall be marked in accordance with Federal Aviation Administration Advisory Circular 150/5340-1F, effective October 22, 1987.

(2) This advisory circular relating to the marking of paved areas on airports is incorporated by reference.

Section 5.

(1) A public use airport which has an operative runway lighting system installed subsequent to March 14, 1978 shall be governed by the Federal Aviation Administration Advisory Circular 150/5340-24, with change 1, effective March 14, 1978. However, a public use airport which had a landing area designation current on July 1, 1989 may continue to use the lighting system in place on July 1, 1989. Modifications of an existing lighting system or installation of a new lighting system at a public use airport shall be in compliance with this advisory circular.

(2) This advisory circular relating to a runway and taxiway edge lighting system is incorporated by reference.

Section 6.

(1) A public use airport shall maintain a segmented circle in conformance with Federal Aviation Administration Advisory Circular 150/5340-5B, with change 1, effective February 25, 1985.

(2) This advisory circular which relates to the segmented circle airport marker system is incorporated by reference.

Section 7. The person who owns or controls a public use airport shall have control over a land area and a primary surface area at least 250 feet wide centered on the landing area for a visual runway; 500 feet wide centered on the landing area for a nonprecision instrument runway with visibility minimums greater than three-fourths (3/4) statute mile; and 1,000 feet centered on the landing area for a precision instrument runway or a nonprecision instrument runway with visibility minimums three-fourths (3/4) statute mile or less.

Section 8.

(1) The approach surface for a visual runway shall be at a ratio of twenty (20) to one (1) for a minimum horizontal distance of 5,000 feet from the end of the primary surface. The inner width of the approach surface shall be the same as the primary surface and shall extend uniformly to a minimum width of 1,250 feet.

(2) The approach surface for a nonprecision instrument runway shall be at a ratio of twenty (20) to one (1) or greater for a minimum horizontal distance of 5,000 feet from the end of the runway for each runway constructed for and intended to be used by propeller driven aircraft of 12,500 pounds maximum gross weight. The inner width of the approach surface shall be the same as the primary surface and shall extend uniformly to a minimum width of 2,000 feet. For nonprecision instrument runways designed for nonpropellor driven aircraft or aircraft with gross weights exceeding 12,500 pounds the approach surface shall be at a ratio of thirty-four (34) to one (1) for a distance of 10,000 feet from the end of the runway and the width will extend uniformly from the end of the primary surface to a minimum width of 4,000 feet.

(3) The approach surface for a precision instrument runway shall be at a ratio of fifty (50) to one (1) for a horizontal distance of 10,000 feet plus an additional ratio of forty (40) to one (1) for an additional 40,000 feet. The inner width of the approach surface shall be the same as the primary surface and shall extend uniformly to a width of 16,000 feet.

Section 9. The approach and primary surfaces shall be free of obstructions and hazards. The Transportation Cabinet may issue a written waiver for an obstruction determined to be nonhazardous.

Section 10. All material incorporated by reference may be obtained from the U.S. Superintendent of Documents, Washington, D.C. or viewed at the Transportation Cabinet, Office of Aeronautics, Ann Street, Frankfort, Kentucky.

(16 Ky.R. 447; eff. 11-4-1989; Crt eff. 3-26-2019; Crt eff. 3-13-2026.)