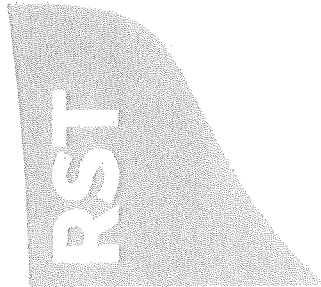


ROCHESTER INTERNATIONAL AIRPORT (RST)



ROCHESTER INTERNATIONAL AIRPORT | MN

AIRPORT CERTIFICATION MANUAL

IN ACCORDANCE WITH 14 CFR 139 SUBPART C

A handwritten signature in black ink, appearing to read 'John C. Reed', written over a horizontal line.

John C. Reed
Executive Airport Director

1

Original Date: 12/3/2004

Revision Date: 08/21/2019

FAA Approval:

A handwritten signature in black ink, appearing to read 'Peter King', written over a horizontal line.

8/22/2019

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Original Date: 12/3/2004

Revision Date: 1/13/2026

Federal Aviation Administration
Great Lakes Region Airports Division

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Feb 02 2026

Erasmó Alarcon
Airport Certification Safety Inspector

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9/27/05	Exhibit 8	Kurt Claussen
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Revision Date: 1/13/2026

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1/7/08	Sec 313	Brian Thompson
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9/23/08	ACM REWRITE	Brian Thompson
3/22/10	AEP Update, LOA Updates	Brian Thompson
8/31/11	Entire ACM/Page # Changes	Brian Thompson
12/21/12	Pg 24, (h) (Notam Site), Pg 48 Org Chart Update	Brian Thompson
1/30/13	Pg 27 and Pg 29 Added the word "scheduled", Added new section 115 and Amended Section 329 IAW ACIB 2013-03, Updated PAPI Inspection Checklist	Brian Thompson
5/11/15	Distribution List – Updated Air Carrier List Section 311, p24 – Added Exhibit # for PAPI /REIL Inspection Checklists Section 327 – Reworded Self-Inspection frequency requirements Exhibit 1 – Updated Org Chart Exhibit 7 – Updated Self-Inspection Checklist Exhibit 8 – Updated FICON web address Exhibit 16 – Updated Fueler Training Certification Form Exhibit 17 – Updated Airport Personnel (Ops) Training Form Exhibit 18 - Revised PAPI Inspection Checklist Exhibit 19 – Renamed. REIL Inspection Checklist Exhibit 20 – Previous Exhibit 19 – Wildlife Hazard Management Plan	Brian Thompson
11/2/2015	Exhibit 1 – Updated Org Chart Exhibit 6 – ARFF Vehicles and Agents	Kurt Claussen

8/31/2016	Distribution List (Pages 8-9) Section 201 (Page 15) Section 205 (Page 16) Section 301 (Page 17) Section 303 (Page 18)	Kurt Claussen
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<p>Original Date: 12/3/2004</p> <p>Revision Date: 1/13/2026</p>	<p>Federal Aviation Administration Great Lakes Region Airports Division APPROVED Feb 02 2026 Erasmio Alarcon Airport Certification Safety Inspector</p>
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1/10/2022	Table of Contents (Page 3), Page Revision Log (Page 8), Exhibit 10 (Pages 65-69)	
10/28/2022	Revision Log (Page 8), Updated Sign Plan (Exhibit 12)	

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Revision Date: 1/13/2026

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 Great Lakes Region Airports Division

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3/28/2024	Table of Contents (Page 2, 3), Page Revision Log (Page 12), All references of Runway 02/20 updated to Runway 03/21 (Page 27, 29, 30, 31, 37, 43, 49, 63, 64, 67, 68), All References of Taxiway B4 removed or updated (Page 27), Wildlife permit requirement language added (Page 52), Exhibit 3 - Airport Diagram Updated (Page 58), Exhibit 9 – AEP updated (Page 73), Exhibit 12 - Updated Sign Plan (Page 80), Exhibit 18 – Removed, Formatting (Page 1, 2, 46, 47), Reformatted Obstruction Maintenance Responsibility Table (Page 49), Pagination (27-90)	Luke Borowicz
5/7/2024	Page Revision Log (Page 12), Exhibit 4 – LOAs updated (Page 59)	Luke Borowicz
8/25/2024	Page Revision Log (Page 12), Exhibit 12 – Updated Sign Plan (Page 80)	Luke orowicz
6/14/2025	Page Revision Log (Page 12-13), Exhibit 4 – updated Emergency Response LOA	Kurt Claussen

1/13/2026	Page Revision Log (Page 12) Section 115 (Page 19)	Kurt Claussen

Original Date: 12/3/2004

Revision Date: 1/13/2026

Federal Aviation Administration
Great Lakes Region Airports Division

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Feb 02 2026

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Airport Certification Safety Inspector

DISTRIBUTION LIST

The official copy of the Airport Certification Manual (ACM) is maintained in the Airport Fire Chief's office, located in the Airport Operations Building at 7600 Helgerson Drive SW, Rochester, Minnesota, 55902.

An electronic copy of the Airport Certification Manual, including all revisions and amendments, will be made available via a unique webpage to the following:

Main body of the ACM

1. Air Carriers – Delta Airlines, American Airlines, United Airlines
2. Air Cargo Carriers - Federal Express
3. Fixed Based Operators - Signature Flight Support
4. Airport Operations Department
5. Mayo Medical Transport
6. FAA Airport Traffic Control Tower
7. FAA Airway and Facilities Office

Snow & Ice Control Plan

Same distribution as Main Body of the ACM

Wildlife Hazard Management Plan

Same distribution as Main Body of the ACM

Airport Emergency Plan

1. Airport Operations Department
2. Mayo Medical Entities
3. Transportation Security Administration
4. City of Rochester Police Department
5. Rochester Emergency Management
6. City of Rochester Fire Department
7. Air Carriers – Delta Airlines, American Airlines, United Airlines
8. FAA Airport Traffic Control Tower

Airport Sign and Marking Plan

Same distribution as Main Body of the ACM

Original Date: 12/3/2004

Revision Date: 1/13/2026

Federal Aviation Administration
Great Lakes Region Airports Division

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Feb 02 2026

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Section 101 – General Requirements

(A) Purpose

This manual provides direction and lines of responsibility in the day-to-day operation of the Rochester International Airport (RST). It details operating procedures to be followed for both routine matters and unusual circumstances or emergencies that may arise. The content of this manual will comply with the Federal Aviation Administration rules and regulations as defined in 14 CFR 139, effective June 9, 2004.

(B) Airport Information

Under 14 CFR 139, the Rochester International Airport (RST) operates as a Class I airport, Airport Reference Code C-III, with air carrier service from an ERJ-145 aircraft. The Rochester International Airport (RST) is operated by the Rochester Airport Company, acting as an agent for the City of Rochester.

(C) Address

Mailing Address:

Rochester Airport Company
Rochester International Airport
7600 Helgerson Drive SW
Rochester, Minnesota 55902

(D) Location

The Rochester International Airport is located approximately eight miles south of downtown Rochester in Olmsted County, Minnesota.

Section 105 – Inspection Authority

The airport shall allow the Administrator to make any inspections, including unannounced inspections or tests, to determine compliance with 14 CFR 139.

Section 111 - Exemptions

None

FAA Approval: *Gordon S. Howard*
JUN 5 2015

Original Date: 12/3/2004
Revision Date: 5/11/2015

 **ROCHESTER**

INTERNATIONAL AIRPORT MN 7600 Helgerson Drive SW Rochester, MN 55902 507-282-2328 FLYRST.COM

Section 113 - Deviations

(A) Deviation

In an emergency condition requiring immediate action for the protection of life or property, the Airport may deviate from an operational requirement of Title 13 CFR 139, Subpart D, or the Airport Certification Manual, to the extent required to meet that emergency.

(B) Reporting

In the event of a deviation, the Airport shall notify the FAA Regional Airports Division by phone or email within 14 days of the nature, extent, and duration of the deviation. If requested by the FAA, the Airport shall submit a report in writing to the FAA Regional Airports Division Manager.

Section 115 – 14 CFR Part 3, General Requirements, Subpart D - Falsification, Reproduction, Alteration, Omission, or Incorrect Statements.

Falsification prohibitions

In accordance with 14 CFR Part 3, Subpart D, *Falsification, Reproduction, Alteration, Omission, or Incorrect Statements*, the Airport will comply with falsification requirements that prohibit persons from intentionally making false statements, reproducing or altering, or omitting information in documents provided to FAA.

In complying with Part 3 falsification requirements, it is understood the term “person” includes both the certificate holder and individuals. Further, the term “document” means any document in any format (electronic or physical) and other tangible items consisting of, or related to, any FAA acceptance, determination, approval, or authorization. This includes any document in any format that is kept, made, or used to show compliance with Part 139.

a. Fraudulent or intentionally false statements.

No person may make or cause to be made any fraudulent or intentionally false statement in:

- (1) Any document in any format submitted under any provision referenced in Part 3.401, consisting of or related to any acceptance, application, approval, authorization, certificate, rating, declaration, designation, qualification, record, report, request for reconsideration, or similar; or
- (2) Any document in any format that is kept, made, or used to show compliance with any requirement under the provisions referenced in Part 3.401.

b. Production, reproduction, or alteration for fraudulent purpose.

No person may make or cause to be made any production, reproduction, or alteration for fraudulent purpose of:

- (1) Any document in any format, submitted or granted under any provision referenced in Part 3.401, consisting of or related to any acceptance, application, approval, authorization, certificate, rating, declaration, designation, qualification, record, report, request for reconsideration, or similar; or
- (2) Any document in any format that is kept, made, or used to show compliance with any requirement under the provisions referenced in Part 3.401.

c. Knowingly omit, or cause to be omitted, a material fact.

No person may knowingly omit, or cause to be omitted, a material fact in:

- (1) Any document in any format submitted under any provision referenced in Part 3.401, consisting of or related to any acceptance, application, approval, authorization, certificate, rating, declaration, designation, qualification, record, report, request for reconsideration, or similar; or

Original Date: 12/3/2004

Revision Date: 1/13/2026

Federal Aviation Administration
Great Lakes Region Airports Division

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(2) Any document in any format that is kept, made, or used to show compliance with any requirement under the provisions referenced in Part 3.401.

Original Date: 12/3/2004

Revision Date: 1/13/2026

Federal Aviation Administration
Great Lakes Region Airports Division

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Feb 02 2026

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Airport Certification Safety Inspector

Section 201 – General Requirements (ACM Maintenance / Revisions)

(A) ACM Maintenance

The Airport will:

- (1) Keep the ACM current at all times. The Airport Deputy/Ops Director is responsible for maintaining the ACM;
- (2) Maintain at least one complete and current copy of the approved ACM on the Airport, which will be available for inspection by the FAA. This copy will be maintained in the Airport Fire Chief's office;
- (3) Make available the applicable portions of the FAA approved ACM to the airport personnel responsible for its implementation (see distribution list);
- (4) Ensure that the FAA Regional Airports Division is provided a complete copy of the most current ACM, including any approved amendments.

Original Date: 12/3/2004

15

FAA Approval:

Patricia Keegan
9/29/2016

Revision Date: 08/31/2016

Section 205 – Amendment of the ACM

(A) Amendments

The Following procedure is in effect for amendments to the ACM;

(1) Two (2) copies, in color if applicable, of the revision will be submitted to the following address:

Federal Aviation Administration
Airports Division, AGL-620
2300 E. Devon Avenue
Des Plaines, IL 60018

(2) Revisions / amendments to the ACM will be submitted at least 30 days prior to the proposed effective date;

(3) The ACM Page Revision Log will be completed and submitted with each revision;

(4) Each page of the revision, including the Page Revision Log, will have the date of revision and the original approval date of the ACM;

(5) Upon FAA approval, the approved revision will be added to the hard copies and to the electronic version of the Airport Certification Manual. Those entities with access to the electronic version will be notified that an update has been made.

Original Date: 12/3/2004

16

FAA Approval:

Robert Keyes

Revision Date: 08/31/2016

9/24/2016

Section 301 – Records

(A) Furnish Records

Upon request of the Administrator, the Airport will furnish records listed under this section.

(B) List of Required Records

The Airport will maintain the following records:

- (1) Personnel Training - 24 consecutive calendar months for personnel training records under sections 303 and 327;
- (2) Emergency Personnel Training - 24 consecutive calendar months for ARFF and emergency medical services personnel training records (if applicable) under Section 319;
- (3) Airport Fueling Agent Inspection - 12 consecutive calendar months for records of inspection of fueling agents under Section 321;
- (4) Fueling Personnel Training - 12 consecutive calendar months for fuel agent training records under Section 321;
- (5) Airport Safety Self Inspections - 12 consecutive calendar months for self-inspection records under Section 327;
- (6) Movement and Safety Area Training Records - 24 consecutive calendar months for records of training given to pedestrians and ground vehicle operators with access to movement areas and safety areas under Section 329;
- (7) Accident and Incident - 12 consecutive calendar months for each accident or incident in movement and safety areas involving air carrier aircraft and/or ground vehicles under Section 329;
- (8) Airport Surface Condition Reporting - 12 consecutive calendar months for records of airport condition information dissemination under Section 339.

(C) Additional Records

The airport will make and maintain any additional records required by the Administrator.

Original Date: 12/3/2004

17

FAA Approval:

Revision Date: 08/31/2016

[Signature]
9/28/2016

Section 303 – Personnel

(A) Lines of Succession of Operational Responsibility

See Exhibit 1

(B) Personnel Requirements

The Airport will comply with the following personnel requirements:

(a) Maintain sufficient qualified personnel to comply with the requirements of the ACM and the requirements of 14 CFR 139;

(b) Equip personnel with sufficient resources needed to comply with the requirement of 14 CFR 139;

(c) Train all personnel who access the movement and safety areas and perform duties in compliance with the requirements of the ACM and Part 139. This training shall be completed before initial performance of duties. Recurrent training shall be completed at least once every 12 consecutive calendar months thereafter. An example of the operations personnel training log is in Exhibit 14. The curriculum for initial and recurrent training shall include at the following areas:

(1) Airport familiarization, including airport marking, lighting and signage systems;

(2) Procedures for access to, and operation in, movement and safety areas under Section 329;

(3) Airport communications, including use of the common traffic advisory frequency (CTAF) and procedures for reporting unsafe airport conditions;

(4) Duties required under the ACM, AEP and the requirements of Part 139;

(5) Any additional subject areas required under Part 139 Sections 319, 321, 327 and 339, as appropriate.

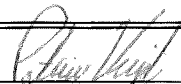
(d) Make record of all training completed by each individual in compliance with this section including, at a minimum, a description and date training received. Such records shall be maintained for 24 consecutive calendar months after completion of training.

Original Date: 12/3/2004

18

FAA Approval:

Revision Date: 08/31/2016


9/28/2016

(e) As appropriate, comply with the following training requirements of Part 139;

- (1) Section 319 - Aircraft Rescue and Firefighting: Operational Requirements;
- (2) Section 321 - Handling and Storage of Hazardous Substances and Materials;
- (3) Section 327- Self-Inspection Program;
- (4) Section 329 - Pedestrian and Ground Vehicles;
- (5) Section 337 - Wildlife Hazard Management;
- (6) Section 339 - Airport Condition Reporting

Original Date: 12/3/2004
Revision Date: 5/11/2015

FAA Approval: *Gordon S. Howard*

JUN 5 2015

Section 305 – Paved Areas

(A) Required Conditions of Paved Areas

Airport pavement areas are available to air carriers, including aprons available for air carrier operations, shall be promptly repaired and maintained as follows:

- (1) Pavement edges shall not exceed 3 inches difference in elevation between abutting pavement sections and between pavement and abutting areas;
- (2) Pavement shall have no holes exceeding 3 inches in depth, nor any hole the slope of which from any point in the hole to the nearest point at the lip of the hole is 45 degrees or greater as measured from the pavement surface plane, unless, in either case, the entire area of the hole can be covered by a 5 inch diameter circle;
- (3) The pavement shall be free of cracks and surface variations that could impair the directional stability of an aircraft. Any pavement crack or surface deterioration that produces loose aggregate or other contaminants shall be promptly repaired.
- (4) Mud, dirt, sand, loose aggregate, debris, foreign objects, rubber deposits, and other contaminants shall be removed promptly and as completely as practicable, except the associated use of materials such as sand and deicing solutions for snow and ice control;
- (5) Any chemical solvent that is used to clean any pavement area shall be removed as soon as possible, consistent with the instructions of the manufacturer of the solvent, except for the associated use of deicing solutions for snow and ice control;
- (6) Pavement shall be sufficiently drained and free of depressions to prevent ponding that obscures markings or impairs safe aircraft operations.

(B) Maintenance of Paved Areas

Corrective action shall be initiated by operations department personnel as soon as practical when any unsatisfactory conditions are found in the paved areas. Operation Department personnel are responsible for the correction of any unsatisfactory conditions on paved areas. If the Airport Director or designated representative determines that an uncorrected condition in a paved area is unsafe for aircraft operations, that portion of the airport shall be closed to air carrier operations until the unsafe condition is corrected.

Original Date: 12/3/2004

20

FAA Approval:

Robert King
9/28/2016

Revision Date: 08/31/2016

(C) Paved Areas Available for Air Carriers

See Exhibit 3

Runways - The main runway, 13/31, is a concrete grooved surface, 9,033 feet in length and 150 feet in width. A second runway, 03/21, is a concrete wire combed surface, 7,300 in length and 150 feet in width. Both runways are deemed usable unless the Airport Director or designated representative otherwise advises users. All pavement lips must not exceed three inches in elevation from the adjacent shoulder.

Taxiways and Aprons - A taxiway parallel to Runway 13/31 60 feet in width extends from taxiway Alpha 1 (A1) to taxiway Alpha 9 (A9). The taxiway widens to 75 feet in width from taxiway A9 to Alpha 10 (A10) and is accessed by seven exit taxiways (Taxiways A3, A6, A7, A8, A9, A1 and A10). Runway 03/21 has a near-full length parallel taxiway, 60 feet wide from the intersection of Runway 31 to Taxiway B2 and 75 feet in width from Taxiway B2 to B3 and is served by five exit taxiways (Taxiways F, G, B1, B2, and B3).

See Exhibit 4 for Movement Area Letter of Agreement (LOA) between the Rochester Airport Company and the FAA Airport Traffic Control Tower.

Original Date: 12/3/2004

Revision Date: 3/28/2024

FAA Approval:



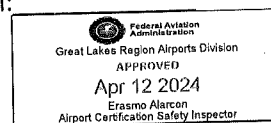
Section 307 – Unpaved Areas

There are no unpaved areas available for air carrier operations at the Rochester International Airport.

Original Date: 12/3/2004

Revision Date: 3/28/2024

FAA Approval:



Section 309 – Safety Areas

(A) Safety Area Dimensions

Safety Areas are maintained at the dimension that existed on December 31, 1987. If a runway or taxiway is reconstructed or a runway is extended, safety area dimensions shall conform to FAA standards as outlined in Advisory Circular 150/5300-13 (current version), Airport Design, unless otherwise authorized by the Administrator. Safety area dimensions are as follows:

Runway 03/21: 250 feet from centerline and 1,000 feet off each end

Runway 13/31: 250 feet from centerline and 1,000 feet off each end

Taxiways: 59 feet from centerline

(B) Required Conditions of Safety Areas

Safety area conditions are maintained as follows:

- (1) Each safety area shall be cleared and graded, and shall be maintained free of potentially hazardous ruts, humps, erosions, depressions, or other surface variations;
- (2) Each safety area shall be drained by grading and storm sewers to prevent water accumulation;
- (3) Each safety area shall be capable, under dry conditions, of supporting snow removal equipment, aircraft rescue and firefighting equipment and the occasional passage of aircraft without causing major damage. Manhole or duct access covers are constructed of material of sufficient thickness and strength to support equipment and aircraft;
- (4) No object shall be located in any safety area, except for objects that need to be located in the safety area because of their function. These objects shall be constructed, to the extent practical, on frangible mounted structures of the lowest practical height and maintained so the frangible point is no higher than 3 inches above grade;
- (5) Safety areas shall conform to dimensions acceptable to the FAA if any runways or taxiways are constructed, reconstructed, or extended.

Original Date: 12/3/2004

Revision Date: 3/28/2024

FAA Approval:



Section 311 – Markings, Signs and Lighting

(A) Marking

The airport will provide and maintain marking systems for air carrier operations in accordance with Part 139.311 (a) and Advisory Circular 150/5340-1, Standards for Airport Markings.

(1) Runways / Taxiways

- (i) Runway 13/31 - Precision Instrument Runway markings;
- (ii) Runway 03/21 - Non-Precision Instrument Runway markings;
- (iii) Taxiways - Markings include: taxiway centerlines and enhanced centerlines approaching hold position markings and leadoff lines on normally used exits. Surface painted holding position markings on Taxiways Alpha 1 and Alpha 10.

(2) Holding Position Markings

The holding position marking are located 250 feet from Runway 13/31 and Runway 03/21 centerlines based on the airport design group and are both based on a precision type runway.

(3) Instrument Landing System (ILS) critical area markings

ILS critical area marking for Runway 31 ILS is located on Taxiway Alpha prior to entering taxiway Alpha
1

(4) Land and Hold Short Operations

LAHSO holding positions are identified with a holding position marking and holding position signs on both sides of the runway are located as follows:

Authorized LAHSO Runway	Hold Point	Designation
03	Runway 13/31	Non-Air Carrier Day
13	Runway 03/21	Non-Air Carrier Day
31	Runway 03/21	Non-Air Carrier Day

LAHSO lighting systems are not installed at the airport for air carrier LAHSO.

(B) Signs

The airport will provide and maintain a sign system for air carrier operations in accordance with 14 CFR 139.311 (b). The Marking and Sign Plan is included in Exhibit 12. The signs will meet standards as outlined in Advisory Circular 150/5340-18, current edition, Standards for Airport

Sign Systems, and sign specifications in Advisory Circular 150/5345-45, Specifications for Taxiway and Runway Signs

Original Date: 12/3/2004

Revision Date: 3/28/2024

FAA Approval:



(C) Lighting

The airport will provide and maintain lighting systems for air carrier operations in accordance with Advisory Circular 150/5340-30, Design and Installation Details for Airport Visual Aids, and Part 139.311 (c), to meet the specifications for the lowest instrument approach minimums authorized for each runway.

(1) Runways:

High Intensity Runway Lights (HIRL), Touchdown Zone Lights (TDZL) and Centerline Lighting (CL) - Runway 13 and Runway 31;

(2) Taxiways:

Medium intensity taxiway edge lighting system is installed on all taxiways available for air carrier operations.

(3) Airport Beacon:

The airport is equipped with a rotating beacon, with a green and clear lens, located on top of the airport traffic control tower.

(4) NAVAIDS and Visual Aids:

NAVAIDS / Visual Aids located on the airport by the airport are as follows:

- VASI - Runway 03 (Owned and maintained by FAA Facilities)
- PAPI - Runway 13, 31, 21 (See PAPI inspection checklist, Exhibit 15)
- REIL - Runway 21 (See REIL Inspection Checklist, Exhibit 16)
- REIL - Runway 03 (Owned and maintained by FAA Facilities)

(5) Airfield Emergency Generator:

To ensure a constant source of power for airfield lighting, the airport maintains a diesel generator as a secondary power source to commercial power for all runways, taxiways and airport maintained NAVAIDS.

Original Date: 12/3/2004

Revision Date: 3/28/2024

FAA Approval:



(D) Maintenance

Each marking, sign and lighting system installed on the airport that is owned by the airport shall be properly maintained by cleaning, replacing, or repairing any faded, missing, or nonfunctional item. Each marking, sign and lighting system will be maintained unobscured, clearly visible and shall provide an accurate reference to airport users.

Each lighting system will be maintained at least to the minimum operational criteria listed in Appendix 1, Table 7, of Advisory Circular 150/5340-26, Maintenance of Airport Visual Aid Facilities (A copy of the PAPI and REIL inspection checklists can be found in Exhibit 15 and 16, respectively). The operating limits for lighting systems before a system is considered inoperable are as follows:

Runway Edge Lights

- 85% Operable for Visual, Non-precision or CAT I Runways
- 95% Operable for CAT II & CAT III Runways

Runway End/Threshold Lights

- 75% Operable (No more than two (2) lights inoperable at any runway end)

Taxiway Edge Lights

- 85% Operable

In order to provide continuity of visual guidance, the allowable percentage of inoperable lights shall not be in such a way as to alter the basic pattern of the lighting system. In addition, an unserviceable light shall not be adjacent to another unserviceable light. Lights are considered adjacent if located either laterally or longitudinally in a lighting system.

If the above lighting limits cannot be maintained, and airport management determines that the outage may not provide an accurate reference to airport users, information concerning the outage shall be disseminated locally. If an entire lighting system is inoperable or out of service, an airport condition report, in addition to a NOTAM, shall be issued in accordance with Section 339.

(E) Lighting Interference

All other lighting on the airport for aprons, parking areas, roadways, fuel storage areas, and buildings is adjusted or shielded to prevent interference with air traffic control and aircraft operations.

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Section 313 – Snow and Ice Control

The Rochester International Airport has a snow and ice control plan that sets forth the procedures and equipment to be used. See Exhibit 5.

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 Federal Aviation
Administration
Great Lakes Region Airports Division
APPROVED
Apr 12 2024
Erasmó Alarcón
Airport Certification Safety Inspector

Section 315 – Aircraft Rescue and Firefighting (ARFF): Index Determination

The ARFF Index at Rochester International Airport is Index B. The index is based on an average of five or more daily departures of the Embraer ERJ-145 aircraft.

The Airport will provide at least Index B level ARFF capability during all scheduled air carrier operations at the airport.

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Section 317 - ARFF: Equipments and Agents

The airport has three Oshkosh ARFF vehicles. One (1) Oshkosh T-3000, one (1) Oshkosh TI-1500, and (1) Oshkosh Global Striker. In addition, one (1) GMC Yukon command / medical vehicle may be utilized for emergency response. A complete vehicle description is available in the ARFF equipment log in Exhibit 6.

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Section 319 - ARFF: Operational Requirements

(A) through (D) ARFF OPERATIONS

The airport, at a minimum, maintains an on-site ARFF department with staffing and equipment to meet the requirements of an Index B airport, as set forth in FAR Part 139.317. The basic emergency medical response requirement will be met utilizing the City of Rochester Fire Department per the letter of agreement found in Exhibit 4 of the ACM. ARFF service will be available during all scheduled air carrier operations for aircraft with capacities of nine or more passenger seats.

In the event of an accident too large for the resources of the Airport ARFF Department, the City of Rochester Fire Department (RFD) will respond to assist with response and recovery. Upon arrival RFD will assume the role of incident command, and if necessary, will request mutual aid assistance from surrounding communities in accordance with established agreements.

(E) Vehicle Communications

The ARFF vehicles are equipped with two-way radio communications equipment capable of communication with the City Fire Department, Airport Traffic Control Tower, and/or the Common Traffic Advisory Frequency (CTAF), when the airport traffic control tower is not in operation.

All ARFF vehicles are equipped with an 800 Mhz trunked radio system, providing direct communication with the City of Rochester Public Safety Communications Center (PSCC).

A discreet emergency Frequency (DEF) has not been established at the airport.

(F) Vehicle Marking and Lighting

The ARFF vehicle(s) are lime green in color and are equipped with flashing red beacons to contrast with background and optimize nighttime visibility.

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(G) Vehicle Readiness

(1) ARFF vehicles are maintained so as to be operationally capable of performing their intended functions. Operational checks of the ARFF vehicles and their firefighting systems are conducted weekly by the Airport Operation Department. Scheduled service inspections and routine maintenance is performed by the Airport Operation Departments.

(2) ARFF Vehicles are housed in a heated fire station located below the Airport Traffic Control Tower.

(3) Maintenance or repairs which cannot be accomplished at the airport are completed by an qualified vendor.

(4) ARFF vehicles are subject to daily readiness inspections and any discrepancies of operability are reported to the Airport Fire Chief/Operations Supervisor or another member of the Airport Management Staff. If a required ARFF vehicle becomes inoperative, each air carrier user and the FAA shall be so notified in accordance with FAR Part 139.319 (g)(3) and 139.339. If the vehicle cannot be repaired or replaced within 48 hours, air carrier service will be reduced until the appropriate level of ARFF service is restored and a NOTAM issued in accordance with Section 327 of this manual and FAR Part 139.339.

(H) Response Requirements

When requested by the FAA to demonstrate compliance with Part 139.319, at least one required ARFF vehicle is capable of responding from the ARFF department below the Airport Traffic Control Tower to the mid-point of the furthest runway (03/21) or comparable distance and initiate discharge of extinguishing agent within 3 minutes of the alarm.

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(I) Personnel

(1) All rescue and firefighting personnel are equipped with protective clothing and equipment needed to perform their duties.

(2) ARFF Personnel Training (provided on annual, recurrent basis):

ARFF Personnel receive initial and recurrent training (minimum of every 12 consecutive calendar months) in the following areas:

- (a) Airport familiarization;
- (b) Aircraft familiarization;
- (c) Rescue and Firefighting personnel safety;
- (d) Emergency communication systems on the airport, including fire alarms;
- (e) Use of the fire hoses, nozzles, turrets and other appliances required;
- (f) Application of the types of extinguishing agents required for compliance with this part;
- (g) Emergency aircraft evacuation assistance;
- (h) Firefighting operations;
- (i) Adapting and using structural rescue and firefighting equipment for aircraft rescue and firefighting;
- (j) Aircraft cargo hazards, including hazardous materials/dangerous goods incidents;
- (k) Familiarization with firefighters' duties under the Airport Emergency Plan.

(3) Live Fire Training

All ARFF personnel shall participate in a live-fire drill prior to initial performance of ARFF duties and shall participate in a live-fire drill annually thereafter at an ARFF training facility acceptable to the FAA.

(4) Basic Emergency Medical Training

While some ARFF personnel on duty may have some level of EMS training, the City of Rochester Fire Department is the primary responder to the airport for any necessary EMS services. The City of Rochester Fire Department will receive 40 hours of initial basic emergency medical services training and cover at least the following topics:

- (a) Bleeding;
- (b) Cardiopulmonary resuscitation;
- (c) Shock;
- (d) Primary patient survey;

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- (e) Injuries to the skull, spine, chest, and extremities;
- (f) Internal injuries;
- (g) Moving patients;
- (h) Burns; and
- (i) Triage

(5) Records

The Airport Fire Chief/ Ops Supervisor is responsible for maintaining records of all training given to each individual. ARFF training records will be maintained for 24 consecutive calendar months. Such records shall include a description and date of training. The ARFF training records are maintained and available for inspection by FAA Safety and Certification inspectors upon request.

(6) Sufficient Personnel

Sufficient rescue and firefighting personnel are available during all air carrier operations to operate the vehicle(s), meet response times, and meet the minimum agent discharge rates.

(7) Emergency Alerting System

ARFF personnel are alerted of existing or impending aircraft emergencies by the following alerting systems in order of priority;

- (a) Audible Alarm;
- (b) Direct ATCT to ARFF Phone Line;
- (c) Appropriate VHF Frequency;
- (d) Commercial Telephone at (507) 285-9407 or (507) 254-1161

A detailed description of alarm procedures is available in Exhibit 4 (Letters of Agreement) and Exhibit 9 (Airport Emergency Plan)

(J) Hazardous Materials Guidance

Each ARFF vehicles is equipped with the "North American Emergency Response Guidebook"

(K) Emergency Access Roads

There are no designated Emergency Access Roads at RST.

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(L) Off Airport or Other Emergency Response of ARFF Equipment

In the event of a request for Mutual Aid response, a member of airport management may release any extra personnel and equipment not required to meet the requirements of Index B.

In the event of an aircraft crash off the airport property, all ARFF assets may respond while notifying the Airport Director or his/her designated representative. The Airport Director or his/her designated representative will then make notification to all air carrier operators and the Airport Traffic Control Tower. If the response results in a reduction of service below levels as

required under 14 CFR 139, Index B requirements, a NOTAM shall be issued notifying all airport users of the suspension of ARFF services on the airport until sufficient personnel and equipment are available.

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Section 321 – Handling & Storage of Hazardous Substances / Materials

(A) Cargo Handling Agent

If the airport acts as a cargo handling agent for hazardous materials, procedures need to be established and documented as follows:

- (1) Designate personnel to receive and handle hazardous substances and materials;
- (2) Receive assurance from shippers that cargo can be handled safely, including any special handling procedures required for safety;
- (3) Designate special areas on the airport for storage of hazardous materials while on the airport.

Rochester Airport Company does not currently act as a cargo handling agent.

(B) Airport Fire Safety Fuel Handling Standards

The airport’s Authority Having Jurisdiction (AHJ) is the City of Rochester Fire Marshall’s Office. The airport complies with NFPA 407 with exceptions noted in a waiver found in Exhibit #18 provided by the AHJ.

(C) Fueling Agents

The following fueling agents operate at the airport:

- (1) Signature Flight Support

All fueling agents are required by the airport to comply with NFPA 407, Standard for Aircraft Fuel Servicing, and reasonable surveillance of all fueling activities on the airport is conducted by the ARFF Department.

(D) Inspection of Fueling Equipment and Storage Facilities

Operation personnel conduct periodic inspections of the fueling agent's fuel storage areas and mobile fueling trucks for compliance with the airport's fire safety standards at least once every three (3) consecutive calendar months. Follow-up inspections will be conducted when unsatisfactory items are found. Checklists used by operation personnel when conducting the inspections and follow-up inspections are included in Exhibit 10. Inspection records are maintained in the Airport Fire Chief/Ops Supervisor office for at least 12 consecutive calendar months.

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All fueling agents engaged in handling and dispensing aviation fuel are required to take immediate corrective action whenever notified of noncompliance with any requirement of NFPA 407. If corrective action cannot be accomplished within a reasonable period of time, the Airport Fire Chief/ Ops supervisor will notify the assigned FAA Airport Certification and Safety Inspector.

(E) Training

- (1) Each fueling agent will have a supervisor complete an aviation fuel and fire safety course that is acceptable to the FAA. The supervisor will receive recurrent training at least once every 12 consecutive calendar months. If a new supervisor is hired, he/she will successfully complete an authorized aviation fuel and fire safety course within 90 days.
- (2) All other employees at each fueling agent who fuel aircraft, accept fuel shipments, or handle fuel, shall receive at least initial on-the-job training in fuel and fire safety and recurrent training every 24 consecutive calendar months from the supervisor who has been trained in fuel and fire safety.
- (3) All fueling agents engaged in handling and dispensing fuel at the airport shall submit written certification to airport management once every 12 consecutive calendar months that the above training standards have been accomplished. The sample form used by the training agents for certifying this training is provided in Exhibit 13. Those records shall be maintained in the ARFF department for 12 consecutive calendar months.

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Section 323 – Traffic and Wind Indicators

(A) Wind Direction Indicators

Primary Wind Direction Indicator

- Lighted wind cone centrally located on the airfield near the approach end of Runway 21 in the infield area between Runway 21, Taxiway A, Taxiway H and Taxiway G.

Supplemental Wind Direction Indicators

- Lighted wind cone at the approach end of RWY 31 (just south of the approach end).
- Lighted wind cone at the approach end of RWY 13 (Just north of the approach end).
- Lighted wind cone at the approach end of RWY 03 (Just west of the approach end).

(B) Segmented Circle

The airport does not have a segmented circle around the primary wind cone due to the airport having an airport traffic control tower. There are no right-hand traffic patterns at the airport.

(C) Maintenance

The wind direction indicators are inspected each day during the daytime and nighttime safety inspection conducted by airport operations personnel.

The wind direction indicators are maintained clearly visible and functional. Corrective action shall be initiated promptly by airport operations personnel when unsatisfactory conditions are found with the wind direction indicators.

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Section 325 – Airport Emergency Plan (AEP)

(A) Airport Emergency Plan (AEP)

The Airport Emergency Plan was developed and coordinated with local law enforcement agencies, rescue and firefighting agencies, medical services personnel and organizations, airport tenants and all other agencies/persons that have responsibilities under the plan.

Although a part of this Airport Certification Manual, the AEP is designed as a stand-alone document, not included in the contents of this manual. Copies of the AEP will be maintained in the Airport Operations Department and made available electronically to all agencies/persons having responsibilities under the plan.

(B) Training of Airport Personnel

All airport personnel who have duties and responsibilities under the AEP are properly trained and familiar with their assignments.

(C) Annual Review of the AEP

A review of the AEP shall be conducted at least once every 12 consecutive calendar months to ensure the AEP is current and all parties with whom the plan is coordinated are familiar with their responsibilities.

(D) Triennial Full-Scale Exercise of the AEP

A full-scale exercise of the AEP shall be conducted at least once every 36 consecutive calendar months. The full-scale exercise involves, to the extent practicable, all mutual aid participants and a reasonable amount of emergency equipment. The purpose of this exercise is to test the effectiveness of the AEP through a combined response of the Airport and mutual aid agencies to an air carrier accident at the airport, and to familiarize emergency personnel with their responsibilities under the plan.

(E) Consistency with Security Regulations

The AEP contains references to the Airport Security Program (ASP) for instructions for response to bomb incidents, including descriptions of parking areas for the aircraft involved, as well as sabotage, hijack and other unlawful interference incidents that are consistent with the approved airport security program.

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Section 327 – Safety Self-Inspection Program

(A) Frequency of Inspection

Airport Safety Self Inspections shall be conducted at least twice (2x) daily, with at least a portion of the inspection conducted during hours of darkness. These inspections will be completed by airport operations personnel. The Airport Operations Director and/or his designated representative are responsible for ensuring that these inspections are completed.

Additional safety self-inspections shall be conducted whenever required by the following circumstances:

- (1) During and after construction activity;
- (2) During rapidly changing meteorological conditions;
- (3) Immediately after any incident or accident;
- (4) After any other unusual condition on the airport.

(B) Reporting System

Any discrepancies noted during the self-inspection shall be documented with the software system the airport is using which is called APP 139. A printable report can be generated for each daily inspection activity as necessary (See Exhibit 7). In addition, a work order will be generated with APP 139. The type of discrepancy will determine the extent of the notification. Many items require NOTAMS while other less critical items are simply noted for maintenance. Once corrective action or repairs are made, the individual performing the repairs notes the corrective action with APP 139 and closes the open work order.

(C) Training

The Airport Fire Chief/ Ops Supervisor is responsible for ensuring that airport personnel are trained and qualified to perform the inspections. In addition to on-the-job training, a training program has been established and includes initial and recurrent training every 12 consecutive calendar months.

(D) Inspection Records

A copy of the Airport Safety Self-Inspection checklist can be found in Exhibit 7. Inspection records will show the conditions found. Corrective actions will be shown in the work order section of APP 139. Inspection records are entered into APP 139 where they will be maintained for at least 12 consecutive calendar months.

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Section 329 – Pedestrians & Ground Vehicles

(A) Limiting Access - Personnel and Equipment

Pedestrians and ground vehicles authorized by the Airport Director to operate on movement areas and safety areas at the airport are limited to those pedestrians and vehicles necessary for airport operations.

Authorized persons include:

- Airport Operations Personnel
- FAA Airways Facilities (or other Navaid maintenance contractor)
 - Construction
 - Consultants

. Authorized vehicles have a radio capable of communicating on appropriate frequencies including (appropriate ATCT/Unicom/CTAF).

All personnel authorized to operate unescorted on movement areas are required to complete the RST Movement Area Driver's Training Course. Other individuals who need access to the movement areas are escorted by qualified persons.

(B) Controls

The airport is equipped with fencing and gates with computerized access control systems to limit access to the air operations area.

(C) Procedures for Ground Vehicle Operations – Tower Operational

See Exhibit 4 (Letters of Agreement) regarding ground vehicle operations. Ground vehicles are required to contact the airport traffic control tower anytime they will be entering a movement area.

When the air traffic control tower is in operation, each pedestrian and ground vehicle in movement areas or safety areas is controlled by one of the following:

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- Two –way radio communications between each pedestrian or vehicle and the tower.
- An escort with two-way radio communications with the tower accompanying any pedestrian or vehicle without a radio.
- Measures authorized by the Administrator for controlling pedestrians and vehicles, such as signs, signals or guards, when it is not operationally practical to have two –way communications between the tower and the pedestrian, vehicle or escort.

During those times when the air traffic control is closed ground vehicles will broadcast their movements on CTAF.

(D) Procedures for Ground Vehicle Operations – Tower Closed

All vehicles authorized to operate on movement areas and safety areas are equipped with two-way radios capable of transmitting and receiving on (frequency) MHz. Anytime one of these vehicles enters the movement area, they will broadcast intentions and monitor CTAF.

If the need arises to have a vehicle enter the movement area which does not have a radio, a vehicle with a radio will act as an escort to the necessary area and remain with that vehicle until it has left the movement area. If communication should happen to fail while a vehicle is in the movement area or safety area, the Airport Director or designated representative will raise and lower the runway lights to get the attention of the vehicle.

(E) Training of Persons Authorized to Operate on the Movement and Safety Areas

All airport employees that require movement area driving privileges must possess an airport badge and must complete the online ground vehicles operator course.

Airport employees requiring movement area driving privileges will be given additional hands on driving instruction which will continue until they are "signed off" on their RST airport issued ID media application to drive alone on the movement areas. Individuals may only be signed off by the Deputy Airport Director, Airport Deputy / Operations Director or Airport Fire Chief / Ops Supervisor.

Driving privileges for non-movement areas are indicated by the letter "R" in the lower right hand corner of the airport issued identification badge. Driving privileges for movement and safety areas are designated by the letter "A" in the lower right hand corner of the airport badge.

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(F) Consequences of Non-Compliance

Enforcement of pedestrian and ground vehicle procedures applicable to airport employees, tenants and contractors shall be administered by the Deputy Airport/Operations Director and/or Airport Fire Chief/Ops Supervisor.

First Time Offense of non-compliance.

Recurrent training is through the Deputy Airport/Operations Director and/or Airport Fire Chief/Ops Supervisor.

Recurrent training will include verbal and practical training.

Second Offense of non-compliance

Revocation of driving privileges for a minimum of two weeks and recurrent training through the Deputy Airport/Operations Director and/or Airport Fire Chief/Ops Supervisor.

Third Offense of non-compliance

Possible permanent revocation of airfield driving privileges may occur, but at a minimum, revocation of airfield driving privileges for a minimum of 30 days and recurrent training through the Deputy Airport/Operations Director and/or Airport Fire Chief/Ops Supervisor.

(G) Maintain Records

(1) Training - The airport maintains a description and date of training completed by each individual operating in the movement and safety areas or aprons. Records are maintained for 24 consecutive calendar months after the termination or resignation date of an individual's access requiring access to non-movement, movement or safety areas.

(2) Accidents / Incidents - The airport maintains records of accidents and incidents in the movement and safety areas involving air carrier aircraft and/or ground vehicles. Records for each accident / incident are retained for a period of 12 consecutive calendar months after the accident / incident.

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Section 331 – Obstructions

(A) General

The airport shall ensure that each object within the authority of the airport that has been determined by the FAA to be an obstruction is removed, marked or lighted unless determined to be unnecessary by an FAA aeronautical study.

(B) Obstructions

The following table identifies each obstruction located in the Air Operations Area, as well as who is responsible for its maintenance and inspection:

Name	Location	Maintenance Responsibility	
		FAA	Airport
Glide Slope Ant.	West of RWY 13 Touchdown Zone	X	
Glide Slope Ant.	South of RWY 13 Touchdown Zone	X	
Localizer Ant.	Northwest of RWY 13 Threshold	X	
Localizer Ant.	Southeast of TWY 31 Threshold	X	
ASR-11	West of RWY 31 Touchdown Zone	X	
ASOS	West of RWY 31 Touchdown Zone	X	
RVR	West of RWY 31 Touchdown Zone	X	
RVR	South of RWY 13 Touchdown Zone	X	
LLWAS	Northwest of RWY 03 Touchdown Zone	X	

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Section 333 – Protection of Navaids

(A) Construction

No facilities shall be constructed on the airport that has been determined by the FAA to derogate the operation of an electronic or visual NAVAID or air traffic control facilities. The Deputy Airport Director and/or Airport Operations Supervisor shall notify the FAA if aware of any changes in construction plans or equipment. The Airport Fire Chief/Operations Supervisor is responsible for monitoring construction activity on the airport to prevent the interruption of electronic and visual signals of NAVAIDS.

(B) Protection Against Vandalism

Protect, or if the owner is other than the certificate holder, assist in protecting all NAVAIDS on the airport against vandalism and theft.

(C) Interruption of Visual and Electronic Signals of NAVAIDS

Interruption of visual and electronic signals of NAVAIDS is prevented, when within the airport's authority. The FAA Airway Facilities Office shall notify airport operations personnel if grass or snow height in the ILS critical areas may affect the electronic signals of the NAVAIDS.

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Section 335 – Public Protection

(A) Access Control

Access onto apron areas is limited to those persons having an operational need. Procedures for controlling access onto apron areas is included the airport's TSA approved Airport Security Program (ASP). An airport identification system has been established in accordance with the ASP for persons authorized on the air operations area or portions of the AOA.

(B) Passenger Protection (Aircraft)

Aircraft Blast Protection - As a matter of practice all aircraft are normally loaded with passenger loading bridges. If a passenger aircraft must be ground loaded from the ramp then caution is taken not to expose passengers to any aircraft blast.

(C) Fencing

Fencing at the airport meets TSA requirements and shall prevent inadvertent entry onto airport property by persons or vehicles. Signs restricting access are posted on all gates and at regular intervals around the perimeter. The airport has established procedures in the ASP describing controlling access through perimeter gates. A ten foot, chain-link fence encloses all airside facilities, including all movement and non-movement areas.

(D) Inspection and Maintenance

Perimeter fencing, gates and signs are inspected daily during the airport safety self-inspection. Gates shall be closed and locked if found open and recorded on the inspection form. The Deputy Airport/Operations Director and/or Airport Fire Chief/Ops Supervisor shall follow up with the tenant, if applicable. The airport operation department is responsible for maintaining the airport fencing and gate system.

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Section 337 – Wildlife Hazard Management

(A) General

A Wildlife Hazard Management Plan has been developed for the airport and can be found in Exhibit 17. The airport shall take immediate measures to alleviate wildlife hazards whenever they are detected or reported. The airport shall maintain wildlife control permits in conformity with its approved wildlife hazard management plan and the permits will be made available to the FAA upon request.

(1) Airport Operation personnel shall:

(a) Watch for and report any unusual concentration of wildlife or birds that may be a hazard to aircraft operations, especially when low-flying or in the vicinity of runways, their respective safety areas and immediate approach areas;

(b) In circumstances when such concentration of wildlife or birds are observed, take appropriate measures to disperse the wildlife or birds or otherwise attempt to alleviate any risks of strikes by aircraft, and immediately advise the airport traffic control tower. Dispersal activities will take into consideration or be coordinated with the airport traffic control tower to avoid dispersing wildlife into the path of approaching aircraft.

Events Triggering a Review of the Wildlife Hazard Management Plan:

- (1) An air carrier aircraft experiences multiple wildlife strikes;
- (2) An air carrier aircraft experiences substantial damage from striking wildlife;
- (3) An air carrier aircraft experiences an engine ingestion of wildlife.

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Section 339 – Airport Condition Reporting

(A) Reporting Airport Conditions

Field Condition Reports (FICON) will be issued through the online FAA Digital NOTAM system. All airport operations personnel are authorized to issue Notices to Airman (NOTAM) and Field Condition Reports (FICON). The on-site airport operations employee can be contacted for questions concerning field conditions 24 hours a day via cell phone. The current cell phone number will be provided to all tenants and air carriers.

(B) Conditions Requiring a NOTAM

The following airport conditions that may affect the safe operation of aircraft shall have an associated NOTAM issued through the FAA Digital NOTAM system:

- (1) Construction or maintenance activity on movement or safety areas or loading ramps and parking areas;
- (2) Surface irregularities on movement and safety areas or loading ramps and parking areas;
- (3) Snow, ice, slush or water on movement areas, loading ramps and parking areas;
- (4) Snow piled or drifted on or near movement areas in such a height that all air carrier aircraft propellers, engine pods, rotors and wingtips may not clear the snow drift or snow banks as the aircraft's landing gear traverses any full strength portion of the movement area;
- (5) Object on the movement area or safety area contrary to Section 309;
- (6) Malfunction of any required lighting system, holding position sign, or ILS critical area sign;
- (7) Unresolved wildlife hazards in accordance with Section 337;
- (8) Non-availability of any required rescue and firefighting capability required in Sections 317 and 319;
and
- (9) Any other condition that may otherwise adversely affect the safe operation of air carrier aircraft.

(C) Records

The airport shall prepare and keep, for at least 12 consecutive calendar months, a record of NOTAMs documented through the FAA Digital NOTAM system.

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Section 341 – Identifying, Marking & Lighting Construction & Unserviceable Areas

(A) Mark, and if appropriate, light:

(1) Construction areas. Each construction area or unserviceable area on or adjacent to a movement area that may be used by air carrier aircraft shall be marked and, if appropriate, lighted.

(2) Construction equipment shall be marked, and if appropriate, lighted.

(3) Any area adjacent to a NAVAID that could cause derogation of the signal or failure of the NAVAID, if traversed, shall be marked and if appropriate, lighted in a manner acceptable to the Administrator. Marking and lighting, when appropriate, of areas adjacent to NAVAIDS shall be accomplished by the contractor under the direction of the Airport Director or his/her designated representative. The airport operations staff is responsible for monitoring construction activity on the airport to prevent construction equipment from traversing any areas adjacent to NAVAIDS that could cause derogation of signals.

(B) Procedures for Avoiding Damage to Utilities

Utility plans for airport utilities are on file in the airport operations department. The location of any airport utility lines in the areas of construction shall be marked by airport operations staff prior to the start of construction. The operations staff is responsible for monitoring construction activity to prevent the interruption of utilities.

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Section 343 – Non-Complying Conditions

Unless otherwise authorized by the Administrator, whenever the requirements of this manual cannot be met to the extent that uncorrected unsafe conditions exist on the airport, the airport will limit air carrier operations to those portions of the airport not rendered unsafe by those conditions.

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