



# Las Cruces International Airport



## FAA PART 139 AIRPORT CERTIFICATION MANUAL

This Airport Certification Manual establishes the safety standards for the Las Cruces International Airport in accordance with 14 CFR Part 139 for an airport with a Class IV Operating Certificate. All airport personnel shall comply with the provisions of this manual in the conduct of their official duties at the airport.

Andy Hume  
Airport Manager  
Las Cruces International Airport  
8990 Zia Boulevard  
Las Cruces, New Mexico 88007  
(575) 541-2471 Phone  
(575) 527-6470 FAX

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# Las Cruces International Airport – Airport Certification Manual

## TABLE OF CONTENTS

<u>Index</u>	<u>Section</u>	<u>Page</u>
	Revision Log	i
	Definitions	Definitions-1
1	<b>A. General</b>	
	1. General	A-1
	2. Maintenance of Certification Manual	A-1
	3. Inspection Authority	A-2
	4. Exemptions and Limitations	A-2
	5. Deviations	A-2
2	<b>B. Operations</b>	
	1. Records	B-1
	2. Personnel	B-1
	3. Personnel Responsibilities	B-2
	4. Line of Succession	B-2
	5. Paved Areas	B-3
	a. Air Carrier Movement Areas	B-3
	b. Pavement Maintenance Requirements	B-4
	c. Pavement Maintenance Procedures	B-5

**FAA APPROVED**

## Las Cruces International Airport – Airport Certification Manual

	6. Unpaved Areas	B-6
	7. Safety Areas	B-6
	a. Safety Area Dimensions	B-6
	b. Safety Area Maintenance Requirements	B-7
	c. Safety Area Maintenance Procedures	B-7
	8. Marking, Signs and Lighting	B-8
	a. Markings	B-8
	b. Marking Maintenance Procedures	B-10
	c. Guidance Signs	B-10
	d. Lighting	B-11
	e. Lighting and Signage Maintenance	B-12
3	<b>C. Section Reserved</b>	C-1
4	<b>D. Section Reserved</b>	D-1
5	<b>E. Snow and Ice Control</b>	E-1
6	<b>F. Aircraft Rescue and Firefighting</b>	
	1. Index Determination	F-1
	2. Equipment and Agents	F-1
	3. Aircraft Rescue and Firefighting Operational Requirements	F-2
7	<b>G. Hazardous Materials</b>	
	1. Cargo Handling	G-1

## Las Cruces International Airport – Airport Certification Manual

	2. Fire Safety Standards	G-1
	3. General Requirements and Fire Protection	G-7
	4. Approval of Installations and Equipment	G-8
	5. Compliance and Surveillance	G-8
	6. Fuel Safety Inspection Program	G-8
	7. Fuel Safety Training and Certification	G-8
	8. Correction Actions	G-9
8	<b>H. Traffic and Wind Direction Indicators</b>	H-1
9	<b>I. Section Reserved</b>	I-1
10	<b>J. Airport Emergency Plan</b>	J-1
11	<b>K. Section Reserved</b>	K-1
12	<b>L. Maintenance and Inspection Program</b>	
	1. Inspection Program	L-1
	2. Personnel, Equipment and Procedures	L-1
	3. Training Requirements and Curriculum	L-2
	4. Record keeping	L-2
13	<b>M. Obstructions</b>	
	1. Obstructions	M-1
	2. Maintenance	M-1
	3. Land Use Control	M-2

**FAA APPROVED**

**MAR 30 2018**



**Las Cruces International Airport – Airport Certification Manual**

13	<b>N. Wildlife Hazard Management</b>	N-1
14	<b>O. Airport Condition Reporting</b>	O-1
15	<b>P. Non-complying Conditions</b>	P-1

**Appendix A**

16	Exhibit 1	Airport Layout Plan Diagram
	Exhibit 2	Air Carrier Movement Areas Diagram
	Exhibit 3	Runway and Taxiway Designation Diagram
	Exhibit 4	Runway and Taxiway Safety Areas Diagram
	Exhibit 5	Sign & and Marking Plan Layout Diagrams

**Appendix B**

17	Exhibit 1	Las Cruces Airport Self-Inspection Checklist Forms
	Exhibit 2	NOTAM Reporting Form
	Exhibit 3	Fire Safety Inspection Form
	Exhibit 4	Mobile Fueler Checklist Form

**FAA APPROVED**

**MAR 30 2018**

## Las Cruces International Airport – Airport Certification Manual

### Definitions. 139.5

The following are definitions and acronyms used in this ACM:

- a. **AFFF** – means aqueous film forming foam agent.
- b. **Air Carrier** – a person who undertakes directly by lease, or other arrangement, to engage in air transportation. This includes an individual, firm, partnership, corporation, company, association, joint-stock association, governmental entity, and a trustee, receiver, assignee, or similar representative of such entities. [See 14 CFR Part 1.1, General definitions].
- c. **Air Carrier Aircraft** – an aircraft that is being operated by an air carrier and is categorized, as determined by the aircraft type certificate issued by a competent civil aviation authority, as either a –
  - **large air carrier aircraft**, if designed for at least 31 passenger seats or
  - **small air carrier aircraft**, if designed for more than 9 passenger seats but less than 31 passenger seats.
- d. **Air Carrier Operation** – means the takeoff or landing of an air carrier aircraft and includes the period of time from 15 minutes before until 15 minutes after the takeoff or landing.
- e. **Class IV Airport** – an airport certificated to serve unscheduled passenger operations of large air carrier aircraft. A Class IV airport cannot serve scheduled large or small air carrier aircraft.
- f. **Clean Agent** – means an electrically nonconducting volatile or gaseous fire extinguishing agent that does not leave a residue upon evaporation and has been shown to provide extinguishing action equivalent to halon 1211 under test protocols of FAA Technical Report DOT/FAA/AR-95/87.
- g. **Index** – means the type of aircraft rescue and firefighting equipment and quantity of fire extinguishing agent that the certificate holder must provide in accordance with FAR 139.315.

## Las Cruces International Airport – Airport Certification Manual

- h. **Movement Area** – the runways, taxiways, and other areas of an airport that are used for taxiing, takeoff, and landing of aircraft, exclusive of loading ramps and aircraft parking areas.
- i. **Regional Airports Division Manager** – means the airports division manager for the FAA region in which the airport is located.
- j. **Safety Area** – a defined area comprised of either a runway or taxiway and the surrounding surfaces that is prepared or suitable for reducing the risk of damage to aircraft in the event of an undershoot, overshoot, or excursion from a runway or the unintentional departure from a taxiway.
- k. **Scheduled Operation** – any common carriage passenger-carrying operation for compensation or hire conducted by an air carrier for which the air carrier or its representatives offers in advance the departure location, departure time, and arrival location. It does not include any operation that is conducted as a supplemental operation under 14 CFR Part 121 or public charter operations under 14 CFR Part 380.
- l. **Unscheduled Operation** – any common carriage passenger-carrying operation for compensation or hire, using aircraft designed for at least 31 passenger seats, conducted by an air carrier for which the departure time, departure location, and arrival location are specifically negotiated with the customer or the customer's representative. This includes any passenger-carrying supplemental operation conducted under 14 CFR Part 121 and any passenger-carrying public charter operation conducted under 14 CFR Part 380.

FAA APPROVED

Definitions-2

MAR 30 2018

DES

## Las Cruces International Airport – Airport Certification Manual

### A. General

#### 1. General. 139.101

The Airport Certification Manual establishes the safety standards for the *Las Cruces International Airport (LRU)*, in accordance with 14 CFR Part 139 for an airport with a Class IV Airport Operating Certificate. All airport personnel shall comply with the provisions of this Manual in the conduct of their official duties at the airport.

Las Cruces International Airport  
P.O. Box 20000  
Las Cruces, NM 88004  
575-541-2471

The *Las Cruces International Airport (LRU)* is a Class IV, owned and operated by the *City of Las Cruces, New Mexico*. It is located approximately nine miles west of the central business district of the City of Las Cruces, New Mexico at an elevation of 4,456 feet.

The airport provides terminal facilities and precision instrument approach using an ILS, and also GPS, and NDB non-precision approaches. Air Traffic Control Services are provided by Albuquerque Center, 128.2

Tenant Fixed Based Operators (FBO) provide fuel, line services, and aircraft maintenance.

#### 2. Maintenance of Certification Manual. 139.201(b)(1)

14 CFR Part 139.201(b)(1) requires that the airport personnel of the *Las Cruces International Airport (LRU)*, will keep this Manual current at all times and will submit proposed revisions to the FAA Airports Division for approval no less than 30 days prior to the proposed effective date, unless a shorter filing period is allowed by the FAA. After FAA approval, the Airport Manager of the *Las Cruces International Airport (LRU)*, will print and distribute.

**FAA APPROVED**

**A-1**

**MAR 30 2018**

## Las Cruces International Airport – Airport Certification Manual

### Availability and Distribution. 139.201(b)(2) and (3)

Distribution:

Las Cruces International Airport – Airport Manager	1 Copy
Airport Operations and Maintenance Technicians	2 Copies
City of Las Cruces Economic Development Director	1 Copy
City Manager	1 Copy
City of Las Cruces Fire Chief	4 Copies
FBO's (Each)	1 Copy
FAA Airport Division	1 Copy

### 3. Inspection Authority. 139.105

The *Las Cruces International Airport (LRU)*, shall allow the FAA Administrator to make any inspections, including unannounced inspections, or tests to determine compliance with 14 CFR Part 139 and this Manual.

### 4. Exemptions and Limitations. 139.107, 139.111 and 139.203(b)

The *Las Cruces International Airport (LRU)* is not subject to any exemptions or limitations under 14 CFR Part 139.

### 5. Deviations. 139.113

In emergency conditions requiring immediate action for the protection of life or property, involving the transportation of persons by air carriers, *the Las Cruces International Airport (LRU)* may deviate from any requirement of subpart D of Part 139 of the Federal Aviation Regulations or this Airport Certification Manual to the extent required to meet that emergency. In such an event, the *Las Cruces International Airport (LRU)*, shall within 14 days after the emergency, notify the FAA Regional Airports Division Manager of the nature, extent, and duration of the deviation. When requested by the Regional Airports Division Manager, the *Las Cruces International Airport (LRU)*, shall provide this notification in writing.

FAA APPROVED

A-2

MAR 30 2018

DES

## Las Cruces International Airport – Airport Certification Manual

### **B. Operations**

#### **1. Records. 139.301**

The *Las Cruces International Airport (LRU)* shall maintain, for the period indicated, and upon request by the FAA, furnish the following records:

- a. Personnel training required under 139.303 and 139.327 for 24 consecutive calendar months.
- b. Emergency personnel training under 139.319 for 24 consecutive calendar months.
- c. Airport fueling agent inspection under 139.321 for 12 consecutive calendar months.
- d. Self-inspection under 139.327 for 12 consecutive calendar months.
- e. Movement areas and safety areas training for 24 consecutive calendar months for pedestrians and ground vehicle operators under 139.329.
- f. Fueling personnel training for 12 consecutive calendar months under 139.321.
- g. Accident and incident under 130.329 for 12 consecutive calendar months.
- h. Airport condition under 139.339 for 12 consecutive calendar months.

#### **2. Personnel. 139.303**

- a. The *Las Cruces International Airport (LRU)* shall maintain sufficient qualified personnel to comply with the requirements of this Airport Certification Manual and the requirements of 14 CFR Part 139.
- b. Equip personnel with sufficient resources needed to comply with the requirements of 14 CFR Part 139.
- c. Train all personnel who access movement areas and safety areas, and perform duties in compliance with ACM and 14 CFR Part 139.

This training shall be completed prior to the initial performance of such duties and at least once every 12 consecutive calendar months with a curriculum including the following areas:

- Airport familiarization, including airport marking, lighting, and signs system.

## Las Cruces International Airport – Airport Certification Manual

- Procedures for access to, and operation in, movement areas and safety areas, as specified under FAR 139.329.
- Airport communications, including:
  - Use of the Common Traffic Advisory Frequency (CTAF).
  - Procedures for reporting unsafe airport conditions.
- Duties required under the ACM and requirements of 14 CFR Part 139.

### 3. Personnel Responsibilities. 139.203(a)

The Airport Manager of the *Las Cruces International Airport (LRU)* is responsible for all operational aspects of the airport, personnel training and regulatory compliance.

The Airport Operations and Maintenance Technicians are responsible for oversight of all outside operations including, but not limited to property maintenance, airfield maintenance, vehicle maintenance, vehicle inspections, runway inspections, etc.

The Las Cruces Fire Department is responsible for inspections of fuel dispensing tenants.

### 4. Line of Succession. 139.203(b)

The *Las Cruces International Airport (LRU)* is operated by the Economic Development Department of the *City of Las Cruces, New Mexico*. The airport is under the direct control of an Airport Manager appointed by the Economic Development Director. In the absence of the Airport Manager of the *Las Cruces International Airport (LRU)*, the line of succession for airport operational responsibility is as follows:



**Las Cruces International Airport – Airport Certification Manual**



**5. Paved Areas. 139.305(b)**

**a. Air Carrier Movement Areas. 139.203(b)**

Air carrier movement areas are shown on *Appendix A, Exhibit 2* and are described as follows:

**RUNWAYS**

RUNWAY	LENGTH	WIDTH	SURFACE	STRENGTH	SAFETY AREA
12-30	7,500'	100'	CONCRETE GROOVED	70S, 120D	500' W; 1,000' L Runway 30 500' W; 1,000' L Runway 12
8-26	6,069'	100'	ASPHALT	70S, 120D	500' W; 1,000' L Runway 26 500' W; 1,000' L Runway 8

**B-3**

**FAA APPROVED**

**MAR 30 2018**

**DES**

**Las Cruces International Airport – Airport Certification Manual**

**TAXIWAYS**

<b>TAXIWAY</b>	<b>LENGTH</b>	<b>WIDTH</b>	<b>SURFACE</b>	<b>STRENGTH</b>	<b>SAFETY AREA</b>
A	6,200'	35'	ASPHALT	70S 120D	79' (22' ea. Side of pavement)
B	2,300'	50'	ASPHALT	70S 120D	120' (35' ea. Side of pavement)
C	4,500'	50'	ASPHALT	70S 120D	120' (35' ea. Side of pavement)
D	300'	35'	ASPHALT	70S 120D	Within 12/30 & B Safety Area
E	200'	35'	ASPHALT	70S 120D	Within 8/26 & A Safety Area
F	200'	35'	ASPHALT	70S 120D	Within 8/26 & A Safety Area
G	200'	35'	ASPHALT	70S 120D	Within 8/26 & A Safety Area

The runway and taxiway designation system is shown on *Appendix A, Exhibit 3*. The associated safety areas are shown on *Appendix A, Exhibit 4*.

**b. Pavement Maintenance Requirements. 139.305(a)**

In a manner authorized by the FAA, the airport shall maintain and promptly repair the runway(s), taxiway(s), loading ramp(s) and the parking apron(s) available for air carrier use as follows:

1. Pavement edges will not exceed 3 inches' difference in elevation between abutting pavement sections and between pavement and abutting areas.
2. The pavement shall have no hole 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.

**FAA APPROVED**

**B-4**

**MAR 30 2018**

**DES**

## Las Cruces International Airport – Airport Certification Manual

3. The pavement shall be free of cracks and surface variations, which could impair directional control of air carrier aircraft. Any pavement crack or surface deterioration that produces loose aggregate or other contaminants shall be immediately repaired.
4. Mud, dirt, sand, loose aggregate, debris, foreign objects, rubber deposits, and other contaminants, shall be removed promptly and as completely as practicable. This requirement does not apply to snow and ice accumulations and their control, including the associated use of materials, such as sand and deicing solutions.
5. Any chemical solvent used to clean any pavement area shall be removed as soon as possible, consistent with the instructions of the manufacturer of the solvent.
6. The pavement shall be sufficiently drained and free of depressions to prevent ponding that obscures markings or impairs safe aircraft operations.
7. Emergency access roads [FAR 139.319(k)] designated for use for aircraft rescue and firefighting vehicles are located within the Airport Operating Area.

### c. Pavement Maintenance Procedures

The maintenance of paved surfaces on the airside of the terminal is the responsibility of the Airport Manager of *the Las Cruces International Airport (LRU)*. The City of Las Cruces Public Works Department has road repair equipment and personnel, which are available to the *Las Cruces International Airport (LRU)* to accomplish routine maintenance and some construction maintenance of paved areas.

Any maintenance required outside the capability of the Airport Staff or the City of Las Cruces Public Works Department, will be completed by a private contractor. Inspections of paved surfaces are accomplished on a daily basis and documented on the Las Cruces Airport Self-Inspection Checklist, *Appendix B, Exhibit 1*. A maintenance work order is initiated for any required repairs.

**FAA APPROVED**

**B-5**

**MAR 30 2018**

**DES**

## Las Cruces International Airport – Airport Certification Manual

The Airport Operations and Maintenance Technicians or the Airport Manager of the *Las Cruces International Airport (LRU)*, initiates Maintenance Work Orders. If a report of a pavement deficiency is received from another source, the Airport Operations and Maintenance Technicians shall have the deficiency evaluated immediately by a qualified maintenance technician, and if the condition is verified, initiate a work order. The Airport Manager is responsible for inspection and approval of repairs, as well as authorization for return to service, after required repairs are completed.

### 6. Unpaved Areas. 139.307

There are no unpaved areas available for air carrier operations at *Las Cruces International Airport (LRU)*.

### 7. Safety Areas. 139.309

#### a. Safety Area Dimensions

Runway and taxiway safety area dimensions as of March 22, 2017, are shown on *Appendix A, Exhibit 4*, and are as follows:

#### RUNWAYS

RUNWAY	WIDTH	LENGTH OFF ENDS
8-26	500 FEET	8 - 1000 FEET, 26 - 1,000 FEET
12-30	500 FEET	12 - 1000 FEET, 30 - 1,000 FEET

#### TAXIWAYS

TAXIWAYS	WIDTH
A	79 FEET
B, C, D, E, F, G	120 FEET

B-6

## Las Cruces International Airport – Airport Certification Manual

### b. Safety Area Maintenance Requirements. 139.309(a)

Runway and taxiway safety areas available for air carrier use, shall be maintained in a manner authorized by the FAA as follows:

1. Each safety area is cleared and graded, and has no potentially hazardous ruts, humps, depressions, or other surface variations.
2. Each safety area is drained by grading or storm sewers to prevent water accumulation.
3. Each safety area is capable under dry conditions of supporting aircraft rescue and firefighting equipment, and of supporting the occasional passage of aircraft without causing major damage to the aircraft.
4. No objects are or may be, located in any safety area, except for objects that need to be located in a safety area because of their function. These objects are constructed, to the extent practical, on frangibly mounted structures of the lowest practical height with the frangible point no higher than 3 inches above grade. No non-frangible objects are situated within the safety areas at *Las Cruces International Airport (LRU)*.
5. Safety areas of no less than the above dimensions, will be provided and maintained unless construction, reconstruction, or significant expansion of a runway or taxiway occurs in the future. In such cases, a safety area, which conforms to the dimensions authorized by the FAA, shall be provided to the extent practicable at the time that reconstruction, or significant expansion begins.

### c. Safety Area Maintenance Procedures

The maintenance of safety areas is the responsibility of the Airport Operations and Maintenance Technicians of the *Las Cruces International Airport (LRU)*. The Airport Operations and Maintenance Technicians have repair equipment and personnel provided by the City of Las Cruces Public Works Department to accomplish routine maintenance and some construction maintenance of the safety areas.

**FAA APPROVED**

**B-7**

**MAR 30 2018**

**DES**

## Las Cruces International Airport – Airport Certification Manual

Any maintenance required outside the capability of the airport or the City of Las Cruces Public Works Department, will be completed by other City of Las Cruces Departments or private contractor. Inspections of safety areas are accomplished on a daily basis and documented on the Las Cruces Airport Self-Inspection Checklist, *Appendix B, Exhibit 1*. A maintenance work order is initiated for any required repairs.

The Airport Operations and Maintenance Technicians or the Airport Manager of the *Las Cruces International Airport (LRU)*, initiate maintenance work orders. If a report of a safety area deficiency is received from another source, the Airport Operations and Technicians shall have the deficiency evaluated immediately by a qualified maintenance technician, and if the condition is verified, initiate a work order. The Airport Manager is responsible for inspection and approval of repairs, as well as authorization for return to service after required repairs are completed.

### 8. Marking, Signs and Lighting. 139.311

In a manner authorized by the FAA, pavement marking, guidance signs, and lighting will be maintained on the airport for air carrier operations, as shown on *Appendix A, Exhibit 5*, and are as follows:

#### a. Markings. 139.311

All pavement markings, if applicable, will be in accordance with FAA AC 150/5340-1L, Standards for Airport Markings.

Runways will have at least the markings appropriate for the runway approach category, defined in FAR Part 77 as:

FAA APPROVED

MAR 30 2018

B-8

Las Cruces International Airport – Airport Certification Manual

**RUNWAY MARKINGS**

Runway Approach Category	Marking Designation	Markings Required
<b>Larger than Utility</b>		
Visual	B(V)	Centerline, Designation*, Aiming Points
Non-Precision Instrument		Threshold Bar, Threshold Markings, Designation, Aiming Points
Visibility 3 / 4 Mile or Better	C	Centerline, Designation, Threshold*
Precision Instrument	PIR	Centerline, Designation, Threshold Markings, Aiming Point, Touchdown Zone, Side Stripes

**AIR CARRIER RUNWAY APPROACH CATEGORIES**

RUNWAY	FAR 77 CATEGORY
8	B (V)
12	B (V)
26	B (V)
30	PIR

Thresholds and blast pad marking – The threshold of every runway end is marked with a white threshold bar located at the beginning of the runway to designate the difference between the runway pavement and the blast pad. Each blast pad is marked with yellow chevrons.

**FAA APPROVED**

**MAR 30 2018**

**B-9**



## Las Cruces International Airport – Airport Certification Manual

### **b. Marking Maintenance Procedures. 139.311(a)**

The maintenance of markings is the responsibility of the Airport Operations and Maintenance Technicians of the *Las Cruces International Airport (LRU)*. The Airport Operations and Maintenance Technicians have repair equipment and personnel provided by the City of Las Cruces Public Works Department to accomplish routine maintenance and some construction maintenance of markings.

Any maintenance required outside the capability of the Airport Staff or the City of Las Cruces Public Works Department, will be completed by other City of Las Cruces Departments or a private contractor. Inspections of markings are accomplished on a daily basis, based on a five-day work week, and documented on the Las Cruces Airport Self-Inspection Checklist, *Appendix B, Exhibit 1*. A maintenance work order is initiated for any required repairs.

The Airport Operations and Maintenance Technicians or the Airport Manager of the *Las Cruces International Airport (LRU)*, will initiate maintenance work orders. If a report of a marking deficiency is received from another source, the Airport Operations and Maintenance Technicians shall have the deficiency evaluated immediately by a qualified maintenance technician, and if the condition is verified, initiate a work order. The Airport Manager is responsible for inspection and approval of repairs, as well as authorization for return to service after required repairs are completed.

### **c. Guidance Signs. 139.311(b)**

All guidance signs meet the standards of FAA Advisory Circulars 150/5340-18 and 150/5345-44. All signs were installed per FAA regulations, as shown on the Sign and Marking Plan Layout, *Appendix A, Exhibit 5*.

**FAA APPROVED**

**MAR 30 2018**

**B-10**

## Las Cruces International Airport – Airport Certification Manual

### d. Lighting. 139.311(c)

The following tables provide overviews of the runway and taxiway lighting systems at the *Las Cruces International Airport (LRU)*.

#### RUNWAY LIGHTING

RUNWAY	LIGHTING SYSTEM	APPROACH LIGHTS
4-22	MIRL	VASIs - FAA OWNED
8-26	MIRL	PAPIs – CITY OWNED
12-30	HIRL	FAA OWNED - MALSR/REILS - RW 12

*NOTE: Runways 12 and 30 have split amber/white lenses marking the last two thousand (2,000) feet.*

#### TAXIWAY LIGHTING SYSTEM

TAXIWAY	LIGHTING SYSTEM
A	Medium Intensity Base Mounted (blue)
B	Medium Intensity Stake Mounted (blue)
C	Medium Intensity Stake Mounted (blue)
D*	Elevated edge taxiway retroreflective markers (blue/yellow)
E	Medium Intensity Base Mounted (blue)
F	Medium Intensity Base Mounted (blue)
G	Medium Intensity Base Mounted (blue)

\*The section of Taxiway D between Runway 12-30 and Taxiway B has stake mounted (blue) taxiway lights. All taxiway centerlines have yellow markings with glass beads.

FAA APPROVED

B-11

## Las Cruces International Airport – Airport Certification Manual

The rotating beacon, which rotates at 12 revolutions per minute, has alternating green and white lenses at 180-degree separation. The beacon is located on top of a standard four-legged tower located approximately 1,365 feet south of the midpoint of Runway 8-26.

### e. Lighting and Signage Maintenance. 139.311(d)

The maintenance of lights and signs is the responsibility of the Airport Operations and Maintenance Technicians of the *Las Cruces International Airport (LRU)*. The MALSRS's are owned and maintained by the FAA. Airport staff provides minor repairs, such as changing lamps. The Airport Operations and Maintenance Technicians have repair equipment and personnel provided by the City of Las Cruces Public Works Department to accomplish routine maintenance and some construction maintenance of markings.

Any maintenance required outside the capability of Airport staff will be performed by the licensed electricians of the City of Las Cruces Public Works Department or a private contractor. Inspections of lighting and signage are accomplished on a daily basis, based on a five-day work week, and documented on the Las Cruces Airport Self-Inspection Checklist, *Appendix B, Exhibit 1*. A maintenance work order is initiated for any required repairs.

The Airport Operations and Maintenance Technicians of the Airport Manager of the *Las Cruces International Airport (LRU)*, will initiate maintenance work orders. If a report of lighting and/or signage deficiency is received from another source, the Airport Operations and Maintenance Technicians shall have the deficiency evaluated immediately by a qualified maintenance technician, and if the condition is verified, initiate a work order. The Airport Manager is responsible for inspection and approval of repairs, as well as authorization for return to service after required repairs are completed.

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**MAR 30 2018**

**B-12**

**Las Cruces International Airport – Airport Certification Manual**

**SECTION**

**C**

**RESERVED**

**Las Cruces International Airport – Airport Certification Manual**

**SECTION**

**D**

**RESERVED**

Las Cruces International Airport – Airport Certification Manual

**E. Snow and Ice Control. 139.313**

*Las Cruces International Airport (LRU)*, has no snow and ice control plan in effect, as snow and ice conditions only occur at the airport very rarely.

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**MAR 30 2018**

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Las Cruces International Airport – Airport Certification Manual

**F. Aircraft Rescue and Firefighting. 139.315, 139.317 and 139.319**

**1. Index Determination. 139.315**

The index for aircraft firefighting and rescue is A. Index A includes aircraft less than 90 feet in length. Rescue and firefighting equipment is provided by pre-arrangement at least 48 hours in advance of an air carrier operation. Upon notification by the Airport Manager of the *Las Cruces International Airport (LRU)* of an air carrier operation, the City of Las Cruces Fire Department will station vehicles and personnel at the Airport or at Fire Station 7. At least one of the Fire Department personnel will be an ARFF trained firefighter, as well as one licensed Emergency Medical Technician (EMT).

**2. Equipment and Agents. 139.317**

The following describes the vehicles and equipment utilized to comply with firefighting requirements for operations at the Las Cruces International Airport (LRU).

Apparatus is housed at the *Las Cruces International Airport (LRU)*.

**Vehicle 1 – Primary Unit**

2007 Rosenbauer “Panther” 4x4 ARFF Vehicle

Bumper Turret: GPM 375/750

Roof Turret: GPM 375/750

Water Capacity: 1,500 gallons

Foam Capacity: 200 gallons

Dry Chemical Capacity: 450 lbs. potassium bicarbonate

The fire-fighting vehicle is equipped with the following:

- VHF Radio (ATC/CTAF Frequency)
- Local Fire Frequency
- Hydraulic Rescue Kit/MolmatroTool
- Hand-held Fuselage Penetrator/Nozzle
- First Aid (EMT) Supplies
- Emergency Response Guide

**FAA APPROVED**

**F-1**

**MAR 30 2018**



## Las Cruces International Airport – Airport Certification Manual

### Vehicle 2

2016 Spartan Class A Pumper

Water Capacity: 500 gallons  
Foam Capacity: 30 gallons Class A and 30 gallons Class B

The fire-fighting vehicle is equipped with the following:

- VHF Radio (ATC/CTAF Frequency)
- Local Fire Frequency
- Hydraulic Rescue Kit/Molmatro Tool
- Hand-held Fuselage Penetrator/Nozzle
- First Aid (EMT) Supplies
- Emergency Response Guide

### 3. Aircraft Rescue and Firefighting Operational Requirements. 139.319

- a. Increase in Index. This is a Class IV airport, so this does not apply.
- b. Reduction in rescue and firefighting. There is no reduction procedure in place for the *Las Cruces International Airport (LRU)*.
- c. Vehicle communications. Each required and backup firefighting vehicle is equipped with two-way radio equipment for communication with:
  1. CTAF 122.7 MHz
  2. All other required emergency vehicle. Emergency Frequency.
- d. Vehicle marking and lighting. Each required vehicle is equipped with a flashing or rotating beacon, and is painted in colors to enhance contrast with the background environment.
- e. Vehicle readiness. Each vehicle and its systems is maintained in an operational condition during all air carrier operations by the Las Cruces Fire Department personnel and the City of Las Cruces Fleet Section.

## Las Cruces International Airport – Airport Certification Manual

Any required vehicle, which becomes inoperative, shall be replaced immediately by a backup Class A Pumper. If replacement equipment is not available immediately, the Airport Manager of the *Las Cruces International Airport (LRU)* shall notify the FAA Airports Division Manager through the Airport Certification Safety Inspector, and deny any request for an air carrier operation.

- f. Response requirements. The City of Las Cruces Fire Department will respond to each emergency, for which procedures have been established in the Airport Emergency Plan, during periods of air carrier operations, and will demonstrate compliance with response requirements, when requested by the FAA. Within 3 minutes from the time of an alarm, Vehicle Number 1 will reach the midpoint of the farthest runway serving air carriers from its assigned post, or reach any other specified point of comparable distance on the movement area which is available to air carriers and begin application of foam, and/or dry chemical. Within 4 minutes from the time of alarm, all other required vehicles based at the *Las Cruces International Airport (LRU)* will reach the same point from their assigned post.
- g. Off-Airport ARFF Responses. In the event of an off-airport emergency that requires response by the 2007 Rosenbauer “Panther” 4x4 ARFF Vehicle, the City of Las Cruces Fire Chief or designee shall notify the Airport Manager of the emergency and the Airport Manager shall issue a NOTAM advising that ARFF is not available.
- h. Rescue and Firefighting Personnel Training and Qualification. Each person assigned to rescue and firefighting duty, will receive initial training in the following subject areas prior to assignment to either temporary or permanent duty. Recurrent training will be conducted in the same subject areas every 12 consecutive calendar months thereafter. Training records documenting completion of these requirements, along with a complete copy of the Training Curriculum, will be maintained in the office of the City of Las Cruces Fire Chief located at 201 E. Picacho Avenue, Las Cruces, New Mexico. The Curriculum identifies the instructors for each subject area, training resources and objectives for each subject area, and hours of initial and recurrent training required in each subject.

**FAA APPROVED**

**F-3**

**MAR 30 2018**

**DES**

## Las Cruces International Airport – Airport Certification Manual

1. Airport familiarization, including airport signs, marking, and lighting.
2. Aircraft familiarization.
3. Rescue and firefighting personnel safety.
4. Emergency communications systems on the airport, including fire alarms.
5. Use of the fire hoses, nozzles, turrets, and other appliances required for compliance with 14 CFR Part 139.
6. Application of the types of the required extinguishing agents required for compliance with 14 CFR Part 139.
7. Emergency aircraft evacuation assistance.
8. Firefighting operations.
9. Adapting and using structural rescue and firefighting equipment for aircraft rescue and firefighting.
10. Aircraft cargo hazards including hazardous materials/dangerous goods incidents.
11. Familiarization with firefighters' duties under the Airport Emergency Plan.
  - i. Live fire training. All rescue and firefighting personnel participate in live fire training prior to initial ARFF duties and every 12 consecutive months thereafter. All Index Specific Live Fire Training is conducted at an FAA approved facility according to CFR 139.319. A record is maintained of all training given to each individual for 24 consecutive months after completion of training. These records are kept by the ARFF Team Leader at 1050 Crawford Blvd., Las Cruces, New Mexico 88007.
  - j. Emergency Medical Services. The City of Las Cruces Fire Department will provide personnel with EMT Basic, Intermediate, and/or Paramedic training

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**F-4**

## Las Cruces International Airport – Airport Certification Manual

from no less than 15 minutes prior to the planned arrival of an air carrier until the aircraft reaches the terminal area, and from aircraft departure until 15 minutes after actual departure.

- k. ARFF Availability. Rescue and firefighting capability at the *Las Cruces International Airport (LRU)*, will be provided during operations for air carrier aircraft with 24-hour prior notice. Vehicles and personnel will be on duty at the airport from no less than 15 minutes prior to the scheduled arrival time and will remain on station until the aircraft reaches the terminal area, shuts down and passengers are off the aircraft. For departures, the personnel and vehicles will be on duty 15 minutes prior to and 15 minutes after the actual aircraft departure. If the required protection is not available, the Airport Manager will inform the air carrier and request the air carrier proceed to its alternate airport.
- l. Emergency Alerting System. The *Las Cruces International Airport (LRU)* does not have a control tower. In the event of an emergency situation, 911 will be called and will notify emergency responders. If appropriate, a NOTAM will be issued to advise incoming aircraft of the emergency and a notice of the emergency will be transmitted over the CTAF to advise aircraft in the vicinity of the airport of the emergency. Airport personnel will monitor the CATF during the duration of the emergency to advise any incoming aircraft of the emergency in progress. Airport tenants and ground personnel will be notified of the emergency via telephone, radio, or in-person contact. See *AEP Section 3-A-1-1*, for hazard specific emergency alerting procedures.
- m. Firefighter protective clothing and equipment. The City of Las Cruces Firefighters are equipped with aluminized proximity suits and self-contained breathing apparatus.
- n. Hazardous Material Guidance, 139.319(j). Each emergency vehicle is equipped to communicate with the City of Las Cruces HAZMAT Team, which has their copy of the 2012 edition of the USDOT “Emergency Response Guide Book.”
- o. Emergency Access Roads. The airport has a system of emergency access roads which are shown on *Appendix A, Exhibit 4*. These roads are maintained in a condition that will support ARFF vehicles in all-weather conditions.

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F-5

MAR 30 2018

DES

## Las Cruces International Airport – Airport Certification Manual

### **G. Hazardous Materials. 139.321**

#### **1. Cargo Handling. 139.321(a)**

*Las Cruces International Airport (LRU) does not act as a cargo handling agent.*

#### **2. Fire Safety Standards. 139.321(b)**

- a. The City of Las Cruces has adopted the 2009 International Fire Code.
- b. The Las Cruces Airport is not the HAZMAT agent.
- c. Procedures and devices required for the safe storing, dispensing, or otherwise handling of fuel are as follows:

##### *1. Bonding:*

- a. Prior to making a fueling connection to the aircraft, the fueling equipment shall be bonded to the aircraft by use of a cable, thus providing a conductive path to equalize potential between the fueling equipment and the aircraft. The bond shall be maintained until fueling connections have been removed, thus permitting the reuniting of separated charges that could be generated during the fueling operation.
- b. In addition to the above, when fueling over the wing, the nozzle shall be bonded with the nozzle bond cable, having a clip or plug, to a metallic component of the aircraft that is metallically connected to the filler port. If there is no plug receptacle or means for attaching a clip, the operator shall touch the filler cap with the nozzle spout before removing the cap, so as to equalize the potential between the nozzle and the filler port. The spout shall be kept in contact with the filler neck until the fueling is completed.
- c. When a metal funnel is used in aircraft fueling, it shall be kept in contact with both the fill nozzle and container to avoid the possibility of a spark at the fill opening. Plastic funnels shall not be used.

G-1

FAA APPROVED

MAR 30 2018

DES

## Las Cruces International Airport – Airport Certification Manual

- d. When a hydrant service or cart is used for fueling, the hydrant coupler shall be connected to the hydrant system prior to bonding the fuel equipment to the aircraft.
- e. Bonding and fuel connections shall be disconnected in the reverse order of connection.
- f. Conductive hose shall be used to prevent electrostatic discharge, but shall not be used to accomplish required bonding.
- g. When top loading tanker trucks through open domes, a bond shall be established between the loading piping and the cargo tank to equalize potentials. The bond connection shall be made before the dome is opened, and removed only after the dome is closed.
- h. A bond connection shall be made between the cargo tank and the loading rack before any connections are made, and shall remain in place throughout the loading operation.

### 2. *Public Protection:*

- a. No aircraft shall be refueled, defueled, or oil serviced while aircraft engines are running. No aircraft shall be warmed by application of heat or while such aircraft is in a hangar or congested area or in an enclosed space.
- b. No person shall smoke or permit any open flame within 100 feet of any aircraft undergoing fuel service or within at least 50 feet from any hangar or building.
- c. No person shall start the engine of any aircraft when there is any fuel on the ground under such aircraft.
- d. No person shall perform or allow performance of a refueling operation during an electrical storm.
- e. No person shall operate any radio transmitter or receiver or switch electrical appliances off or on in an aircraft during fueling or defueling.

**FAA APPROVED**

**G-2**

## Las Cruces International Airport – Airport Certification Manual

- f. No person shall use any material or equipment during fueling or defueling of aircraft, which is likely to cause a spark or ignition.
- g. No person shall use a cell phone during fueling or defueling.
- h. No person shall have a cigarette lighter on their person during fueling or defueling.
- i. No aircraft shall be fueled or defueled while passengers are on board the aircraft, unless a passenger loading ramp is in place at the cabin door of the aircraft, the aircraft door is in an open position, and a cabin attendant is present at or near the cabin door.
- j. No airborne radar equipment shall be operated or ground tested on any area wherein the directional beam of high intensity radar is within 300 feet or low intensity radar (less than 50 KW output) is within 100 feet of another aircraft, an aircraft refueling truck or aircraft fuel or flammable liquid storage facility.

### 3. *Control of access to storage areas:*

Each storage area is secured from unrestricted public access by chain link fencing with two locked gates.

### 4. *Fire safety in fuel farm and storage areas:*

- a. These areas shall be clearly identified by “Flammable, No Smoking” signs at access points.
- b. These areas shall be identified by grade labels and color coding in accordance with American Petroleum Standard 1542, “Airport Equipment Marking for Fuel Identification”.
- c. Gasoline, oil, and solvent drums or receptacles shall not be stored on apron and ramp areas in excess of amounts actually needed as current stock. Any material of this type that is kept in subject areas will be kept enclosed and covered in a clearly marked and labeled housing of a design and type that meets the approval of the Airport Manager of the *Las Cruces International Airport (LRU)*.

APPROVED

G-3



## Las Cruces International Airport – Airport Certification Manual

- d. There shall be two 20 pound BC fire extinguishers per tank.
- e. No vegetation shall be present around fuel tanks or containment areas.
- f. Any fuel leakage of fuel tanks, hoses or other equipment shall be grounds for placing the fuel farm immediately out of service.
- g. Emergency fuel shut offs, shall be on clearing visible signs, 7 feet above the ground.

### 5. *Fire safety in mobile fuelers, fueling pits, and fueling cabinets:*

- a. Fuel Storage Equipment and Facilities shall meet the following standards:
  - 1. Above-ground storage tanks shall have secondary containment in conformance with Above-Ground Storage Tank regulations.
  - 2. Tanks shall be provided with adequate pressure relief valves. Hoses shall be maintained in good condition, free of blistering, saturation, cuts or nicks, which may have damaged the cover or any abrasion, which exposes a significant amount of reinforcement material.
  - 3. Adequate grounding points during tanker off-loading, shall be provided.
  - 4. Hoses shall be approved by the National Fire Protection Association for aviation use.
  - 5. Nozzles shall be equipped with “dead man” controls and shall be stowed so as to minimize entry of foreign objects into nozzle tips, or equipped with dust caps. Vehicles with inoperable “dead man” controls, will be placed out of service.
  - 6. Electrical equipment and switches shall meet the National Electrical Code for use in an explosive atmosphere.

**FAA APPROVED**      **G-4**

## Las Cruces International Airport – Airport Certification Manual

7. Tank inlets shall be color-coded to identify fuel grade and shall be secured to allow operation only by authorized, trained personnel.

b. *Fueling Vehicles:*

1. A static discharge cable shall be provided to permit both bonding and grounding.
2. The engine exhaust system shall be in good condition and shall be located so as to minimize the hazard of fire in the event of leakage from the fuel dispensing system of the vehicle or spillage or overflow of fuel from the vehicle fuel tank or the cargo tank.
3. Vehicle brakes and parking brake shall be operable.
4. Electrical wiring shall be insulated, supported, and protected against chafing. Vehicles with broken wiring, bulbs or light lenses, shall be placed out of service.
5. "No Smoking" signs shall be installed in the cab of the vehicle. Ashtrays and cigarette lighters, shall be removed from the vehicle.
6. Tank vents shall be provided on dome covers and shall be operable.
7. At least two NFPA-approved fire extinguishers with a minimum rating of 20-BC, shall be provided on each fueler, readily accessible from the ground. Fire extinguishers located inside closed compartments, shall be clearly identified by a sign on the exterior of the compartment in letters at least 2 inches high.
8. Fuelers shall be parked with a separation of at least 10 feet between vehicles and at least 50 feet from the airport terminal, any aircraft cargo building, aircraft hangar or other airport structure, housing the public, which has windows or doors in the exposed walls. **G-5**

## Las Cruces International Airport – Airport Certification Manual

9. Dome covers shall be provided with weather tight gaskets or seals in good condition, and shall be installed with the hinge towards the front.
10. Each fuel handling vehicle shall be conspicuously marked in letters of contrasting color with the word “Flammable” on both sides and rear of the cargo tank, in letters at least 6 inches high. An emergency fuel shutoff valve or control, shall be provided on the exterior of the fueler and clearly labeled “Emergency Fuel Shutoff”, in letters at least 2-inches high with the method of operation indicated by a placard reading “Push” or “Pull”, as applicable. Each fuel handling vehicle will also be conspicuously marked on both sides and rear, with the type and grade of fuel it contains.
11. Dispensing nozzles shall be of the “dead man” type, equipped with a 100-mesh nozzle screen and, for overwing servicing of jet fuel, equipped with a nozzle tip meeting SAE specification AS 1852.
12. Grade labels and color coding shall be in accordance with American Petroleum Institute Standard 1542, “Airport Equipment Marking for Fuel Identification”. Vehicle tanks shall be clearly labeled “Flammable” on both sides.
13. Hoses shall be designed for aviation use and approved by the National Fire Protection Association under NFPA Standard No. 407. Hoses shall be labeled with the manufacturer’s name, design pressure, and “Aircraft Fueling Hose”. Hoses shall be maintained in good condition, free of blistering, saturation, cuts or nicks which may have damaged the cover or any abrasion which exposes a significant amount of reinforcement material. Radiator hose clamps shall not be used for hose connections, only swaged fuel hose fittings are acceptable.
14. When malfunction and/or any fuel leaks of refueling equipment is detected, all refueling shall cease immediately and the malfunction remedied or entire unit replaced by another.

**FAA APPROVED** G-6

**MAR 30 2018**

**DES**

## Las Cruces International Airport – Airport Certification Manual

Any malfunctions or irregularity detected on or within the aircraft being serviced, will be brought to the attention of the aircraft owner or operator immediately.

15. Tires shall be in good condition, with tread not less than two-thirty-seconds of an inch deep, as per 49CFR570.9(a).
16. During refueling and defueling, fuel handling vehicles shall be placed, so as to be readily removable in event of fire so as to permit direct driving away from the loading of fueling position. Not more than one refueler shall be positioned to refuel each wing of an aircraft, and not more than two refuelers shall be positioned to serve the same aircraft. When high capacity aircraft are refueled, additional refuelers shall not be parked or positioned within 100 feet from the aircraft served and then only in areas approved by the Airport Manager of the *Las Cruces International Airport (LRU)*.

### **3. General Requirements and Fire Protection:**

- a. Fire extinguishers shall be inspected annually and recharged, if necessary. Loss of tamper wires shall be grounds for placing a fire extinguisher out of service. Fire extinguishers shall be equipped with current inspection tags.
- b. Fueling shall only be performed outdoors.
- c. Fuel leaks on vehicles shall be grounds for placing the vehicle out of service.
- d. Speed limits on aircraft parking ramps are 10 mph and in the vicinity of aircraft, 5 mph, except for emergency vehicles responding to an accident, incident or other emergency.
- e. Fuelers shall be parked in designated areas at least 50 feet from buildings and with at least 10 feet separation between vehicles.
- f. Crews engaged in the fueling and defueling of aircraft, the filling of dispensing equipment or dumping into storage with aviation fuels, shall exercise extreme caution to prevent spills. When spills occur, servicing will cease and spills removed, or absorbed with suitable materials.

**FAA APPROVED**      **G-7**

**MAR 30 2018**

**DES**

## Las Cruces International Airport – Airport Certification Manual

### **4. Approval of Installations and Equipment:**

- a. The prospective tenant shall show compliance with these standards by submissions of plans and specification to the City of Las Cruces, New Mexico, and shall receive written approval prior to starting any construction or installation.
- b. All equipment, installations and training, shall continuously meet these standards, and all facilities and records pertaining to fueling, shall be made available to the Airport Manager or the designated representative of the City of Las Cruces, New Mexico, at all times, during normal business hours.

### **5. Compliance and Surveillance. 139.321(b) and (c)**

The *Las Cruces International Airport (LRU)*, will require all fueling agents to comply with the above standards and those that the City of Las Cruces, New Mexico, has adopted into its municipal code regulations by means of periodic inspections by the Airport Manager of the *Las Cruces International Airport (LRU)*, or the designated representative. If noted deficiencies or hazards are not corrected, operation at the *Las Cruces International Airport (LRU)*, will be prohibited. At this time, all fueling is conducted by tenant FBO fueling agents.

### **6. Fuel Safety Inspection Program. 139.321(d)**

Fuel safety inspections are conducted once every three consecutive months of both mobile fuelers and the fuel farm by the City of Las Cruces Fire Department. These reports, as shown on *Appendix B, Exhibits 3 and 4*, are kept on file in the office of each tenant FBO and the Airport Administrative office for 12 consecutive calendar months, and will be made available for FAA inspection, upon request.

### **7. Fuel Safety Training and Certification. 139.321(e) and (f)**

Each tenant fueling agent, shall have at least one supervisor attend an aviation fuel training course, authorized by the FAA, in fire safety, and shall be trained prior to initial performance of duties, or be enrolled in an authorized aviation fuel training course that will be completed within 90 days of initiating duties and receive recurrent instruction at least every 24 consecutive calendar months.

## Las Cruces International Airport – Airport Certification Manual

This supervisor, shall in turn, give at least on-the-job training and recurrent instruction every 24 consecutive calendar months to all other employees who fuel aircraft, accept fuel shipments or otherwise handle fuel. Written certification of this training, shall be obtained by the Airport Manager of the *Las Cruces International Airport (LRU)*, every 12 consecutive months and the records of the training will be kept at the airport by the Airport Manager of the *Las Cruces International Airport (LRU)*, and made available for inspection by the FAA, upon request.

### 8. Corrective Actions. 139.321 (g)

The *Las Cruces International Airport (LRU)*, shall require each tenant fueling agent to take immediate corrective action, whenever the airport becomes aware of noncompliance with a standard required by these standards. Each tenant fueling agent, shall take immediate corrective action to comply with these standards. The *Las Cruces International Airport (LRU)*, shall notify the FAA Regional Airports Division Manager, immediately through the assigned Airport Certification Safety Inspector, when noncompliance is discovered and corrective action cannot be accomplished within a reasonable period of time.

Las Cruces International Airport – Airport Certification Manual

**H. Traffic and Wind Direction Indicators. 139.323**

In a manner authorized by the FAA, traffic and wind indicators on the airport shall be maintained as follows:

**WIND SOCKS**

<b>RUNWAY</b>	<b>WIND SOCKS</b>
8	Lighted Supplemental Wind Socks
12	Lighted Supplemental Wind Socks
22	Lighted Supplemental Wind Socks
26	Lighted Supplemental Wind Socks
8-26	Large Wind Sock and Segmented Circle

The traffic and wind direction indicators are inspected daily during the work week to ensure their proper function. Airport Operations and Maintenance Technicians will complete any required maintenance, as needed. Sufficient replacement parts will be available for immediate use.

**SECTION**

**I**

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**MAR 30 2018**

**I-1**



## Las Cruces International Airport – Airport Certification Manual

### **J. Airport Emergency Plan. 139.325**

The *Las Cruces International Airport (LRU)* Emergency Plan is included as a completely separate section to permit distribution to other agencies as a “stand-alone” document with separate page numbering and required exhibits, including grid map.

**Las Cruces International Airport – Airport Certification Manual**

**SECTION**

**K**

**RESERVED**

## Las Cruces International Airport – Airport Certification Manual

### **L. Maintenance and Inspection Program**

#### **1. Inspection Program. 139.327(a)**

The Airport Manager of the *Las Cruces International Airport (LRU)*, or the Airport Operations and Maintenance Technicians, will conduct a safety inspection of the *Las Cruces International Airport (LRU)*, on at least a daily basis, except on Federal, State, and/or local holidays, and once a week during hours of darkness, to determine compliance with FAR Part 139 regulations and this manual.

A safety inspection, will be conducted prior to arrival of an air carrier aircraft, far enough in advance to permit time for corrective actions. In addition, inspections will be conducted, when required by unusual conditions, such as construction activities, meteorological conditions, or immediately after an accident or incident. If these requirements are not met to the extent that uncorrected, unsafe conditions exist on the airport, the *Las Cruces International Airport (LRU)*, shall limit air carrier operations to those portions of the airport, not rendered unsafe by those conditions.

#### **2. Personnel, Equipment and Procedures. 139.327(b)**

No individual will be allowed to conduct inspections, unless they are properly trained under the guidelines of FAR 139.303 and have received recent training within the previous 12 consecutive months.

Equipment used for the inspections, must have yellow pulse lighting, visible from all directions, including the air, and two-way radio communications with air traffic on CTAF Frequency 122.7Mhz. Individuals shall report their intentions via CTAF 122.7Mhz, prior to entry onto the airport runway environment and immediately upon exiting said runway environment.

Any unsafe conditions or discrepancies, shall be addressed immediately with notification to aircraft in the pattern via CTAF Frequency 122.7Mhz and issuance of a NOTAM. Airport Operations and Maintenance Technician on duty, will immediately log the event in the NOTAMS log and submit a NOTAM

## Las Cruces International Airport – Airport Certification Manual

via the Lockheed-Martin E-NOTAM site. If unavailable due to equipment outage or other emergency conditions, the information may be forwarded to the Fort Worth AFSS Hub Supervisors, via telephone. In addition, the air carrier dispatch office will be contacted via telephone.

### **3. Training Requirements and Curriculum. 139.327(b)(3)**

The Airport Manager of the *Las Cruces International Airport (LRU)* is responsible for training the *Las Cruces International Airport (LRU)* personnel to ensure that qualified personnel perform the inspections. In addition to on-the-job training, a training curriculum has been established and includes initial and recurrent training every 12 consecutive calendar months in requirements as per 139.303 to include the following:

- a. Airport Familiarization, including airport signs, marking, and lighting
- b. Airport Emergency Plan (AEP)
- c. Notice of Airmen (NOTAM) notification procedures
- d. Procedures for pedestrians and ground vehicles in movement areas and safety areas
- e. Discrepancy reporting procedures
- f. ACM Required Duties

### **4. Record keeping. 139.327(c)**

Inspection records, as shown on *Appendix B, Exhibit 1*, from daily, unusual-occurrence, and post-accident inspections described, are maintained on file by the *Las Cruces International Airport (LRU)*, for no less than 12 consecutive months after the inspection date at the Airport Manager's office, and shall be made available for inspection by the FAA, upon request. The records shall include copies of inspection forms, work orders, and other document inspections and all corrective actions taken.

**FAA APPROVED**

**L-2**

**MAR 30 2018**

**DES**

## Las Cruces International Airport – Airport Certification Manual

### **M. Obstructions. 139.331**

#### **1. Obstructions**

Any obstructions within the authority of the *Las Cruces International Airport (LRU)*, in the airport imaginary surfaces, defined by Part 77 of the Federal Aviation Regulations, will be removed, marked, or lighted in a manner authorized by the FAA. However, removal, marking, and lighting is not required, if it is determined to be unnecessary by an FAA aeronautical study. The Airport Manager of the *Las Cruces International Airport (LRU)*, will obtain and review the updated Obstruction Chart and Aeronautical Data Sheet, published by the National Ocean Service, to determine whether any new obstructions exist, which have not been the subject of a “no-objection” airspace determination by the FAA. Local survey resources will be used as necessary, to supplement and update this information. The following objects are required to be obstruction marked or lighted:

1. 120-foot elevated water storage tank located approximately 1,725 feet, south of midpoint of Runway 8-26
2. Rotating Beacon and standard 51-foot tower assembly, located approximately 1,365 feet south of the midpoint of Runway 8-26
3. The standard wind cone located midway of Runway 8-26
4. The ILS Localizer Antenna
5. The ILS Glide Slope Antenna
6. The AWOS Antenna, located 500 feet northeast of the Glide Slope Antenna

#### **2. Maintenance**

Maintenance of obstructions, for which the airport is responsible, is completed by the Airport Operations and Maintenance Technicians or qualified electrical technicians of the City of Las Cruces Public Works Department, which also provides all equipment necessary to reach high areas. If an outage is identified or reported, a maintenance work order is initiated and submitted for immediate repair.

FAA APPROVED

M-1

MAR 30 2018

DES

## Las Cruces International Airport – Airport Certification Manual

### 3. Land Use Control

The airport imaginary surfaces defined by FAR Part 77, are protected by airport overlay zoning ordinances, which include structure height controls, adopted by the City of Las Cruces, New Mexico. The *Las Cruces International Airport (LRU)*, is located within the Corporate limits of the City of Las Cruces, New Mexico. Most of the land surrounding the airport, is controlled by the City of Las Cruces, New Mexico, which establishes compatible zoning ordinances, that restrict land use, construction type, and height of buildings around the *Las Cruces International Airport (LRU)*. Some of the land in the vicinity of the airport is in the five-mile Extra-Territorial Zone (ETZ), which is under the joint control of the City of Las Cruces and Dona Ana County, New Mexico. The Extra-Territorial Zone Authority, has also established an Airport Operations Zoning District, which restricts land uses in the vicinity of the airport. Any construction that could affect airport operations, must either obtain approval from the City of Las Cruces or the ETZ Authority. The Airport Manager of the *Las Cruces International Airport (LRU)* is responsible for submitting on-airport construction proposals to FAA, for ALP approval.

## Las Cruces International Airport – Airport Certification Manual

### **N. Wildlife Hazard Management. 139.337**

The *Las Cruces International Airport (LRU)* Wildlife Management Plan, is included as a completely separate section to permit use as a “stand-alone” document with separate page numbering and required exhibits.

In accordance with the *Las Cruces International Airport's (LRU)* Wildlife Hazard Management Plan, the *Las Cruces International Airport (LRU)*, will take immediate measures within the law to alleviate wildlife hazards, whenever they are detected. The Airfield Operations and Maintenance Technicians, as part of their daily airfield inspections and throughout the day, will monitor wildlife activity and take the necessary steps to mitigate wildlife hazards. This will be done through the use of pyrotechnics, proper grass height management and other harassment techniques outlined in the Wildlife Hazard Management Plan, that are deemed appropriate to eliminate the wildlife hazard. The Airport Manager will coordinate with the US Department of Agriculture Wildlife Services on wildlife activities and habitats at the *Las Cruces International Airport (LRU)*.

**FAA APPROVED**

**N-1**

**MAR 30 2018**

## Las Cruces International Airport – Airport Certification Manual

### O. Airport Condition Reporting. 139.339

#### (a) Reporting Airport Conditions

- (1) A copy of the NOTAM form is included in *Appendix C*.
- (2) Airport personnel in the following positions are authorized to issue NOTAMS to the Las Cruces-AFSS, U.S. NOTAM Office, or disseminate airport conditions locally (to the ATCT) and air carriers:
  - (i) Airport Administrator
  - (ii) Airfield Operations and Maintenance Technicians
  - (iii) Airport Administrative Assistant

#### (b) Airport Condition Reporting System

Airport Operations will issue the NOTAM using the direct-entry digital Notice to Airmen (NOTAM) System called the NOTAM Manager System. Alternately, Airport Operations will contact ATCT and AFSS via telephone to issue the NOTAM. Dissemination of NOTAMS will occur by e-mail via the NOTAM Manger System. In the event that NOTAM Manger is not in service, dissemination of airport condition information will occur via a facsimile system or via e-mail to all air carriers, FBO, and ACTC. All NOTAMS will be in accordance with AC 150/5200-28 Notices to Airmen (NOTAMS) for Airport Operators.

A current listing of personnel authorized to issue NOTAMS is provided to Las Cruces AFSS. Airport conditions are observed by Airport Operations on a continuous basis and during daily airfield inspections.

A NOTAM log showing all current NOTAMs will be maintained at all times.

In certain instances, when a NOTAM is not applicable, Airport Operations will notify air carriers and FBOs via e-mail.

**FAA APPROVED**

**O-1**



## Las Cruces International Airport – Airport Certification Manual

### (c) Conditions requiring a Surface Condition Report

The following airport conditions that may affect the safe operation of air carriers shall be disseminated to the Las Cruces-AFSS and disseminated locally to the ATCT, air carriers, and FBOs:

- (1) Construction or maintenance activity on movement areas, safety areas, or loading ramps and parking areas;
- (2) Surface irregularities on movement areas, safety areas, or loading ramps and parking areas;
- (3) Snow, ice, slush or water on movement areas, loading ramps and parking areas;
- (4) Snow that has been piled or has drifted on or near the movement area to a height that could interfere with the propellers, engine pods, rotors, or wingtips of an air carrier aircraft;
- (5) Object on the movement area or safety areas contrary to Section 139.309;
- (6) Malfunction of any required lighting system, holding position signs, or ILS critical area signs;
- (7) Unresolved wildlife hazards in accordance with Section 139.337;
- (8) Non-availability of any required rescue and firefighting capability required in Sections 139.317 and 139.319;
- (9) Any other conditions that may otherwise adversely affect the safe operations of air carriers.

### (d) Airport Field Condition Assessments and Winter Operations Safety

Airport Operations will assess and report field conditions when runway conditions are within the limits of Paragraphs 5.1.4 and 5.2.1 of AC 150-5200-30D Airport Field Condition Assessment and Winter Operations Safety.

**FAA APPROVED**

**O-2**

**MAR 30 2018**

**DES**

## Las Cruces International Airport – Airport Certification Manual

Airport Operations will utilize the Runway Condition Assessment Matrix (RCAM), conduct and report runway friction surveys and disseminate Runway Condition Codes (RwyCCs) using the NOTAM System in compliance with AC 150-5200-30D.

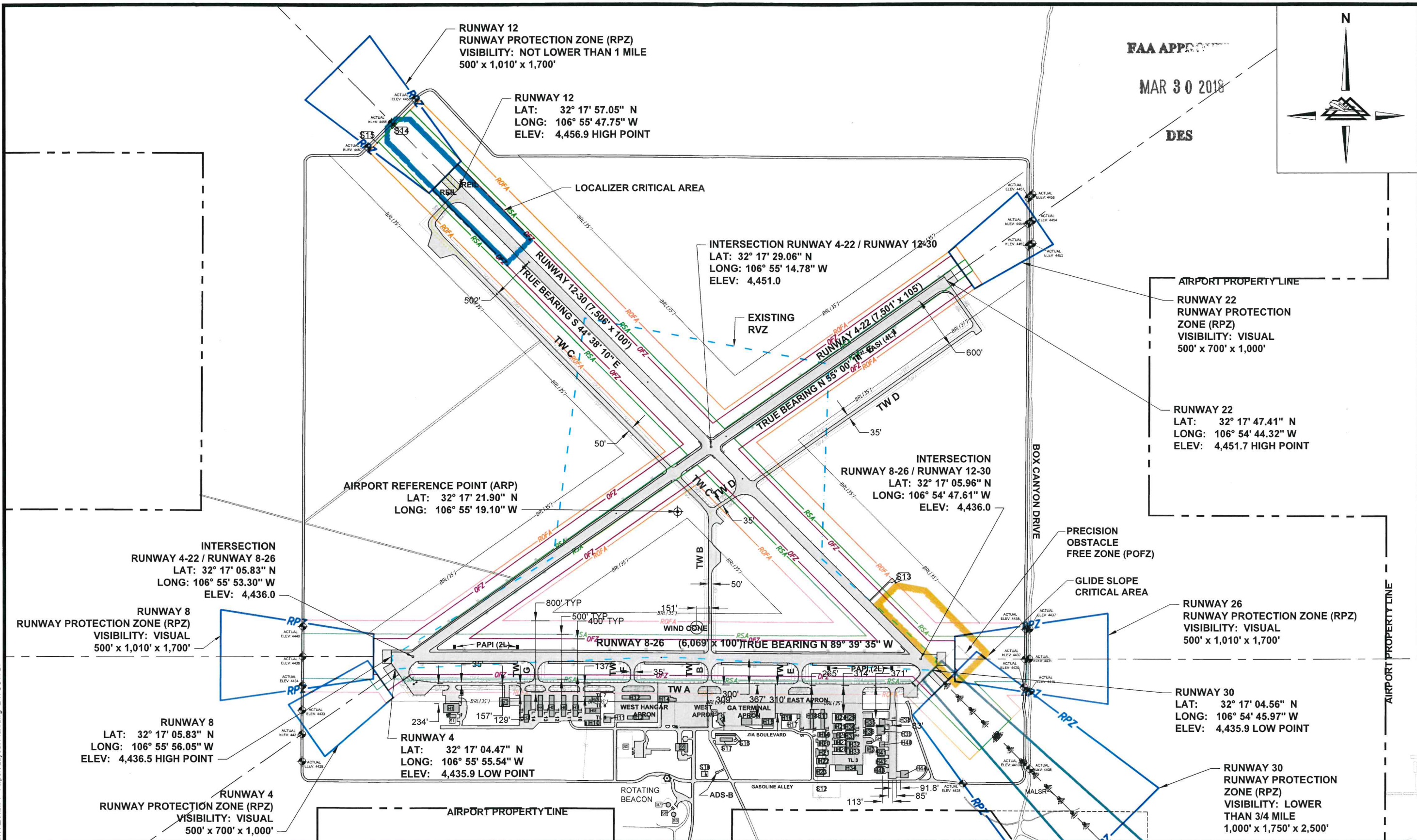
(e) **Records**

Each certificate holder shall prepare and keep, for at least 12 consecutive calendar months, a record of each dissemination of airport condition reports to air carriers.

**Las Cruces International Airport – Airport Certification Manual**

**P. Non-complying Conditions. 139.343**

Unless otherwise authorized by the FAA Administrator, whenever the requirements of subpart D, Operations, of 14 CFR Part 139, cannot be met to the extent that uncorrected unsafe conditions exist on the airport, the *Las Cruces International Airport (LRU)* shall limit air carrier operations to those portions of the airport, not rendered unsafe by those conditions.



**APPENDIX A EXHIBIT 1 - AIRPORT LAYOUT PLAN  
LAS CRUCES INTERNATIONAL AIRPORT**

DRAWN BY: RSY CHECKED BY: CAR SCALE: 1"=1000' DATE: MARCH 2018

DRAWING: Appendix A Exhibit 1 - Airport Layout Plan.dwg LAYOUT: L1






www.deltaairport.com



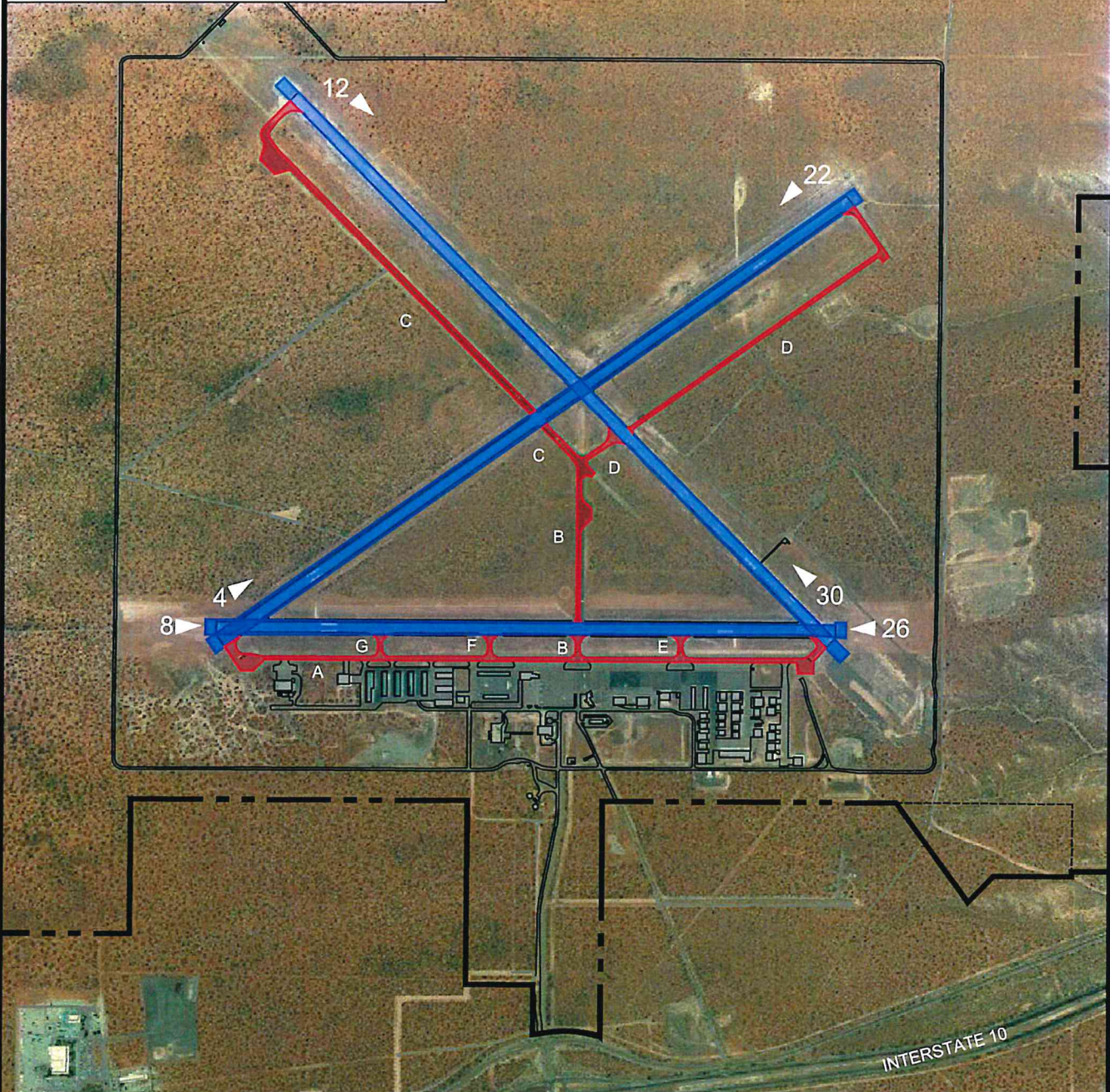
MAR 30 2018

### LEGEND

-  **DES** PROPERTY BOUNDARY
-  RUNWAY
-  TAXIWAY

RUNWAYS: 8-26, 4-22, 12-30  
 TAXIWAYS: A, B, C, D, E, F, G

MAR 30 2018



DRAWING: Appendix A Exhibit 2 - Air Carrier Movement Areas.dwg LAYOUT: Layout1



www.deltairport.com

## APPENDIX A EXHIBIT 2 - AIR CARRIER MOVEMENT AREAS LAS CRUCES INTERNATIONAL AIRPORT

DRAWN BY: RSY CHECKED BY: CAR SCALE: 1" = 600' DATE: MARCH 2018


EXHIBIT  
 2



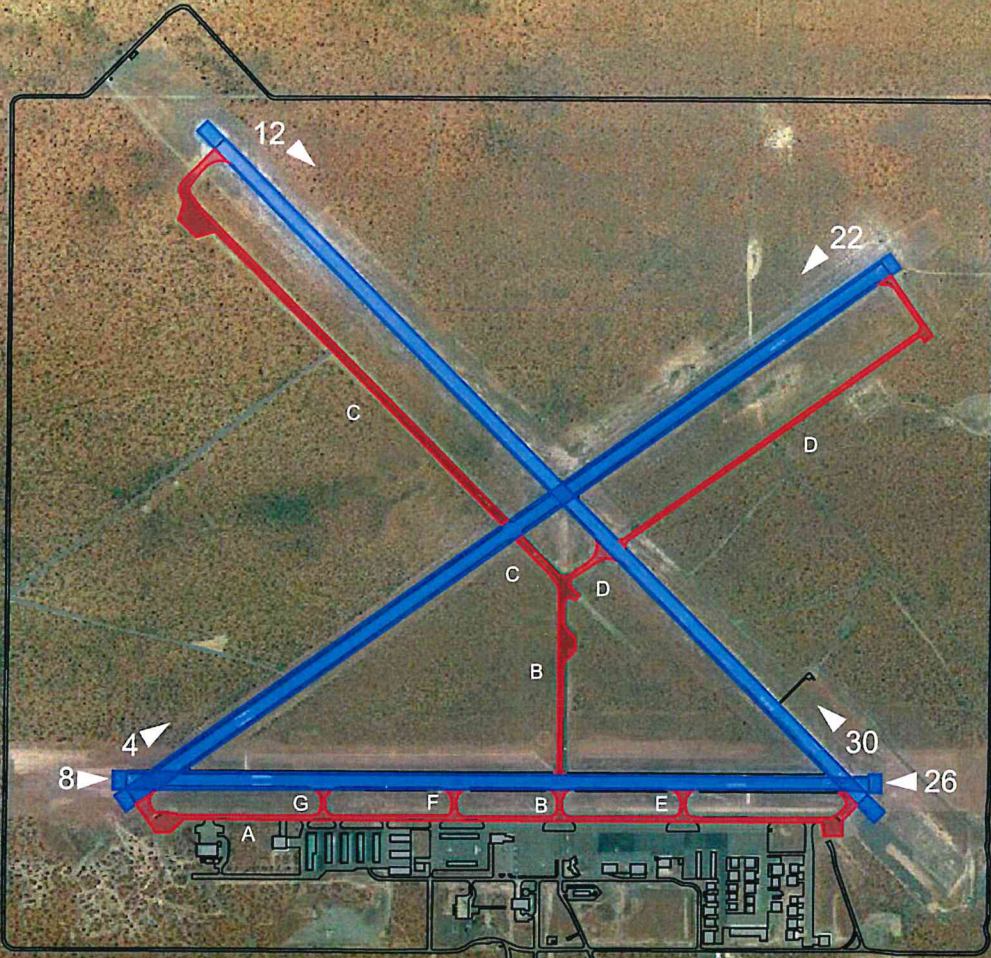
FAA APPROVED

FAA APPROVED

# LEGEND

-  PROPERTY BOUNDARY
-  RUNWAY
-  TAXIWAY

N  
MAR 30 2018  
DES

DRAWING: Appendix A Exhibit 3 - Runway and Taxiway Designation.dwg LAYOUT: Layout1



www.deltaairport.com




## APPENDIX A EXHIBIT 3 - RUNWAY AND TAXIWAY DESIGNATION LAS CRUCES INTERNATIONAL AIRPORT

DRAWN BY: RSY CHECKED BY: CAR SCALE: 1" = 600' DATE: MARCH 2018

### EXHIBIT 3



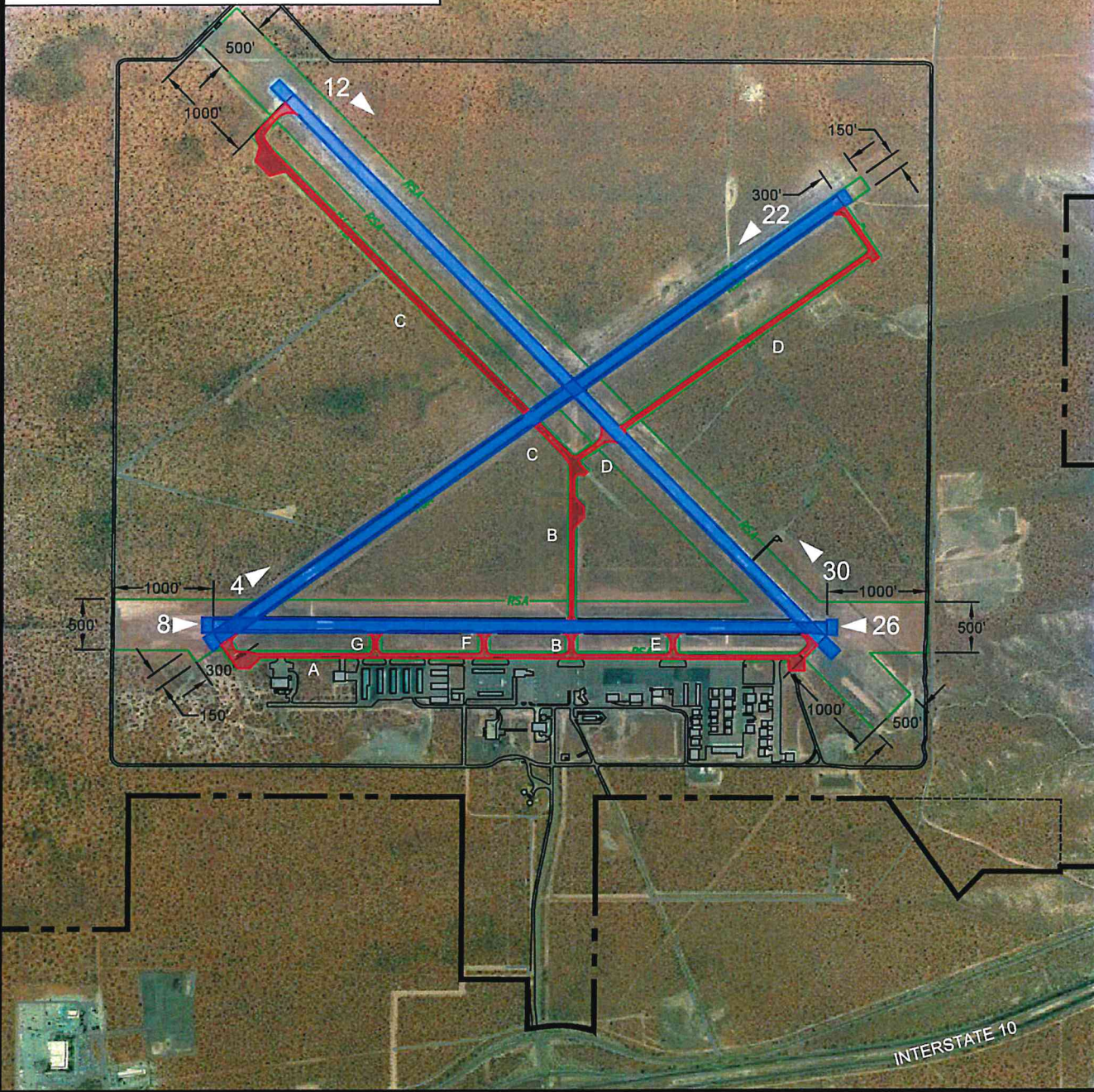
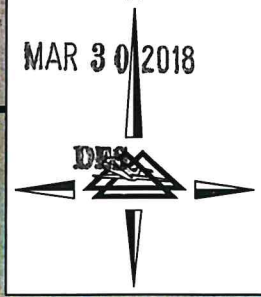
FAA APPROVED  
**LEGEND**  
 MAR 30 2018

-  PROPERTY BOUNDARY
-  RUNWAY
-  TAXIWAY

RUNWAY AND TAXIWAY SAFETY AREAS MARKED BY GREEN LINES

FAA APPROVED

MAR 30 2018



DRAWING: Appendix A Exhibit 4 - Runway and Taxiway Safety Areas.dwg LAYOUT: Layout1



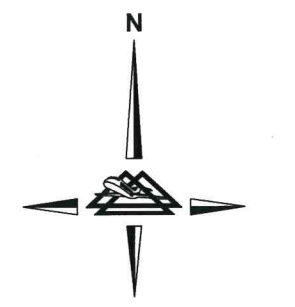
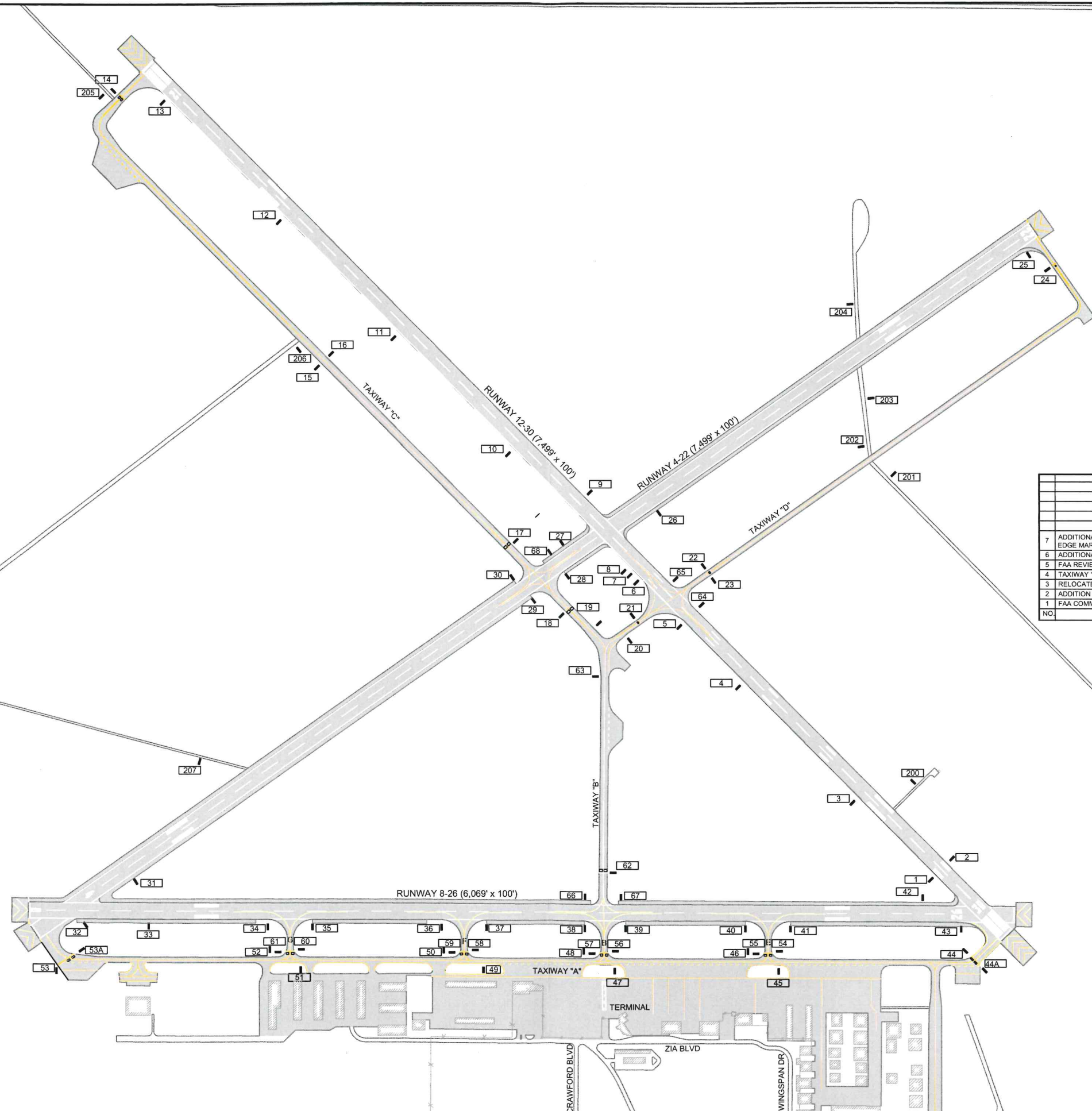
www.deltaairport.com

APPENDIX A EXHIBIT 4 - RUNWAY AND TAXIWAY SAFETY AREAS  
 LAS CRUCES INTERNATIONAL AIRPORT

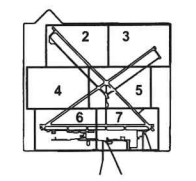
DRAWN BY: RSY CHECKED BY: CAR SCALE: 1" = 600' DATE: MARCH 2018

EXHIBIT  
**4**





SCALE: 1"=300'  
FEET



SHEET INDEX

NO.	REVISIONS	BY	DATE	FAA APPROVAL	DATE
7	ADDITIONAL CENTERLINE LEAD-INS, RUNWAY 4-22 EDGE MARKING, AND BLACK BORDERS	RSY	3/21/18		
6	ADDITIONAL SURFACE PAINTED HOLD SIGNS	NEM	7/15/13		
5	FAA REVIEW COMMENTS DATED OCTOBER 13, 2011	TJS	11/18/11		
4	TAXIWAY "A" RECONSTRUCTION	NEM	9/19/11		
3	RELOCATED SIGNS 30 & 65	NEM	5/19/11		
2	ADDITION OF SURFACE PAINTED HOLD SIGNS	NEM	2/26/10		
1	FAA COMMENTS	JPR	12/24/09		

NOTES

- ALL SPHPS ARE IDENTICAL TO THE ADJACENT VERTICAL POSITION SIGN.
  - SPHPS NUMBERS 14, 17, 18, AND 62 ARE 12' CHARACTER HEIGHT. ALL OTHER SPHPS ARE 6' CHARACTER HEIGHT.
- ALL MARKINGS ARE OUTLINED WITH A BLACK BORDER ACCORDING TO THE CURRENT VERSION OF AC 150/5340-1.

**FAA APPROVED**  
MAR 30 2018

DES

SIGN & MARKING PLAN COVER SHEET

LAS CRUCES INTERNATIONAL AIRPORT  
LAS CRUCES, NEW MEXICO

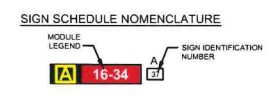
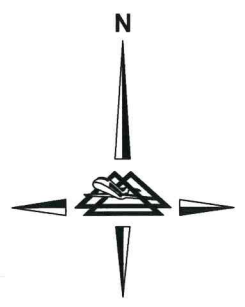
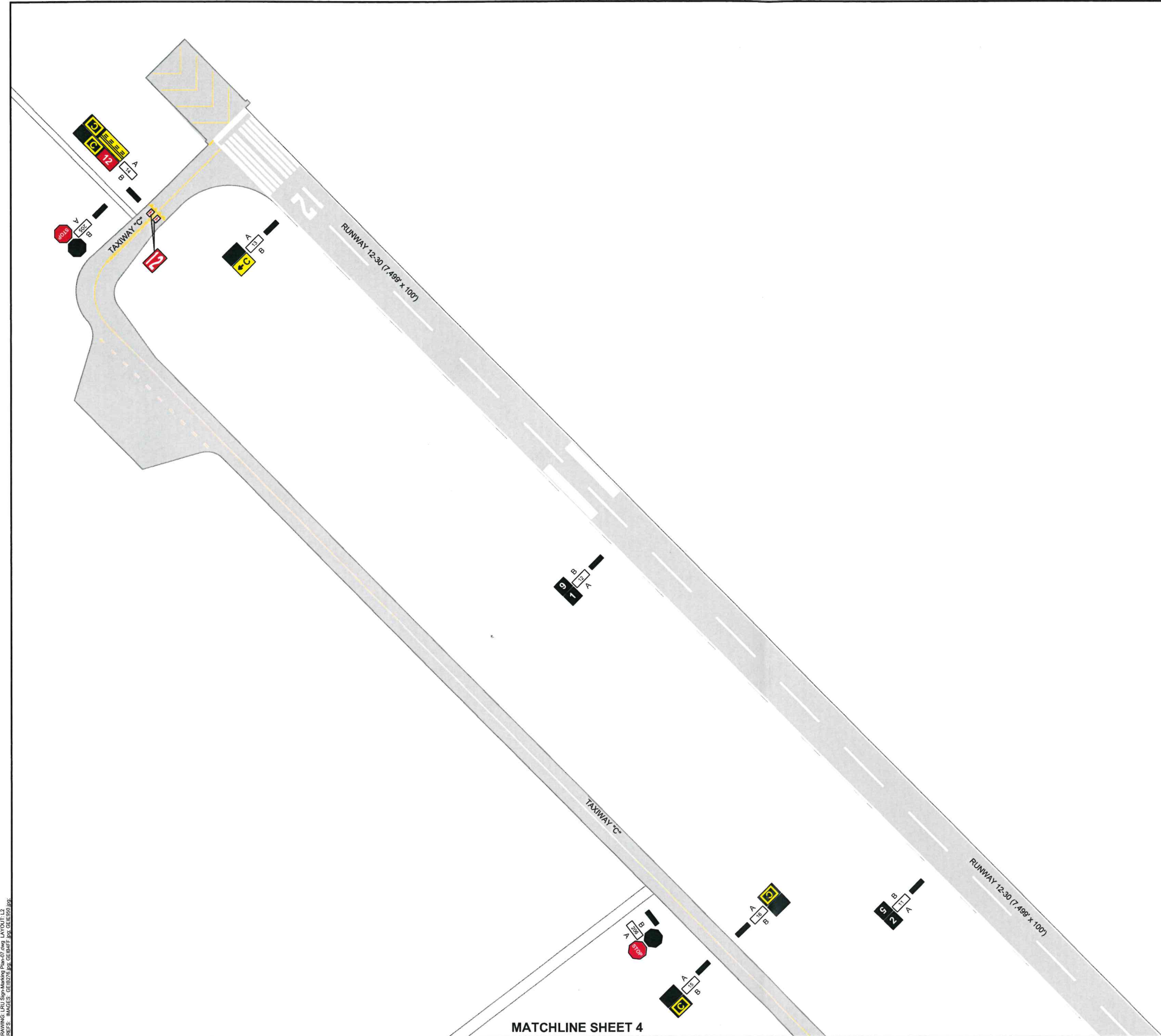


DRAWN BY: MJH SCALE: 1"=300'  
CHECKED BY: NEM DATE: MARCH 2009

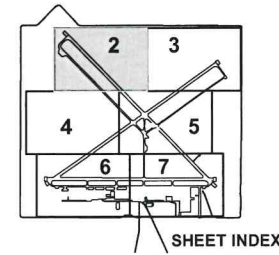
SHEET  
**1**  
OF  
**7**

DRAWINGS: LEI (Site) / SMC (Sign) / P (Plan) / M (Marking) / L (Layout) / U (Utility) / S (Structure) / B (Boundary) / C (Clearance) / G (General) / O (Other)





**NOTE**  
ALL SPHPs ARE IDENTICAL TO THE ADJACENT VERTICAL POSITION SIGN.



NO.	REVISIONS	BY	DATE	FAA APPROVAL	DATE
7	ADDITIONAL CENTERLINE LEAD-INS, RUNWAY 4-22 EDGE MARKING, AND BLACK BORDERS	RSY	3/21/18		
6	ADDITIONAL SURFACE PAINTED HOLD SIGNS	NEM	7/15/13		
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4	TAXIWAY "A" RECONSTRUCTION	NEM	9/19/11		
3	RELOCATED SIGNS 30 & 65	NEM	5/19/11		
2	ADDITION OF SURFACE PAINTED HOLD SIGNS	NEM	2/26/10		
1	FAA COMMENTS	JPR	12/24/09		

MATCHLINE SHEET 3

FAA APPROVED

MAR 30 2018

DES

**SIGN & MARKING PLAN LAYOUT**

LAS CRUCES INTERNATIONAL AIRPORT  
LAS CRUCES, NEW MEXICO

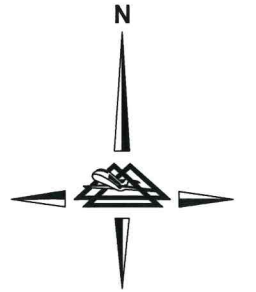


DRAWN BY: MJH SCALE: 1"=100'  
CHECKED BY: NEM DATE: MARCH 2009

SHEET 2 OF 7

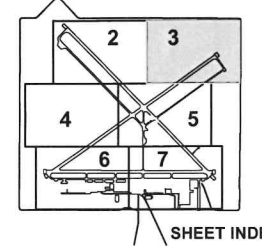
MATCHLINE SHEET 4

DRAWING: LAS CRUCES INTERNATIONAL AIRPORT, LAS CRUCES, NM  
DESIGN: DELTA AIRPORT CONSULTANTS, INC.  
DATE: MARCH 2009



100 0 100 200  
SCALE: 1"=100' FEET

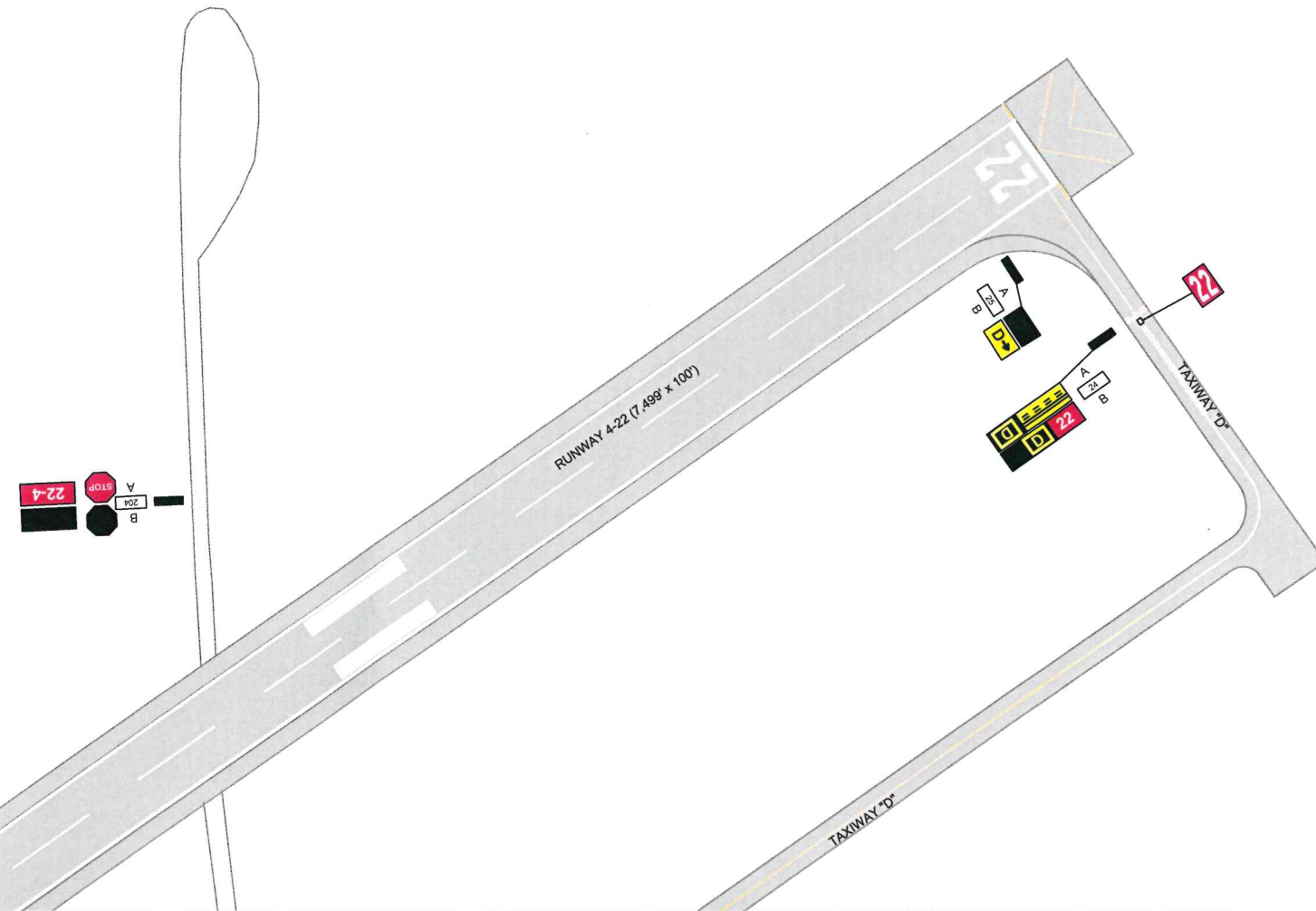
SIGN SCHEDULE NOMENCLATURE  
MODULE LEGEND SIGN IDENTIFICATION NUMBER



**NOTE**  
ALL SPHPS ARE IDENTICAL TO THE ADJACENT VERTICAL POSITION SIGN.

NO.	REVISIONS	BY	DATE	FAA APPROVAL	DATE
7	ADDITIONAL CENTERLINE LEAD-INS, RUNWAY 4-22 EDGE MARKING, AND BLACK BORDERS	RSY	3/21/18		
6	ADDITIONAL SURFACE PAINTED HOLD SIGNS	NEM	7/15/13		
5	FAA REVIEW COMMENTS DATED OCTOBER 13, 2011	TJS	11/18/11		
4	TAXIWAY "A" RECONSTRUCTION	NEM	9/19/11		
3	RELOCATED SIGNS 30 & 65	NEM	5/19/11		
2	ADDITION OF SURFACE PAINTED HOLD SIGNS	NEM	2/26/10		
1	FAA COMMENTS	JPR	12/24/09		

MATCHLINE SHEET 2



**FAA APPROVED**  
**MAR 30 2018**  
**DES**

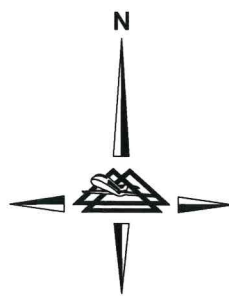
MATCHLINE SHEET 5

<b>SIGN &amp; MARKING PLAN LAYOUT</b>	
LAS CRUCES INTERNATIONAL AIRPORT LAS CRUCES, NEW MEXICO	
www.deltairport.com	
DRAWN BY: MJH	SCALE: 1"=100'
CHECKED BY: NEM	DATE: MARCH 2009
SHEET <b>3</b> OF <b>7</b>	

DRAWING: LSI-1301-001-Plan-01-Rev-01.dwg; PROJECT: LAS CRUCES INT'L AIRPORT; SHEET: MARKING PLAN LAYOUT; DATE: 03/21/18; DESIGNED BY: GREGORY J. GILBERT; CHECKED BY: GREGORY J. GILBERT

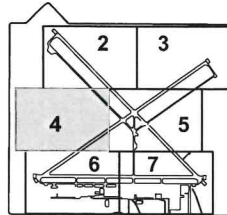
MATCHLINE SHEET 2

MATCHLINE SHEET 5



100 0 100 200  
SCALE: 1"=100' FEET

SIGN SCHEDULE NOMENCLATURE



NOTE

ALL SPHPS ARE IDENTICAL TO THE ADJACENT VERTICAL POSITION SIGN.

SHEET INDEX

NO	REVISIONS	BY	DATE	FAA APPROVAL	DATE
7	ADDITIONAL CENTERLINE LEAD-INS, RUNWAY 4-22 EDGE MARKING, AND BLACK BORDERS	RSY	3/21/18		
6	ADDITIONAL SURFACE PAINTED HOLD SIGNS	NEM	7/15/13		
5	FAA REVIEW COMMENTS DATED OCTOBER 13, 2011	TJS	11/18/11		
4	TAXIWAY "A" RECONSTRUCTION	NEM	9/19/11		
3	RELOCATED SIGNS 30 & 65	NEM	5/19/11		
2	ADDITION OF SURFACE PAINTED HOLD SIGNS	NEM	2/26/10		
1	FAA COMMENTS	JPR	12/24/09		

FAA APPROVED

MAR 30 2018

DES

RUNWAY 4-22 (7,499 x 150)

SIGN & MARKING PLAN LAYOUT

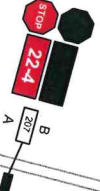
LAS CRUCES INTERNATIONAL AIRPORT  
LAS CRUCES, NEW MEXICO



SHEET 4 OF 7

DRAWN BY: MJH SCALE: 1"=100'  
CHECKED BY: NEM DATE: MARCH 2009

MATCHLINE SHEET 6

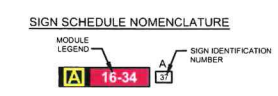
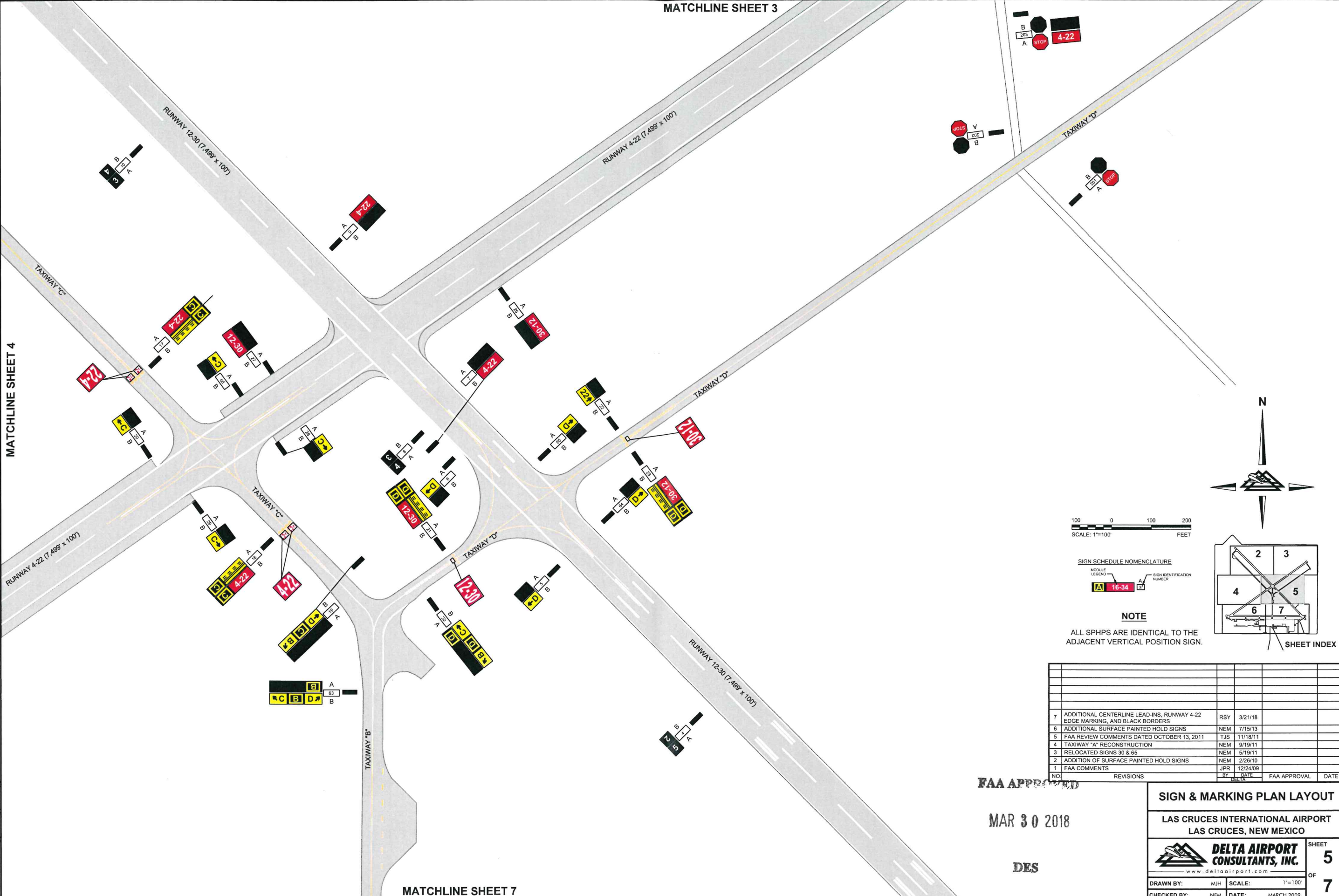


DRAWING: URU Sign-Marking Plan-07.dwg LAYOUT: LA  
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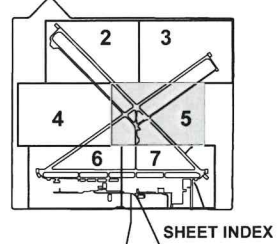
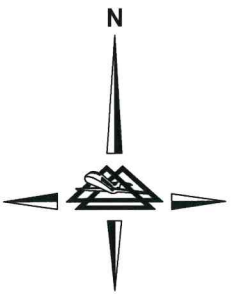


MATCHLINE SHEET 3

MATCHLINE SHEET 4



**NOTE**  
 ALL SPHPs ARE IDENTICAL TO THE ADJACENT VERTICAL POSITION SIGN.



NO.	REVISIONS	BY	DATE	FAA APPROVAL	DATE
7	ADDITIONAL CENTERLINE LEAD-INS, RUNWAY 4-22 EDGE MARKING, AND BLACK BORDERS	RSY	3/21/18		
6	ADDITIONAL SURFACE PAINTED HOLD SIGNS	NEM	7/15/13		
5	FAA REVIEW COMMENTS DATED OCTOBER 13, 2011	TJS	11/18/11		
4	TAXIWAY "A" RECONSTRUCTION	NEM	9/19/11		
3	RELOCATED SIGNS 30 & 65	NEM	5/19/11		
2	ADDITION OF SURFACE PAINTED HOLD SIGNS	NEM	2/26/10		
1	FAA COMMENTS	JPR	12/24/09		

**FAA APPROVED**

MAR 30 2018

DES

**SIGN & MARKING PLAN LAYOUT**

LAS CRUCES INTERNATIONAL AIRPORT  
 LAS CRUCES, NEW MEXICO

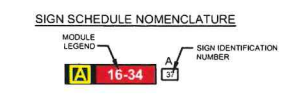
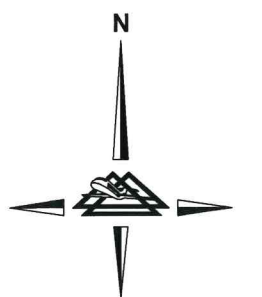


DRAWN BY: MJH SCALE: 1"=100'  
 CHECKED BY: NEM DATE: MARCH 2009

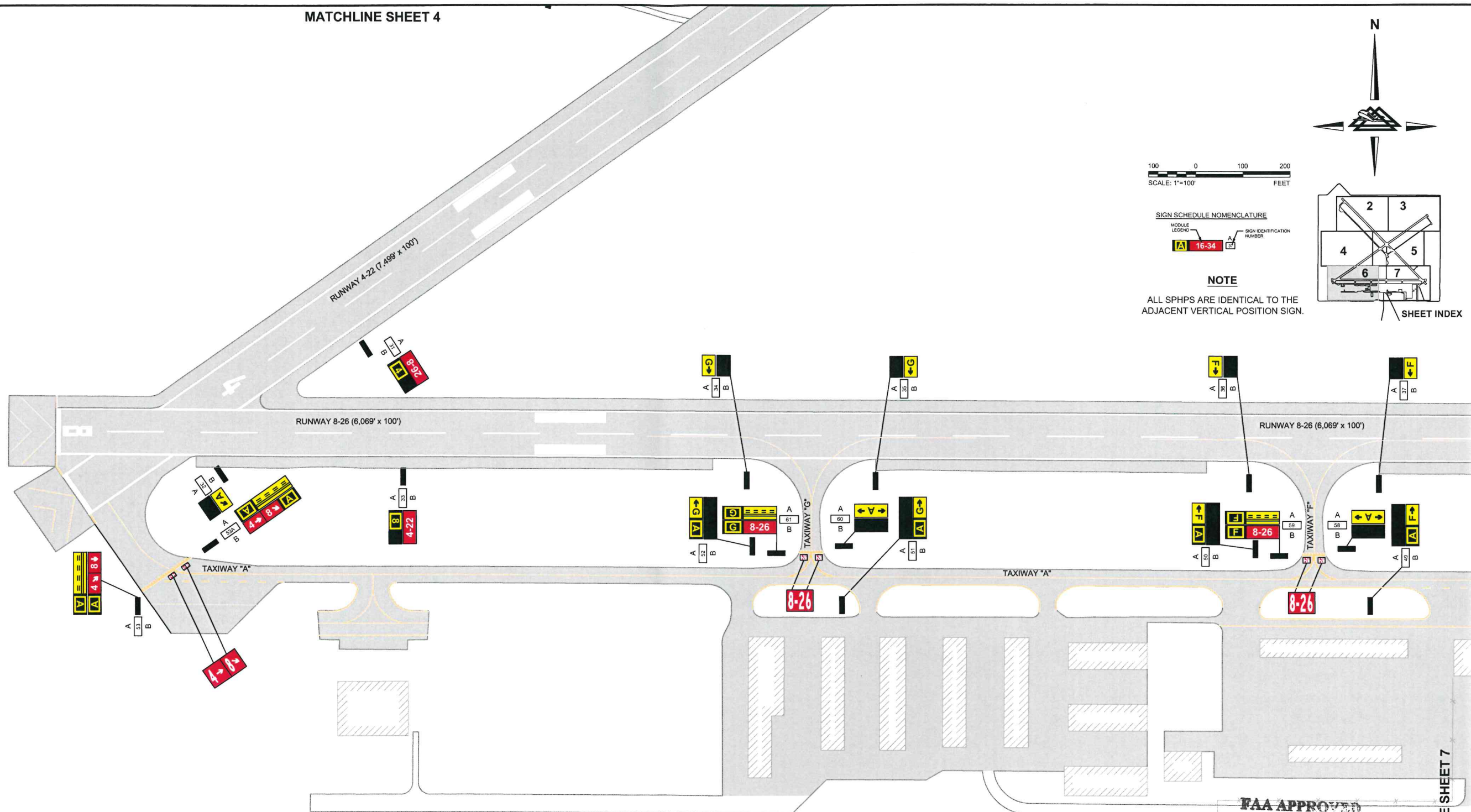
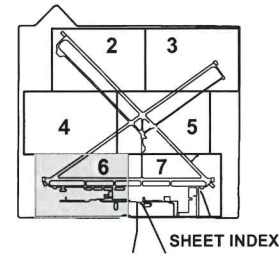
SHEET 5 OF 7

MATCHLINE SHEET 7

DRAWING: LRU Sign-Marking Plan-07.dwg LAYOUT: L5  
 XREFS: IMAGES: GEB276 D3L GEB247 IPR GEE195 D3L



**NOTE**  
ALL SPHPs ARE IDENTICAL TO THE ADJACENT VERTICAL POSITION SIGN.



FAA APPROVED

MAR 30 2018

DES

MATCHLINE SHEET 7

NO.	REVISIONS	BY	DATE	FAA APPROVAL	DATE

**SIGN & MARKING PLAN LAYOUT**

LAS CRUCES INTERNATIONAL AIRPORT  
LAS CRUCES, NEW MEXICO



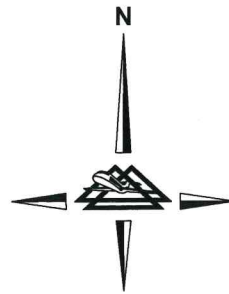
DRAWN BY: MJH SCALE: 1"=100'  
CHECKED BY: NEM DATE: MARCH 2009

SHEET 6 OF 7

DRAWING: LAS CRUCES MATCHLINE PLAN LAYOUT 145  
XREFS: MATCHES: GEB576.DWG GEB577.DWG GEB580.DWG



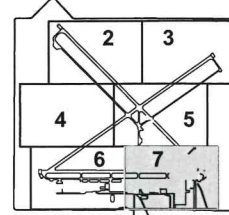
MATCHLINE SHEET 5



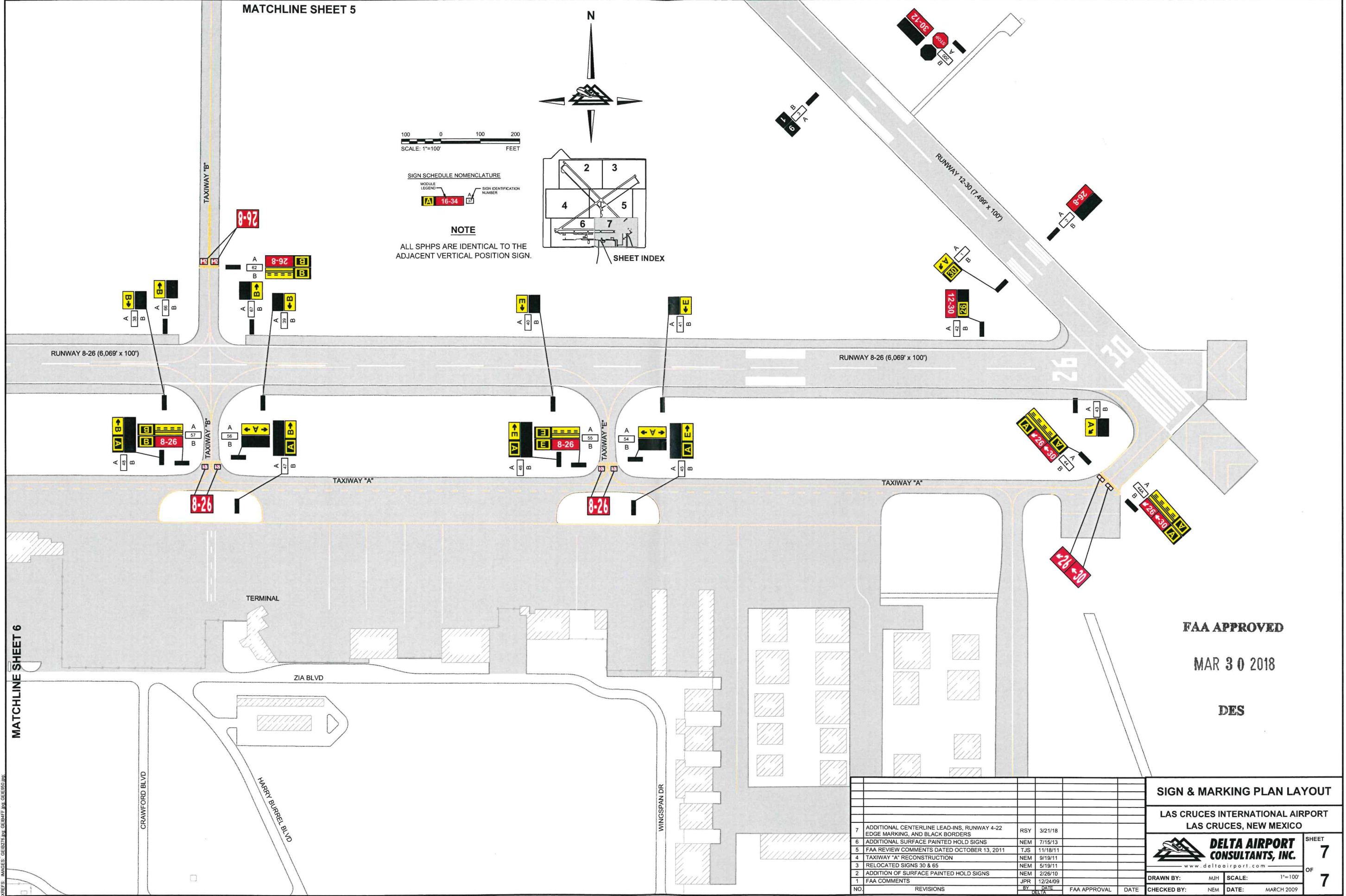
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SCALE: 1"=100' FEET

SIGN SCHEDULE NOMENCLATURE  
MODULE LEGEND: [A] 16-34 [B] 17-34  
SIGN IDENTIFICATION NUMBER

**NOTE**  
ALL SPHPs ARE IDENTICAL TO THE ADJACENT VERTICAL POSITION SIGN.



SHEET INDEX



**FAA APPROVED**  
**MAR 30 2018**  
**DES**

NO.	REVISIONS	BY	DATE	FAA APPROVAL	DATE
7	ADDITIONAL CENTERLINE LEAD-INS, RUNWAY 4-22 EDGE MARKING, AND BLACK BORDERS	RSY	3/21/18		
6	ADDITIONAL SURFACE PAINTED HOLD SIGNS	NEM	7/15/13		
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4	TAXIWAY "A" RECONSTRUCTION	NEM	9/19/11		
3	RELOCATED SIGNS 30 & 65	NEM	5/19/11		
2	ADDITION OF SURFACE PAINTED HOLD SIGNS	NEM	2/26/10		
1	FAA COMMENTS	JPR	12/24/09		

**SIGN & MARKING PLAN LAYOUT**  
**LAS CRUCES INTERNATIONAL AIRPORT**  
**LAS CRUCES, NEW MEXICO**

www.deltairport.com

DRAWN BY: MJH SCALE: 1"=100'  
CHECKED BY: NEM DATE: MARCH 2009

SHEET **7** OF **7**

MATCHLINE SHEET 6

DRAWING: LRU Sign-Marking Plans/Drawings LAYOUT: LP  
DESIGN: MARISSA GIBSON FOR DELTA AIRPORT, PH: 505.955.1000

# LAS CRUCES AIRPORT SELF-INSPECTION CHECKLIST

Date:

| Inspection Type: Daytime | Inspector:

| Time:

FACILITY	CONDITIONS	S	U	W/O #	NOTAM #	Notes
Pavement	Pavement lip over 3"					
	Hole-5" diameter 3" deep					
	Cracking/Spalling/Heaves					
	FOD Gravel/Debris/Sand					
	Rubber build up					
	Ponding/Edge Dams					
Safety Areas	Ruts/humps/erosion					
	Drainage					
	Supports Equipment/Aircraft					
	Frangible bases					
	Un-authorized objects					
Markings	Non-standard					
	Runway markings					
	Taxiway markings					
	Holding position markings					
	Glass beads/Reflectivity					
Signage	Unlit					
	Obscured					
	Damaged					
	Reflectivity					
Lighting	Damaged/Missing					
	Unlit					
	Obscured/dirty/operable					
Navigational Aids	Rotating Beacon Inop					
	Wind Indicator Unlit					
	Wind Indicator Damaged					
	PAPI/REIL/Approach Light System					
Construction	Barricades/Lights					
	Equipment Parking					
	Material Stockpiles					
	Signs/markings					
Fence	Gates-West					
	Gates-East					
	Gates-SW					
	Gates-Main					
	Fencing					
	Perimeter Gates					
Hazards	Blowing Dust					
	Surface Conditions					
	Snow/Ice					
Wildlife Hazards	Wildlife Present/Location					
Fuel Farm Storage Area	Leaks/Hazards					
A.W.O.S	Operational					FAA APPROVED
Other	Miscellaneous					

MAR 30 2018

**DES**

Appendix B, Exhibit 1

**Work Order Created**

W/O #	Facility	Condition	Value	Completed	Comp Date	Comp By	Completion Notes	Note Date	W/O Notes	User
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**Carry Over Work Order**

W/O #	Created Date	Inspection Type	Facility	Condition	Value	Completed	Completed Date	Completed By	Completion Notes	User
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**NOTAM Created**

NOTAM #	Status	Notes	Canceled By	Canceled Date
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**FAA APPROVED**

**MAR 30 2018**

**DES**



# LAS CRUCES AIRPORT SELF-INSPECTION CHECKLIST

Date:

| Inspection Type: Nighttime | Inspector:

| Time:

FACILITY	CONDITIONS	S	U	W/O #	NOTAM #	Notes
Pavement	Pavement lip over 3"					
	Hole-5" diameter 3" deep					
	Cracking/Spalling/Heaves					
	FOD Gravel/Debris/Sand					
	Rubber build up					
	Ponding/Edge Dams					
Safety Areas	Ruts/humps/erosion					
	Drainage					
	Supports Equipment/Aircraft					
	Frangible bases					
	Un-authorized objects					
Markings	Non-standard					
	Runway markings					
	Taxiway markings					
	Holding position markings					
	Glass beads/Reflectivity					
Signage	Unlit					
	Obscured					
	Damaged					
	Reflectivity					
Lighting	Damaged/Missing					
	Unlit					
	Obscured/dirty/operable					
Navigational Aids	Rotating Beacon Inop					
	Wind Indicator Unlit					
	Wind Indicator Damaged					
	PAPI/REIL/Approach Light System					
Construction	Barricades/Lights					
	Equipment Parking					
	Material Stockpiles					
	Signs/markings					
Fence	Gates-West					
	Gates-East					
	Gates-SW					
	Gates-Main					
	Fencing					
	Perimeter Gates					
Hazards	Blowing Dust					
	Surface Conditions					
	Snow/Ice					
Wildlife Hazards	Wildlife Present/Location					
Fuel Farm Storage Area	Leaks/Hazards					
A.W.O.S	Operational					<b>FAA APPROVED</b>
Other	Miscellaneous					

MAR 30 2018

**DES**

Appendix B, Exhibit 1

**Work Order Created**

W/O #	Facility	Condition	Value	Completed	Comp Date	Comp By	Completion Notes	Note Date	W/O Notes	User
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**Carry Over Work Order**

W/O #	Created Date	Inspection Type	Facility	Condition	Value	Completed	Completed Date	Completed By	Completion Notes	User
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**NOTAM Created**

NOTAM #	Status	Notes	Canceled By	Canceled Date
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**FAA APPROVED**

**MAR 30 2018**

**DES**

# LAS CRUCES AIRPORT SELF-INSPECTION CHECKLIST

Date:

| Inspection Type: Special Inspection | Inspector:

| Time:

FACILITY	CONDITIONS	S	U	W/O #	NOTAM #	Notes
Pavement	Pavement lip over 3"					
	Hole-5" diameter 3" deep					
	Cracking/Spalling/Heaves					
	FOD Gravel/Debris/Sand					
	Rubber build up					
	Ponding/Edge Dams					
Safety Areas	Ruts/humps/erosion					
	Drainage					
	Supports Equipment/Aircraft					
	Frangible bases					
	Un-authorized objects					
Markings	Non-standard					
	Runway markings					
	Taxiway markings					
	Holding position markings					
	Glass beads/Reflectivity					
Signage	Unlit					
	Obscured					
	Damaged					
	Reflectivity					
Lighting	Damaged/Missing					
	Unlit					
	Obscured/dirty/operable					
Navigational Aids	Rotating Beacon Inop					
	Wind Indicator Unlit					
	Wind Indicator Damaged					
	PAPI/REIL/Approach Light System					
Construction	Barricades/Lights					
	Equipment Parking					
	Material Stockpiles					
	Signs/markings					
Fence	Gates-West					
	Gates-East					
	Gates-SW					
	Gates-Main					
	Fencing					
	Perimeter Gates					
Hazards	Blowing Dust					
	Surface Conditions					
	Snow/Ice					
Wildlife Hazards	Wildlife Present/Location					
Fuel Farm Storage Area	Leaks/Hazards					<b>FAA APPROVED</b>
A.W.O.S	Operational					
Other	Miscellaneous					<b>MAR 30 2018</b>

**DES**

**Work Order Created**

W/O #	Facility	Condition	Value	Completed	Comp Date	Comp By	Completion Notes	Note Date	W/O Notes	User
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**Carry Over Work Order**

W/O #	Created Date	Inspection Type	Facility	Condition	Value	Completed	Completed Date	Completed By	Completion Notes	User
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**NOTAM Created**

NOTAM #	Status	Notes	Canceled By	Canceled Date
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**FAA APPROVED**

**MAR 30 2018**

**DES**

# LAS CRUCES AIRPORT SELF-INSPECTION CHECKLIST

Date:

| Inspection Type: Periodic Inspection | Inspector:

| Time:

FACILITY	CONDITIONS	S	U	W/O #	NOTAM #	Notes
Pavement	Pavement lip over 3"					
	Hole-5" diameter 3" deep					
	Cracking/Spalling/Heaves					
	FOD Gravel/Debris/Sand					
	Rubber build up					
	Ponding/Edge Dams					
Safety Areas	Ruts/humps/erosion					
	Drainage					
	Supports Equipment/Aircraft					
	Frangible bases					
	Un-authorized objects					
Markings	Non-standard					
	Runway markings					
	Taxiway markings					
	Holding position markings					
	Glass beads/Reflectivity					
Signage	Unlit					
	Obscured					
	Damaged					
	Reflectivity					
Lighting	Damaged/Missing					
	Unlit					
	Obscured/dirty/operable					
Navigational Aids	Rotating Beacon Inop					
	Wind Indicator Unlit					
	Wind Indicator Damaged					
	PAPI/REIL/Approach Light System					
Construction	Barricades/Lights					
	Equipment Parking					
	Material Stockpiles					
	Signs/markings					
Fence	Gates-West					
	Gates-East					
	Gates-SW					
	Gates-Main					
	Fencing					
	Perimeter Gates					
Hazards	Blowing Dust					
	Surface Conditions					
	Snow/Ice					
Wildlife Hazards	Wildlife Present/Location					
Fuel Farm Storage Area	Leaks/Hazards					
A.W.O.S	Operational					<b>FAA APPROVED</b>
Other	Miscellaneous					

MAR 30 2019

DFA

**Work Order Created**

W/O #	Facility	Condition	Value	Completed	Comp Date	Comp By	Completion Notes	Note Date	W/O Notes	User
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**Carry Over Work Order**

W/O #	Created Date	Inspection Type	Facility	Condition	Value	Completed	Completed Date	Completed By	Completion Notes	User
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**NOTAM Created**

NOTAM #	Status	Notes	Canceled By	Canceled Date
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**FAA APPROVED**

**MAR 30 2018**

**DES**

**Andy Hume**

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**From:** fnsnotifier@faa.gov  
**Sent:** Wednesday, March 21, 2018 1:34 PM  
**To:** Lisa Murphy  
**Subject:** New NOTAM: LRU 03/003

!LRU 03/003 LRU RWY 12/30 HOLD SHORT SIGN FOR RUNWAY 4/22 IS NOT LGTD 1803212000-PERM

Created by: Josh Garcia  
Phone:5755412471  
Fax:

Comments: !LRU XX/XXX LRU RWY 12/30 HOLD SHORT SIGN FOR RUNWAY 4/22 IS NOT LGTD 1803212000-PERM  
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Please note: This e-mail was sent from the FNS system that cannot accept incoming e-mail. Please do not reply to this message.

**FAA APPROVED**

**MAR 30 2018**

**DES**

**FIRE SAFETY INSPECTION**  
**FUEL FARM STORAGE AREA**

Las Cruces International Airport

Date: \_\_\_\_\_

Fueling Agent: \_\_\_\_\_

Inspector: \_\_\_\_\_

S – Satisfactory  
 U – Unsatisfactory  
 R – Remarks

	JET A SECTION			100LL SECTION		
	S	U	R	S	U	R
Fencing/Locks						
No Smoking Signs						
Fuel Leaks						
Fire Extinguishers (Two 20-BC)						
Emergency Cutoff-Loading Stations						
Deadman Control-Loading Stations						
Bonding Cable-Loading Stations						
Fuel System Bonded & Grounded						
Piping Protected						
Condition of Hoses						
Evidence of Smoking						
Ignition Sources						
Vegetation Conditions						
Additional Local Fire Code Standards						
Grounding Rods Available						
Fueling Procedures Observed						
Personnel Training Requirements						
<b>REMARKS:</b>						

**Any item marked as Unsatisfactory shall be corrected within 48 hours**

Fueling Agent: \_\_\_\_\_ Date: \_\_\_\_\_

Airport Staff: \_\_\_\_\_ Date: \_\_\_\_\_

Inspector: \_\_\_\_\_ Date: \_\_\_\_\_

Re-inspection Date: _____	Items Corrected: _____
<del>FAA APPROVED</del>	

MAR 30 2018



# MOBILE FUELER CHECKLIST

Las Cruces International Airport

Date: \_\_\_\_\_

Fueling Agent: \_\_\_\_\_

Inspector: \_\_\_\_\_

S – Satisfactory  
 U – Unsatisfactory  
 R – Remarks

Truck No.			
Fuel Type			

	S	U	R	S	U	R	S	U	R
No Smoking Signs									
Flammable Signs/Placards									
Fire Extinguishers (Two 20-BC)									
Emergency Fuel Cutoffs/Marked									
Grounding/Bonding Cables									
Condition of Hoses									
Deadman Controls									
Piping Protected									
Gasketed Dome Covers									
Fuel Leaks									
Vehicle Exhaust Systems									
Nozzle Screen									
Ignition Sources									
Evidence of Smoking									
Fuel Vehicle Parking									
Additional Local Fire Code Standards									
<b>REMARKS:</b>									

**Any item marked as Unsatisfactory shall be corrected within 48 hours**

Fueling Agent: \_\_\_\_\_ Date: \_\_\_\_\_

Airport Staff: \_\_\_\_\_ Date: \_\_\_\_\_

Inspector: \_\_\_\_\_ Date: \_\_\_\_\_

**FAA APPROVED**

MAR 30 2018

Re-inspection Date: _____	Items Corrected: _____	<b>DES</b>
<b>FAA APPROVED</b>		

JAN 20 2012

*[Signature]*