

**761—720.6(328) Minimum safety standards.** The minimum safety standards for a public-use airport are as follows:

**720.6(1) Runways.**

*a. Width.* The minimum usable runway width will be 50 feet.

*b. Marking of paved runways.* Marking of paved runways will be in accordance with FAA Circular 150/5340-1M (Standards for Airport Markings) as amended through May 10, 2019.

*c. Marking of nonpaved runways.* Marking of nonpaved runways will use high-visibility yellow airport marking cones no less than 36 inches in diameter and 24 inches tall.

(1) Runway edge marking cones are to be placed 200 feet apart outlining the length of the runway surface.

(2) Runway ends are to be marked using six marking cones placed perpendicular to the runway heading.

(3) Displaced thresholds are to be marked by adding three marking cones from each runway edge at the point of the threshold location along the length of the runway surface.

*d. Surfaces.* Runway surfaces will be free of foreign debris and surface deficiencies that could impede the ability of aircraft to land or take off.

*e. Winter operations.*

(1) During and following winter events, runways and other operational areas are to be cleared as quickly as practical.

(2) To the extent possible, snow pile height is to be minimized.

(3) Notices to Air Missions (NOTAMS) are to be issued with the FAA to alert aircraft operators when an airport is unusable or unsafe for aircraft operations. NOTAMS should identify the closure of an airport or affected runways and provide a reasonable estimate of when the airport will be cleared and reopened for public use.

(4) If an airport does not intend to conduct winter operations for a winter season, it will be noted in the FAA's Airport Master Record and Chart Supplement so pilots are aware snow removal and other winter operations will not occur.

*f. Unusable and unsafe runways.* When a runway has become temporarily unusable or unsafe for aircraft operations, the affected area will be marked by suitable flags, barriers or flares clearly showing the boundaries of the unsafe or unusable area.

(1) Affected runways are to be marked in accordance with guidelines in rule 761—720.7(328).

(2) NOTAMS are to be issued to close the airport or affected runways and provide a reasonable estimate of when the airport is to be reopened for public use.

*g. Line of sight.* Runway sight distance will provide an unobstructed line of sight from any point 5 feet above the runway surface to any point 5 feet above the runway surface for the entire length of the runway, or the sponsor shall note in the FAA's Airport Master Record and Chart Supplement, so pilots are aware of the line-of-sight obstruction.

**720.6(2) Approach zones.**

*a. Approach surface.* The approach zone of a runway extends from the runway end (or displaced threshold) and is longitudinally centered on the runway centerline for a horizontal distance of 1,000 feet. The width is 250 feet starting at the runway end and widens out to 450 feet at the farthest point from the runway.

*b. Approach obstructions.* Approaches are to remain free of obstructions above a glide path of a 20:1 ratio within the approach zone of each usable runway. If an obstruction exists in an approach zone that impedes the airspace required for the takeoff or landing of aircraft, the obstruction should be removed. If removal of the obstruction is not possible, the runway threshold is to be displaced. The runway length remaining between the displaced threshold and the departure end of the runway is the landing distance available.

*c. Crops in approach zones.* Crops are not considered an approach zone obstacle.

*d. Consideration for vehicles and trains.* When the approach zone to any runway crosses a road or railroad, the glide path on a 20:1 ratio shall pass at least 17 feet above an interstate highway, 15 feet above any other public roadway, 10 feet above a private road, and 23 feet above a railroad.

**720.6(3) Obstruction-free areas.**

*a. General obstruction-free areas.* The following areas of the airport will be free of obstructions with the exception of operational and frangible equipment that is essential for operation of the airport. For this subrule, obstructions include any object of natural growth, terrain, construction hazards, equipment, crops or grass taller than 8 inches, or other items that would provide a potential hazard to aircraft operations on the ground or in the air:

- (1) Paved runways.
  1. Within 125 feet of the centerline.
  2. Within 200 feet of the runway end.
- (2) Nonpaved runways.
  1. Within 60 feet of the centerline.
  2. Within 10 feet of runway edge markers along the entire length of the runway.
- (3) Automated weather observing equipment.
  1. Any airport property or easement located within a 100-foot radius.
  2. Reserved.

*b. Building obstruction-free areas.* In no case may a building be constructed closer than 125 feet from a runway centerline of a paved runway or 50 feet from the edge of a nonpaved runway.

**720.6(4) Facilities.**

*a. Wind indicator.* The airport is to be equipped with an 18-inch diameter or larger windsock, blaze orange in color. If the airport is lighted for night operation, the windsock is to be lighted.

*b. Fire extinguishers.* At least one operational fire extinguisher capable of extinguishing all classes of fires is to be readily accessible to aircraft fueling or ramp areas.

*c. Lighting.* If an airport is published to have lighting for night operation:

- (1) The system is to be operable.
- (2) The airport is to be lighted from dusk to dawn or have an operable air-to-ground controller for the lighting system.

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