

+ 3980

4300

Federal Aviation Agency

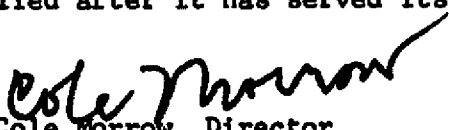


AC NO: 150/5320-3 CH 1
AIRPORTS
EFFECTIVE: 6/21/65

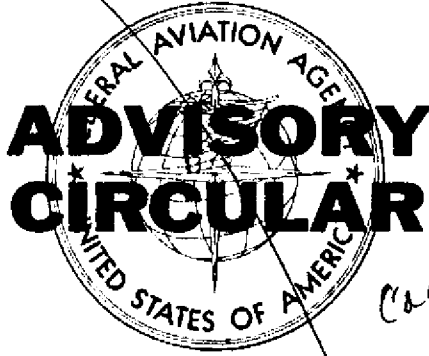
CHANGE

SUBJECT : CH 1 TO ADVISORY CIRCULAR NO. 150/5320-3,
SUBJ: STRENGTH OF DOMINANT RUNWAYS AT MAJOR
AIRPORTS SERVING LARGE AND MEDIUM HUBS

The purpose of this Change is to cancel AC 150/5320-3 dated December 6, 1962. This Change is also cancelled after it has served its purpose.


Cole Morrow, Director
Airports Service

Federal Aviation Agency



AC NO: AC 150/5320-3

AIRPORTS

EFFECTIVE :

12/6/62

*Concurred by
Chg 1, 6/21/65*

SUBJECT : STRENGTH OF DOMINANT RUNWAYS AT MAJOR AIRPORTS
SERVING LARGE AND MEDIUM HUBS

1. PURPOSE. This circular transmits information to the aviation community concerning the strength of dominant runways at the larger civil airports within the conterminous United States; included also is the length of the runway.
2. DESCRIPTION OF THIS PUBLICATION. This publication provides strength data on the dominant runway at approximately 70 of the larger United States civil airports. The runway strength information is shown in terms of gross aircraft weight for aircraft equipped with single, dual, and dual-tandem gear undercarriages. The tabulation of runway strengths in this circular updates a previous issue on this subject dated June 13, 1957. The prior publication is out of print and no longer available.
3. HOW TO GET THIS PUBLICATION.
 - a. Order additional copies of this circular from:

Federal Aviation Agency
Publishing and Graphics Branch, MS-163
Washington 25, D. C.
 - b. Identify the publication in your order as:

FAA Advisory Circular No. 150/5320-3
Strength of Dominant Runways at Major Airports
Serving Large and Medium Hubs
Dated 12/6/62
 - c. There is no charge for this publication.

Cole Morrow

Cole Morrow, Director
Airports Service

STATE AND CITY	AIRPORT	DOMINANT RUNWAY	RUNWAY LENGTH (FEET)	STRENGTH OF DOMINANT RUNWAY GROSS AIRCRAFT WEIGHT - 1000#		
				SINGLE WHEEL GEAR AIRCRAFT	DUAL WHEEL GEAR AIRCRAFT	DUAL-TANDEM GEAR AIRCRAFT
<u>ALABAMA</u>						
Birmingham	Municipal	5-23	8,230	100+	160	290
<u>ARIZONA</u>						
Phoenix	Sky Harbor Municipal	8R-26L	8,850	100+	200+	370
<u>CALIFORNIA</u>						
Burbank	Lockheed Air Terminal	7-25	6,138	80	150	280
Los Angeles	International	7R-25L	11,985	100+	160	290
Oakland	Metropolitan Oakland Intl.	11-29	10,000	100+	160	290
Sacramento	Municipal	2-20	6,003	100+	150	240
San Diego	Lindbergh Field	9-27	8,700	100+	200+	400+
San Francisco	International	10L-28R	9,700	100+	190	350
<u>COLORADO</u>						
Denver	Stapleton Airfield	17-35	10,000	100+	200+	400+
<u>CONNECTICUT</u>						
Windsor Locks	Bradley Field	6-24	9,500	100+	200+	400+
<u>DISTRICT OF COLUMBIA</u>						
	Washington National	18-36	6,870	100+	170	270
	Dulles International	18-36(L&R)	11,500	100+	200+	400+
<u>FLORIDA</u>						
Jacksonville	Imeson	5-23	7,046	90	145	250
Miami	International	9L-27R	10,500	100+	200+	400+
St. Petersburg	St. Petersburg-Clearwater Intl.	17-35	7,988	100+	200+	400+
Tampa	International	18L-36R	8,300	95	130	240

STATE AND CITY	AIRPORT	DOMINANT RUNWAY	RUNWAY LENGTH (FEET)	STRENGTH OF DOMINANT RUNWAY GROSS AIRCRAFT WEIGHT - 1000#		
				SINGLE WHEEL GEAR AIRCRAFT	DUAL WHEEL GEAR AIRCRAFT	DUAL-TANDEM GEAR AIRCRAFT
<u>GEORGIA</u> Atlanta	Atlanta	9-27	7,860	100+	160	290
<u>ILLINOIS</u> Chicago Chicago	Midway O'Hare International	13R-31L 14R-32L	6,520 11,600	100+ 100+	160 200+	270 400+
<u>INDIANA</u> Indianapolis	Weir Cook Municipal	4-22	7,300	100+	185	335
<u>IOWA</u> Des Moines	Municipal	12-30	7,500	65	90	170
<u>KENTUCKY</u> Covington Louisville	Greater Cincinnati Standiford Field	18-36 1-19	8,600 7,800	100 100+	200+ 160	380 290
<u>LOUISIANA</u> New Orleans	International	10-28	8,525	100	140	260
<u>MARYLAND</u> Baltimore	Friendship International	10-28	9,450	100+	200+	400+
<u>MASSACHUSETTS</u> Boston	Logan International	4R-22L	10,023	100+	200+	400+
<u>MICHIGAN</u> Detroit Detroit	Metropolitan Wayne County Willow Run	3L-21R 5R-23L	10,500 7,518	100+ 50	200+ 75	385 140

STATE AND CITY	AIRPORT	DOMINANT RUNWAY	RUNWAY LENGTH (FEET)	STRENGTH OF DOMINANT RUNWAY GROSS AIRCRAFT WEIGHT - 1000#		
				SINGLE WHEEL GEAR AIRCRAFT	DUAL WHEEL GEAR AIRCRAFT	DUAL-TANDEM GEAR AIRCRAFT
<u>MINNESOTA</u>						
Minneapolis	Wold-Chamberlain	11R-29L	10,000	100+	160	290
<u>MISSOURI</u>						
Kansas City	Mid-Continent International	18-36	9,000	100+	200+	400+
Kansas City	Municipal	18-36	7,000	100+	175	320
St. Louis	Lambert-St. Louis Municipal	12-20	10,000	100+	200+	370
<u>NEBRASKA</u>						
Omaha	Eppley Airfield	14-32	7,000	100+	185	335
<u>NEVADA</u>						
Las Vegas	McCarran Field	7-25	10,000	100+	200	380
<u>NEW JERSEY</u>						
Newark	Newark	4-22	7,000	100+	200	400
<u>NEW MEXICO</u>						
Albuquerque	Municipal - Kirtland AFB	8-26	12,769	100	190	340
<u>NEW YORK</u>						
Albany	Municipal	1-19	5,000	90	145	250
Buffalo	Greater Buffalo International	5-23	5,645	100+	160	290
New York	International	13R-31L	14,572	100+	185	335
New York	LaGuardia	13-31	5,965	80	150	280
Rochester	Rochester-Monroe County	10-28	5,500	90	115	180
Syracuse	Clarence E. Hancock	10-28	9,000	60	85	135
<u>NORTH CAROLINA</u>						
Charlotte	Douglas Municipal	5-23	7,500	100+	165	280
Raleigh	Raleigh-Durham	5-23	7,500	100+	170	270

STATE AND CITY	AIRPORT	DOMINANT RUNWAY	RUNWAY LENGTH (FEET)	STRENGTH OF DOMINANT RUNWAY GROSS AIRCRAFT WEIGHT - 1000#		
				SINGLE WHEEL GEAR AIRCRAFT	DUAL WHEEL GEAR AIRCRAFT	DUAL-TANDEM GEAR AIRCRAFT
<u>OHIO</u>						
Cleveland	Cleveland-Hopkins	5R-23L	9,000	65	90	170
Columbus	Municipal (Port Columbus)	9R-27L	10,700	100+	200+	370
Dayton	James M. Cox - Dayton Municipal	6-24	7,000	100+	160	290
<u>OKLAHOMA</u>						
Oklahoma City	Will Rogers Field	17-35	9,800	100	140	260
Tulsa	Municipal	17L-35R	10,000	100+	200+	400+
<u>OREGON</u>						
Portland	International	10R-28L	8,800	100+	200+	400+
<u>PENNSYLVANIA</u>						
Philadelphia	International	9-27	9,491	100+	200+	400+
Pittsburgh	Greater Pittsburgh	10L-28R	10,500	100+	160	290
<u>RHODE ISLAND</u>						
Providence	T. F. Green	5R-23L	5,466	80	120	220
<u>TENNESSEE</u>						
Knoxville	McGhee-Tyson	4L-22R	7,500	80	120	220
Memphis	Municipal	9-27	8,905	100+	170	270
Nashville	Berry Field	13-31	6,935	100+	180	300
<u>TEXAS</u>						
Dallas	Love Field	13R-31L	7,750	100+	200+	370
El Paso	International	4-22	12,000	80	125	230
Fort Worth	International	13-31	8,450	95	130	240
Houston	International	3-21	7,600	95	130	240
San Antonio	International	12-30	8,500	100+	160	260

STATE AND CITY	AIRPORT	DOMINANT RUNWAY	RUNWAY LENGTH (FEET)	STRENGTH OF DOMINANT RUNWAY GROSS AIRCRAFT WEIGHT - 1000#		
				SINGLE WHEEL GEAR AIRCRAFT	DUAL WHEEL GEAR AIRCRAFT	DUAL-TANDEM GEAR AIRCRAFT
<u>UTAH</u> Salt Lake City	Municipal #1	16R-34L	10,000	100+	160	260
<u>VIRGINIA</u> Norfolk	Municipal	1-19	5,000	35	55	105
Richmond	Richard E. Byrd	15-33	8,000	40	65	125
<u>WASHINGTON</u> Seattle	King County (Boeing Field)	13-31	10,000	100+	160	290
Seattle	Seattle-Tacoma	16-34	11,900	100+	160	290
<u>WISCONSIN</u> Milwaukee	General Mitchell	1-19	9,916	100+	175	320