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AIR MOBILITY COMMAND**

**AIR MOBILITY COMMAND  
INSTRUCTION 11-211**



**13 MARCH 2024**

**Flying Operations**

**DESTINATION AIRFIELD  
SUITABILITY ANALYSIS**

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This publication implements both Air Force Policy Directive (AFPD) 11-2, *Aircrew Operations*, and AFPD 10-21, *Rapid Global Mobility*. This publication applies to all Air Mobility Command (AMC) flying units and AMC-gained units within the Regular Air Force, the Air Force Reserve Command (AFRC), and the Air National Guard (ANG). This publication does not apply to the United States Space Force. It prescribes specific Destination Airfield Suitability Analysis (DASA) guidance and information for mission planners and aircrews, and identifies DASA as a key planning consideration ensuring the effectiveness and safety of worldwide mobility mission operations. Additionally, AFPD 10-21 assigns to AMC responsibility to manage the Rapid Global Mobility (RGM) process for destination airport analysis including foreign terminal instrument procedure review, airfield suitability, and landing zone assessment. AMC partially satisfies this requirement through the worldwide airfield database (Location Management Application) in the Global Decision Support System (GDSS), and also through the Zone Availability Report (ZAR). This instruction focuses on guidance supporting GDSS Airfield Detail assessments and corresponding Giant Reports, while also providing overarching Major Command (MAJCOM) guidance which supplements and/or expands upon both the Airfield Suitability and Restrictions Report (ASRR), and Air Mobility Command Instruction (AMCI) 11-208, *Mobility Air Forces Management*. This instruction further describes DASA procedures, responsibilities, and standards for AMC and AMC-gained mission planning and execution at all organizational levels. Ensure all records generated as a result of processes prescribed in this publication adhere to Air Force Instruction (AFI) 33-322, *Records Management and Information Governance Program*, and are disposed in accordance with the Air Force Records Disposition Schedule, which is located in the Air Force Records Information Management System. Refer recommended changes and questions

about this publication to the Office of Primary Responsibility (OPR) using the Department of the Air Force (DAF) Form 847, *Recommendation for Change of Publication*; route DAF Forms 847 from the field through the appropriate functional chain of command. This publication may be supplemented at any level, but all direct supplements are to be routed to the OPR of this publication for coordination prior to certification and approval. Authority to waive requirements in this publication are identified with a Tier (“T-0, T-1, T-2, T-3”) number following the compliance statement. See DAF Manual (DAFMAN) 90-161, *Publishing Processes and Procedures*, for a description of the authorities associated with the Tier numbers. Submit requests for waivers through the chain of command to the appropriate Tier waiver approval authority, or alternately, to the requestor’s commander for non-tiered compliance items. The use of the name or mark of any specific manufacturer, commercial product, commodity, or service in this publication does not imply endorsement by AMC, the United States Air Force (USAF), or the Department of Defense (DoD).

### **SUMMARY OF CHANGES**

This document has been substantially revised and needs to be reviewed in its entirety. Major changes include: Roles and responsibilities have been updated and paragraphs moved to the second chapter, while the former second chapter (application and scope) has been incorporated into **Chapter 1**. Guidance is added to remove the survey requirement for a hard-surface LZ within the confines of a permanent airfield. Information has been added regarding the new ACR/PCR pavement rating method. Guidance is also added regarding Taxi Visual References stemming from a safety mishap report recommendation. Next, revised guidance clarifies that a thorough review of commercially produced visualization products, such as those available via Jeppesen® Foreflight®, are an acceptable substitute for the Special Pilot-In-Command experience requirement. Finally, the term, “mountainous terrain” was replaced with “elevated terrain” to eliminate conflict and confusion with AFMAN11-202V3 mountainous terrain definition and guidance.

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## Chapter 1

### GENERAL INFORMATION

**1.1. Purpose.** AMC operates mobility aircraft in some of the most challenging flying environments and diverse airfields in the world. Sometimes Mobility Air Forces (MAF) aircraft are tasked to operate into airfield locations where adherence to established airport design, construction, and maintenance criteria cannot be guaranteed. Additionally, some airfields have non-standard variations and operating practices in place due to unique terrain, obstacles, or other elemental factors. Further, Air Force Manual (AFMAN) 11-202V3, *Flight Operations*, clarifies that terminal area operations including taxi are considered a critical phase of flight. Therefore, all airports and airfields AMC operates into are assessed or evaluated to ensure existing conditions and infrastructure can support MAF aircraft operations. The consequences of inadequate or improper destination airport suitability analysis can adversely impact mission planning, execution, and potentially result in significant damage to aircraft, infrastructure, pavement, and/or personnel.

1.1.1. This publication is an original source document for many areas; however, for efficacy, it amplifies some information found in aircraft flight manuals, Flight Information Publications (FLIP), and other Air Force directives.

1.1.2. Waiver guidance for topics for which this AMCI is the source document is in accordance with (IAW) **paragraph 1.3**. For issues in which this AMCI reiterates information in another document, follow waiver authority outlined in the source document.

**1.2. Overview.** AMC is the Air Force's executive agent and lead command for MAF destination airfield suitability analysis. DASA policies serve to optimize resource utilization, sustain appropriate operating practices, and foster action that reduces the danger of airfield hazards during mission planning and execution. These policies are intended to enable throughput capability, support warfighter requirements, enhance safety, and reduce operating costs incurred during global operations. **Note:** The terms "airport" and "airfield" are used interchangeably throughout this publication as a GDSS location with a paved, hard surface runway intended for manned, fixed-wing aircraft operations.

1.2.1. GDSS Airfield Detail. AMC actively formulates airfield suitability assessments for airports worldwide that serve as official MAJCOM guidance for manned aircraft operations at the designated landing location. AMC airfield suitability assessments (downloaded from GDSS in Adobe .pdf format as the "Giant Report") are maintained in GDSS under the Airfield Detail window. Planners will review the GDSS Airfield Detail assessment (or associated Giant Report) when doing feasibility study and/or mission planning. **(T-2) Note:** The terms "planner" or "planners" throughout this document are to be understood to comprise mission/detail planners and execution/C2 personnel that plan, re-plan, and/or recut a manned mission. Additionally, the terms "airfield database" and "AFD" have been replaced in GDSS by Location Management Application (LM App) functions.

1.2.1.1. The GDSS Airfield Detail (Giant Report) assessment provides a planning foundation for safe operations at an airfield, but does not replace the need for detailed mission planning or pre-flight planning. It is an initial feasibility synopsis including applicable MAJCOM operating guidance (e.g., Day Only, false GPWS alert guidance, etc.)

to help clarify whether or not it is viable to plan to a particular location using a specific Mission Design Series (MDS) manned aircraft.

1.2.1.2. Plans for sustained, robust operations at a potential operating location frequently require an airfield survey or expeditionary site survey to be completed in order to determine detailed mission support and bed-down capabilities, as well as to obtain comprehensive obstruction and pavement data not discernable from examination of available imagery.

1.2.2. Guidance for operations on other than hard surface (unpaved or semi-prepared) runways is contained in DAFMAN13-217, *Drop Zone, Landing Zone, And Helicopter Landing Zone Operations*, applicable MDS flight manuals, and AFMAN11-2MDS Volume 3, *Operations Procedures*, publications.

1.2.2.1. Other than hard-surfaced semi-prepared runway (SPR) materials and compositions are listed in the DoD Enroute Supplement.

1.2.2.2. Most mobility aircraft are not designed for air land operations on a SPR, otherwise known as a landing zone (LZ). Historically LZ operations have resulted in damage to antennae and other equipment on the aircraft lower fuselage. Consequently, MAF pilots are normally restricted from operating mobility aircraft on semi-prepared surfaces except as noted in AFMAN11-2MDSV3 and DAFMAN13-217.

1.2.2.3. Per DAFMAN13-217, an LZ Survey is normally not required for air land operations to locations that have DoD FLIP products or to locations with a GDSS Airfield Detail (Giant Report) assessment.

1.2.2.3.1. Consequently, a location such as North AF Aux, SC (KXNO), used for C-17 assault LZ operations, does not require an LZ Survey.

1.2.2.3.2. Similarly, a hard-surfaced LZ does not require an LZ survey if it is within the confines of a permanent airfield that has an operational non-tactical runway, an airfield manager, and DoD FLIP products, unless mandated by the Weapons and Tactics and Electronic Warfare Branch (AMC/A3TW).

1.2.2.3.3. GDSS LZ locations in “Closed” or “Archived” status, or not within the confines of a permanent airfield as outlined above require an approved LZ Survey prior to aircraft operations.

1.2.3. A3TW is MAJCOM lead for drop zone (DZ) and LZ procedures within AMC and manages the approval processes for DZ and LZ Surveys.

1.2.3.1. A3TW provides direction to classify a paved, hard surface runway in a tactical, training, or non-standard environment (disaster area, etc.) as an LZ in GDSS. A3TW is responsible to ensure the Airfield Suitability Branch (AMC/A3AS) is notified when the aforementioned designation occurs to prevent confusion regarding location status in GDSS.

1.2.3.2. GDSS Airfield Detail for LZs do not include a “Suitable” designation for any aircraft type yet do include, as the initial (top) airfield restriction, the statement: “AMC classifies this location as a Landing Zone (LZ). See AF IMT 3822 for authorization to operate.”

1.2.3.3. Airfield Detail for LZs in GDSS may still include other appropriate and valid MAJCOM restrictions including those directed by the Standardization/Evaluation and Readiness Division (AMC/A3V), those directed by the Terminal Instrument Procedures (TERPS) Branch (AMC/A3AT), or a restriction based on an official pavement evaluation report, or a non-aircraft specific restriction, e.g., location limited to Visual Flight Rules (VFR) only operations due to lack of published instrument procedures, etc.

**1.3. Deviations and Waivers.** AMC has delegated the Tier Waiver Authorities construct contained in DAFMAN90-161, Table A10.1, for the 10, 11, and 13 series operational publications.

1.3.1. Unless a waiver authority is explicitly designated by office symbol, Tier 2 waivers for AMC assigned and gained assets are to be reviewed and approved as follows (no T-0 or T-1 items are contained in this publication):

1.3.1.1. Waiver authority is the Director of Operations, Strategic Deterrence, and Nuclear Integration (AMC/A3/10) prior to mission execution. Waiver authority is the 618th Air Operations Center Commander (618 AOC/CC) during mission execution, provided the 618 AOC/CC meets the requirement for T-2 waiver authority contained in DAFMAN 90-161 Table A10.1 or that requirement is waived.

1.3.1.2. For the purposes of this instruction the A3/10 is waiver authority for DASA issues not encompassing mission execution unless otherwise specified.

1.3.2. Waivers are to be submitted using the DAF Form 679, *Department Of The Air Force Publication Compliance Item Waiver Request/Approval*, or via official memorandum, or email (in that order) if DAF Form 679 is unavailable.

1.3.3. The ASRR is considered non-tiered compliance guidance, however, the DAF Form 679 or official memorandum, or email (in that order) are to be used for waivers to that document.

1.3.4. TERPS-related waivers are IAW AFMAN 11-230, *Instrument Procedures*.

1.3.5. Submit waiver requests through the chain of command to the appropriate Tier waiver approval authority.

1.3.6. Waivers can be retroactive, unless prohibited by law or higher authority.

**1.4. Airfield Suitability and Restrictions Report (ASRR).** Advances in aviation procedures and technology in turn drive a need to periodically update and revise airfield assessment processes and guidance. Accordingly, the ASRR establishes detailed suitability methodology and technical specifications, and is an approved mission planning resource IAW AFMAN11-202V3 AMCSUP.

1.4.1. AMC planners and crews use data published in GDSS Airfield Detail and procedures outlined therein unless otherwise specified in applicable AFMAN11-2MDSV3.

1.4.2. A3AS is OPR for handling airfield feedback from aircrew, amendments and waiver requests pertaining to airfield suitability codes, airfield pavement condition, weight bearing capacity, and other suitability topics outlined in this publication.

**1.5. Access to GDSS and Airfield Detail/Giant Report Assessments.** Access to Airfield Detail/Giant Report (AD/GR) assessments are available electronically via GDSS (account required). Additionally, the AD/GR data contained in GDSS feeds other MAF Command and Control (C2) systems in a “read only” capacity, these systems include: Consolidated Air Mobility Planning System, Dynamic Mission Re-Planning, and Mobility Air Force Automated Flight

Planning Service. For questions regarding an account contact the GDSS Functional Help Desk ([AFLCMC.OL2.GDSS-FHD@us.af.mil](mailto:AFLCMC.OL2.GDSS-FHD@us.af.mil)) at DSN (312) 576-4949 (commercial 618-256-4949); follow prompts to reach assistance for GDSS. Once registration is completed, access is provided by means of a Common Access Card (CAC) enabled computer on a military domain (.mil system).

1.5.1. A copy of the ASRR and/or individual AD/GR assessments from GDSS can also be obtained using contact options listed in the Roles and Responsibilities chapter.

1.5.2. GDSS AD/GR assessments and information contained therein are exempt from release under the Freedom of Information Act IAW exemptions 1, 2 and 5 outlined in DoD Manual 5400.07, Section 5.

1.5.3. GDSS AD/GR assessments and information may not be released to non-US government organizations unless categorized as “REL TO US, FVEY”, for applicable countries, or approved for release by the Foreign Disclosure Officer from the International Affairs Section (AMC/A5/A8XD) and following coordination with the Command and Control Operations Division (AMC/A3C). **Note:** “FVEY” is a term denoting the closely allied countries of Canada, New Zealand, Australia, the United Kingdom, and the United States.

1.5.4. GDSS AD/GR assessments and information must not be disclosed to civilian personnel unless there is an operational need (e.g., quid pro quo data sharing with a civil airfield manager) or the individual is under contract to the DoD and the following requirements are met:

1.5.4.1. Prior to sharing AD/GR with an entity or individual under contract to the DoD an authorization letter or electronic message from a US military officer (O-4 or above, including ANG or AFRC) or DoD civilian senior leader (GS-14 or above) must be provided to the Airfield Operations Division (AMC/A3A) for approval. **(T-2)**

1.5.4.2. The aforementioned authorization letter or electronic message has to include:

1.5.4.2.1. A statement confirming the status of the DoD contractor (individual or organization).

1.5.4.2.2. Contract number and contract termination date.

1.5.4.2.3. Confirmation that the contractor (individual or organization) shall not duplicate, copy, or otherwise reproduce GDSS AD/GR data, information, etc., for purposes other than those necessary for performance of the DoD contract.

1.5.4.2.4. A statement that GDSS AD/GR information will no longer be shared with the contractor (individual or organization) when the contract expires.

1.5.5. Information Assurance requirements prohibit release of the GDSS AD/GR to foreign personnel, organizations, government employees, military members, or a foreign exchange/liaison officer unless prior approval is granted.

1.5.5.1. Foreign release must be approved through A5/A8XD. **(T-2)**

1.5.5.2. **Exception:** Foreign nationals who work for the USAF and have a valid need for AD/GR information in order to perform official USAF-related duties may be granted access.

**1.6. Application.** DASA policies apply to all AMC aircraft including AMC-gained from the ANG and AFRC, however, AMC has delegated sole responsibility for destination airport

suitability analysis for Presidential Airlift Group (PAG) aircraft operations to the PAG/CC. AFMAN11-202V3, *Flight Operations*, specifies the pilot in command (PIC) as final authority for safe aircraft operation, and therefore the PIC is final authority for destination airfield suitability during mission execution.

**1.7. Scope.** For the purposes of this instruction, DASA means the ability to adequately plan for and analyze paved surfaces, ground obstacles, disseminate TERPS-related guidance, and assign other command guidance (e.g., day only restricted, certification airfield, etc.) to ensure safe aircraft operations at a specific airfield location.

1.7.1. GDSS airfield assessments can be complex for large mobility aircraft having significant operating gross weights that place considerable stress on paved surfaces. Large mobility aircraft also have extensive wingspans that commonly reach well beyond the edge of runways, taxiways, and/or parking aprons thereby driving a need to assess obstacles located “inside the fence”.

1.7.2. Airfield suitability assessments in GDSS normally contain the following information as appropriate: comprehensive airfield pavement data, available landing/taxi obstacle information, unique operations guidance, and, for non-DoD Accepted airfields outside the continental United States without a US Government (USG) published instrument procedure, a TERPS review unless exempted IAW AFMAN11-230.

1.7.3. Non-aircraft specific guidance (e.g., Day only, certification airfield, etc.) when designated in GDSS applies regardless of aircraft type. Other published directives can mitigate airfield restrictions (e.g., guidance for night vision device (NVD) operations, etc.).



## Chapter 2

### ROLES AND RESPONSIBILITIES

#### 2.1. AMC is responsible to:

2.1.1. Ensure the ASRR and GDSS Airfield Detail are reviewed periodically (triennial basis) for accuracy, clarity, and updated with appropriate data and information. (OPR: A3A)

2.1.2. Ensure the ASRR and GDSS Airfield Detail are made available to mission planners and crews IAW AFMAN11-202V3 AMCSUP and AFMAN11-2MDSV3. Availability of these products to other services is by request as resources allow. (OPR: A3A)

2.1.3. Maintain the AMC Airfield Help Desk to handle feedback, inquiries and provide clarification and/or interpretation relating to this publication, GDSS AD/GR, the ASRR, or airfield suitability issues. The Airfield Help Desk generally operates 0600-1800 local, central standard time, during normal duty days and can be reached at DSN 312-779-3112, commercial 618-229-3112, via e-mail: [airfield.helpdesk@us.af.mil](mailto:airfield.helpdesk@us.af.mil), or via the Airfield Suitability office SharePoint site at URL: <https://intelshare.intelink.gov/sites/GDSS/layouts/15/start.aspx>. During non-duty periods, weekends, and holidays, an Airfield Help Desk on-call analyst can be reached via mobile phone: 618-792-7114. (OPR: A3A)

2.1.4. Establish procedures to have AMC airfield management (AM) personnel review GDSS AD/GR for their location semi-annually (or IAW AFMAN13-204V2) to ensure the document is current, accurate, and complete. Additionally, prior to implementation of any long-term change to airfield markings, lighting, etc., or procedural actions that could affect operations, AMC AM personnel coordinate with A3A (Airfield Operations) to discuss whether it is appropriate to incorporate information into GDSS AD/GR. (OPR: A3A)

2.1.5. Coordinate with Civil Engineer Operations Division (A4O) to obtain expertise, advice, and guidance regarding geospatial analysis, aircraft parking capacity analysis (otherwise known as maximum on the ground or “MOG”), pavement evaluation report questions, airfield pavement issues, matters involving aircraft weight bearing capacity, pavement condition, tire pressure limits, and other runway/taxiway/apron pavement concerns that impact, or have potential to impact, MAF aircraft operations. (OPR: A3A and A4O)

#### 2.2. A3/10 is responsible to:

2.2.1. Ensure Airfield Suitability office airfield analysts have completed appropriate qualification training and evaluation. Unless fiscally impractical, airfield analysts attend an appropriate Air Force Civil Engineer Center (AFCEC) Airfield Pavement Evaluation Course. (OPR: A3A)

2.2.2. Ensure the ASRR and GDSS Airfield Detail airfield assessments are periodically reviewed, revised, and updated as new information and/or official feedback are available. (OPR: A3A)

#### 2.3. Mission Planner Responsibilities. Mission/detail planners and execution/C2 personnel that plan, re-plan, and/or recut a mission are responsible to:

2.3.1. Review GDSS AD/GR guidance and restrictions. Include advisory/approval/waiver information in GDSS Mission Detail when applicable.

2.3.2. Examine pertinent GDSS Foreign Terminal Instrument Procedure (FTIP) reviews as appropriate and confirm approval of destination and alternate airfield(s) instrument procedures for mission duration. Request FTIP review from A3AT if required.

2.3.3. Alert aircrews to accomplish a live flyability check and submit instrument procedures feedback in the form of the flyability report to A3AT when necessary.

**2.4. Mission Executor Responsibilities.** Aircrew and Flight Managers are responsible to:

2.4.1. Confirm GDSS AD/GR guidance and restrictions for sortie point of departure/point of arrival and any listed alternates.

2.4.2. Examine pertinent GDSS FTIP reviews as appropriate and confirm approval of destination and alternate airfield(s) instrument procedures.

2.4.3. Aircrew are responsible to provide feedback and distribute GDSS AD/GR advisory and approval information when needed.

2.4.4. Aircrew will accomplish a live flyability check and submit instrument procedures feedback in the form of the flyability report to A3AT when designated in GDSS AD/GR.

## Chapter 3

### FUNDAMENTAL PROCEDURES AND METHODS

**3.1. Airfield Movement Surfaces.** Airfield pavement surfaces intended for aircraft operations possesses several attributes that must be analyzed in order to adequately assess suitability for intended aircraft operations. At a minimum, these include: geometrics, surface type, strength, condition, and aircraft tire pressure limits. **(T-2)**

3.1.1. Pavement geometrics. A runway which does not meet minimum landing distance available (LDA) and/or width requirements is unsuitable for aircraft type unless waived by appropriate authority outlined in applicable AFMAN11-2MDSV3. A runway is also unsuitable if there is inadequate area to turnaround on the runway nor ability to proceed via suitable maneuvering areas or taxiways for subsequent takeoff; this can occur when a runway meets landing width but not aircraft turnaround area requirements.

3.1.1.1. Approval to operate on runways more narrow than required must ensure the capability to turnaround on the runway (includes designated turnaround) or to proceed via suitable maneuvering areas or taxiways for subsequent takeoff while also ensuring any existing obstacles will not be a factor for operations. **(T-2)**

3.1.1.2. Likewise, approval to operate on taxiways more narrow than prescribed per AFMAN11-2MDSV3 must ensure consideration is given to adequate clearance from ground obstructions that originally may not have been analyzed for aircraft type. **(T-2)**

3.1.2. Pavement surface type. Mobility aircraft are designed to operate on prepared, paved runways with hard surface composition (rigid or flexible). AMC aircraft, except appropriately approved C-17 and C-130, are restricted from operating on semi-prepared runway surfaces.

3.1.2.1. Paved (prepared) hard surface runway types are identified in DoD FLIP (Enroute Supplement), however, AMC also considers a runway surface to be paved regardless of FLIP designation with endorsement of the Civil Engineer Operations Branch (AMC/A4OC).

3.1.2.2. On a case-by-case basis, as determined by the AMC Command Pavement Engineer, a hard surfaced runway not previously identified as an LZ and having very thin pavement (4 inches thickness or less) can be considered a semi-prepared LZ with a top Foreign Object Damage (FOD) seal layer.

3.1.3. Pavement strength. Pavement strength, also known as weight bearing capacity (WBC) or load-bearing capability, limits aircraft operations when the rated value is not sufficient to support planned aircraft gross weight. A paved surface that is overloaded increases risk of structural deformation or failure and can result in expensive, unintended consequences such as aircraft FOD and/or significant pavement repair costs.

3.1.3.1. There are numerous pavement rating methodologies for determining and reporting airfield pavement strength. Despite progress in evaluating pavements, many airfields across the globe still report pavement strength using aircraft gear type or based on traffic, or do not report it at all. Further, the National Geospatial-Intelligence Agency (NGA) uses a Load Classification Number (LCN) rating for some of their assessment products.

3.1.3.2. The International Civil Aviation Organization (ICAO) and the Federal Aviation Administration (FAA) are currently working to have the Aircraft Classification Rating/Pavement Classification Rating (ACR/PCR) method adopted as the international standard. The FAA requires public use paved runways at all 14 Code of Federal Regulations (CFR) Part 139 certified airports be assigned gross weight and PCR data by September 30, 2024 (AC 150/5335-5D).

3.1.3.3. The ACR/PCR method is the replacement for the established Aircraft Classification Number (ACN)/Pavement Classification Number (PCN) system, however, PCN and other legacy rating methods as appropriate continue to be used in GDSS airfield assessments for the foreseeable future whenever PCR values are not published or otherwise made available.

3.1.3.3.1. The ACR (like the ACN) is a number that expresses the relative effect of an aircraft at a given configuration on a pavement structure for a specified standard subgrade. Likewise, PCR is a number that expresses the load-carrying capacity of a pavement for unrestricted operations (similarly for PCN), (AC 150/5335-5D).

3.1.3.3.2. The ACR-PCR system is structured so pavement with a particular PCR value is able to support an aircraft having an ACR value equal to or less than the pavement PCR value. This is possible because ACR and PCR values are computed using the same technical basis.

3.1.3.3.3. In similar manner, the ACN-PCN system is structured so a pavement with a particular PCN value is able to support an aircraft having an ACN value equal to or less than the pavement's PCN value. This is because ACN and PCN values are computed using the same technical basis.

3.1.3.3.4. Both ACN/PCN and ACR/PCR systems are reported as a five-part code where parts are ordered and separated by forward dashes: Numerical value / Pavement type / Subgrade category / Allowable tire pressure / Method used to determine the rating, e.g., 646/F/B/X/T. The primary difference between the two rating systems regarding code presentation is the magnitude of the ACR/PCR numerical value which is typically significantly greater than ACN/PCN numerical values. Both the DoD Flight Information Handbook and Enroute Supplements contain descriptions of both these pavement rating methods.

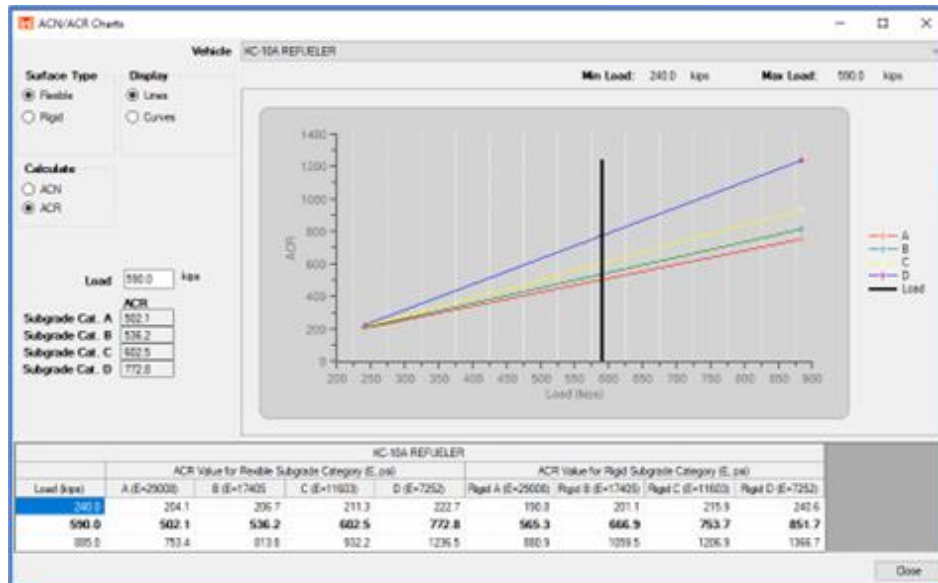
3.1.3.4. The DoD Tri-Service Transportation Pavements-Transportation - Community of Practice provides a ACN/ACR Calculator – a pavement rating analysis tool (**Figure 3.1**) which may be downloaded at: <https://transportation.erdcdren.mil/triservice/software.aspx>.

3.1.3.4.1. ACR data from the Tri-Service ACN/ACR Calculator has been incorporated into the GDSS Weight Bearing Capacity Calculator which yields aircraft gross weight limits based on a variety of pavement ratings currently in use.

3.1.3.4.2. ACN data in GDSS is from aircraft flight manual charts/tables. ACR charts/tables are currently not provided in MAF aircraft flight manuals, but are going to be incorporated into GDSS when they become available.

3.1.3.5. GDSS data sources for pavement strength include: official host nation aeronautical information publications (AIP), Expeditionary Site Plan (ESP) reports, Air Force Civil Engineer Center (AFCEC) pavement reports, pavement reports from the Naval Facilities Engineering Systems Command (NAVFAC) and the US Army Engineer Research and Development Center (ERDC), NGA source materials, MAJCOM Airfield Survey reports, DoD and FAA FLIP, and other reports and/or methodology approved by A4OC and/or A3A.

Figure 3.1. Tri Service ACN/ACR Calculator.



3.1.3.5.1. In cases when there is conflicting WBC information between available sources that cannot be adequately resolved, or when WBC information is ambiguous, A3AS consults with A4OC to determine which data source is most appropriate for use in GDSS.

3.1.3.5.2. WBC values in GDSS AD/GR are approved for aircrew and planner use and are listed by military gear configuration as outlined in the ASRR (e.g., Twin (T), Single Tandem (ST), Twin Tandem (TT), etc.)

3.1.3.5.3. When AD/GR data conflicts with information contained in other publications, contact the AMC Airfield Help Desk for clarification and/or resolution.

3.1.3.6. Overload operations occur whenever an aircraft operates at a gross weight above the published pavement strength limit. AMC pavement strength evaluation procedures and overload processes are empirically proven measures that include A4OC coordination at appropriate thresholds.

3.1.3.6.1. Planners and/or aircrew are responsible for contacting the airfield manager or senior airfield authority to obtain approval to operate at aircraft gross weights greater than WBC value limits published in AD/GR.

3.1.3.6.2. Operating at gross weights greater than 50 percent above an AD/GR WBC value limit requires both airfield manager/senior airfield authority approval as well as an A3/10 waiver. (T-2) The 50 above limit is determined by multiplying the AD/GR

WBC value by 1.5 (e.g., 360K lbs is GDSS WBC limit; 50% above limit is 1.5 X 360 = 540K lbs).

3.1.3.6.3. Keep in mind that approvals and waivers by airfield authorities do not negate the need for an AMC WBC waiver when the aforementioned 50% threshold is exceeded.

3.1.4. Pavement condition. The state or quality of rigid or flexible pavement is appraised using the pavement condition index (PCI). According to ASTM International (ASTM-D5340, *Standard Test Method for Airport Pavement Condition Index Surveys*) PCI is a measurement of the collective judgement of pavement maintenance engineers. It directly relates to maintenance and repair needs and indirectly to pavement structural integrity and functional condition.

3.1.4.1. Airfield pavement in substandard condition poses an increased risk of FOD due to existing deterioration and distresses. The PCI measurement is a numerical scale (zero to 100, with 0 being the worst possible condition and 100 being the best possible) determined by a visual pavement survey, based on procedures in ASTM D5340 per Tri-Service Pavements Working Group Manual (TSPWGM) 3-260-03.02-19, *Airfield Pavement Evaluation Standards and Procedures*.

3.1.4.2. A PCI rating at and below 25 but greater than or equal to 11 (range of 11-25) denotes pavement in “Serious” condition having primarily high-severity distresses that cause operational restrictions due to immediate repairs being required (TSPWGM 3-260-03.02-19).

3.1.4.3. A PCI rating below 11 (range of 0-10) denotes pavement in “Failed” condition, meaning deterioration has progressed to the point that safe aircraft operations are no longer possible, and complete reconstruction is required (TSPWGM 3-260-03.02-19).

3.1.4.4. Mobility aircraft, (except for C-17 and C-130) shall not operate on “Serious” pavement without an A3/10 waiver. **(T-2)**

3.1.4.5. Mobility aircraft shall not operate on pavement in “Failed” condition. Exceptions for extraordinary circumstances or contingency operations require an A3/10 waiver. **(T-2)**

3.1.5. Pavement allowable tire pressure. It’s important to consider the impact of aircraft tire pressure on airport pavement. Thin or poorly constructed flexible pavement can be subject to shearing and rutting, while thin or damaged rigid pavement can be further cracked and shattered as a result of excess tire pressure loading. Both the PCN and PCR rating methods incorporate aircraft tire pressure limits.

3.1.5.1. Approval must be obtained from the airfield manager or appropriate senior authority prior to operations whenever aircraft tire pressure will exceed published limits. **(T-2)**

3.1.5.2. Both airfield manager/senior airfield authority approval, as well as an A3/10 waiver are required whenever allowable tire pressure limits will be exceeded on pavement limited to 73 psi or less. **(T-2)**

**3.2. Airfield Obstacles.** Airfield obstacles can impact landing and/or ground operations.

3.2.1. While avoiding airfield obstacles is an aircrew responsibility, due to inherent latency in the airfield review process mission planners are responsible to make an effort to identify potential landing and ground obstacle hazards in order to mitigate adverse impacts to the safe and efficient use of an airport. When the mission mandates aircraft operations into a non-standard, underdeveloped, or remote location, it is essential that planners and crews make every effort to evaluate airport obstacles (e.g., encroaching vegetation, signage, etc.) to ensure adequate aircraft clearance and safety.

3.2.2. Known airport obstructions impacting landing and ground operations (operations conducted “inside the fence”) are included in AD/GR assessments, and associated restrictions apply to specified mobility aircraft unless otherwise directed in appropriate AFMAN11-2MDSV3. The following protocol is used by the Airfield Suitability office for analysis of landing and/or ground maneuvering airfield obstructions.

3.2.2.1. Unknown/Undisclosed Landing and Ground Movement Obstacles.

3.2.2.1.1. AMC aircraft shall be restricted to Day Only operations when runway or taxiway obstacle information is unknown, undisclosed, questionable or insufficient, pending appropriate feedback. **(T-2) Exception:** MAF aircraft may operate unrestricted (within the constraints of any other existing suitability limitations) into an airport having day and night traffic by the same or similar aircraft type.

3.2.2.1.1.1. Appropriate feedback is a documented input (aircrew feedback form, memo, airfield survey, electronic message, etc.) that includes the name and contact information of the military or aviation official vouching for the veracity of the obstruction data at the airfield.

3.2.2.1.1.2. MAF aircraft (except C-5) are not Day Only restricted at airfields that handle the largest wide-body variants (e.g., B747, B777, A340, A350, A380, AN124, AN225 traffic, etc.).

3.2.2.1.1.3. The C-5 is not Day Only restricted at airfields that handle night operations of the largest wide-body variants (e.g., B747, B777, A340, A350, A380, AN124, AN225 traffic, etc.).

3.2.2.1.2. A3AS airfield analysts periodically review and reaffirm AD/GR landing and ground movement obstacle data, normally on a triennial basis, more frequently when new data becomes available or when aircrew feedback or higher authority compel additional analysis.

3.2.2.2. Obstacles affecting landing and ground operations. A3/10 approval is required prior to AMC or AMC-gained missions being operated on runways with obstacles that exceed the following approval criteria:

3.2.2.2.1. Approval obstacle -- an obstruction in proximity to the runway that is taller than the height of the wing tip or engine nacelle with the aircraft in a nose up landing attitude (nominal 8 pitch up), 3.5° bank (5° bank for C17 and C-130), and located within the wing tip and/or outboard engine nacelle plus 35 feet. Pilots of AMC and AMC-gained aircraft will land past (and takeoff prior to) runway approval obstacles. Additionally, aircrew will treat a runway approval obstacle as a displaced threshold for

departure to ensure obstacle clearance. The ASRR contains runway approval obstacle height and distance tables for specific mobility aircraft. (T-2)

3.2.2.2.2. Advisory Obstacle. In addition to approval obstacles, AD/GR contain advisories regarding known obstacles that may affect 180° turns on the runway. Advisory obstacles are listed if they violate maximum obstacle height and distance parameters for taxi operations with aircraft main gear on the runway edge. The ASRR includes a table listing taxiway obstacle height and distance criteria for specific mobility aircraft.

3.2.2.3. Taxiway Obstacles. AFMAN 11-218, *Aircraft Operations and Movement on the Ground*, outlines mandatory obstacle clearance for taxi operations. AMC supplements this guidance with the aforementioned ASRR taxiway obstacle table containing MDS-specific height and distance parameters. AMC aircraft shall not taxi past obstacles that violate ASRR taxiway obstacle table limits unless waived or there is an exception. (T-2)

3.2.2.3.1. Taxiway obstacle exception. AMC aircraft are authorized to operate on marked taxiways with lights as tall as 30 inches without a wing walker provided fixture height does not equal or exceed “Wings Level” height values listed in the ASRR in the immediate vicinity of the aircraft feature (nacelle, wingtip, etc.) and aircrew ensure obstacle clearance.

3.2.2.3.2. Taxiway edge lights are typically placed 10 feet from the edge of full strength pavement, however, guidance allows for placement as close as the taxiway edge. Standard taxiway light fixture height is 14 inches, however, locations where snow accumulation is a concern commonly have taller fixtures.

3.2.2.3.3. The Airfield Suitability office annotates nonstandard height taxiway lights whenever such information is available via official publications or feedback.

**3.3. Taxi Visual Reference.** During night taxi operations without the use of NVDs mobility aircrew will not taxi unless sufficient visual references are available and the aircraft is in position to safely maneuver. (T-2) Sufficient taxi visual references consist of being able to identify and avoid any obstructions that potentially inhibit safe movement as well as one or more of the following discernable elements:

- 3.3.1. Taxi area and/or edges.
- 3.3.2. Taxi routing line and/or edge markings.
- 3.3.3. Edge, centerline, or routing assist lighting.
- 3.3.4. Edge reflectors.

**3.4. Terminal Instrument Procedures (TERPS) Review.** Reviews of selected foreign instrument approach and departure procedures necessary to complete the mission are normally accomplished by the MAJCOM TERPS office responsible for the geographic region in which the airport is located.

3.4.1. FTIP review letters are posted in GDSS AD/GR. The GDSS Airfield Detail “Procedures Reviewed by TERPS” section also contains an “FTIP Request Form” button which pivots to the USAF FTIP SharePoint site that contains current FTIP reviews from all USAF TERPS units.



3.4.2. FTIP Flyability Check. To assist the TERPS Operational Risk Management (ORM) process and facilitate instrument approach procedure publication, MAJCOM TERPS offices request explicit feedback on instrument procedures at specified locations in the form of an actual live flyability validation check.

3.4.2.1. Instrument procedures that require a flyability check have a complete, valid TERPS review, yet still require the flyability check before the procedure can be published in DoD FLIP. Consequently, aircrews are responsible to complete any FTIP flyability feedback form that has been attached in AD/GR for a specific location.

3.4.2.2. When AD/GR has a Suitability code "1" assigned, the 618th AOC Global Operations Division (618 AOC/MODO) will ensure FTIP flyability execution guidance (outlined in the following paragraphs) is incorporated into aircrew Aviation Operational Risk Management. **(T-3) Note:** Suitability code 1 designates: "Aircrew instrument procedure flyability check required."

3.4.2.2.1. To complete a live FTIP flyability check aircrews need to request execution of the specific instrument procedure from host nation Air Traffic Control (ATC).

3.4.2.2.2. Clearance for a visual approach while also being able to maneuver on the instrument procedure ground track concurrently monitoring obstacle clearance and NAVAID signal strength also meets flyability check requirements. See AFMAN11-230, Flyability Checks, for additional guidance.

3.4.2.2.3. Aircrews only report segments of the instrument procedure actually flown. The publishing MAJCOM TERPS and flying authorities retain responsibility to mitigate the lack of an aircrew's ability to fly and report on all segments.

3.4.2.2.4. Missed Approach Exception: In lieu of flying the Missed Approach Procedure, aircrews may visualize and analyze the Missed Approach track during departure, as conditions permit.

3.4.2.2.5. Make every effort to return flyability feedback forms to requesting TERPS authority within five duty days after mission completion.

3.4.3. FTIP review and approval restrictions posted in GDSS AD/GR apply to all USAF aircraft unless a MAJCOM-specific restriction is annotated. MAJCOM-specific restrictions can be more or less restrictive than the basic FTIP review letter and apply only to the specified MAJCOM and associated MAJCOM-gained aircraft.

3.4.4. AMC Planners and aircrews shall check GDSS to determine whether the necessary instrument procedure review has been accomplished and approved for use. **(T-2)** Additionally, planners and aircrews need to pay close attention to the details of the approved FTIP review.

3.4.4.1. Be aware that all FTIP reviews required for multi-leg missions might not be completed prior to the mission start date. Additionally, be mindful that the DoD Aeronautical Information Portal (DAIP) Notice to Air Missions (NOTAM) query might not support instrument procedures posted in GDSS. Consequently, it is imperative to verify the status of FTIP reviews daily while enroute prior to the arrival date at a particular destination airfield.

3.4.4.2. Questions regarding FTIP reviews can be resolved by contacting the AMC TERPS Branch: [AMC.TERPS@us.af.mil](mailto:AMC.TERPS@us.af.mil) or DSN 312-779-3958; or after hours via the on call

mobile phone: (618) 792-7942. Refer to AFMAN11-202V3 for other detailed guidance concerning USAF aircrew use of non-USG FLIP products.

3.4.5. Compliance with NOTAM guidance is mandatory for flight operations. Consequently, the inability to procure and check NOTAMS by any means results in an airfield location in GDSS being restricted to day only and Visual Flight Rules (VFR) operations. The “Q” restriction reads: “When NOTAMS are unavailable operations are limited to Day/VFR only.” The final decision regarding limiting operations to Day/VFR based on lack of NOTAMS can be made by the PIC.

3.4.6. FTIP reviews are valid only for the instrument flight procedures, page numbers, and effective dates listed. The minimum number of procedures to be reviewed by the TERPS office for any given location is outlined in the ASRR but exceptions may be negotiated by the mission planner or aircrew on a case-by-case basis.

**3.5. Certification Airfield.** A Certification Airfield has significant or unique hazards and/or operating procedures requiring qualification as outlined in the following paragraph, as well as increased preparation and awareness.

3.5.1. For a crew to operate at a Certification Airfield, the aircraft commander must have operated into that airfield within the past two years as pilot, copilot, or observer who actively monitored the approach. This is a firm experience requirement unless waived. The aircraft commander’s Operations Group Commander (OG/CC) may waive the Certification Airfield pilot experience requirement. **(T-3)**

3.5.2. A3V assigns the Certification Airfield designation based upon aircrew and safety recommendations and other information as appropriate.

3.5.3. A listing of AMC Certification Airfields is contained in the ASRR.

**3.6. Special Pilot-In-Command Airport.** The FAA Special PIC Qualification Airports Revision History list drives a Special PIC designation for airfields in GDSS, however, A3V may also direct A3A to apply the designation in AD/GR. The FAA Special PIC Qualification Airports Revision History list may be found via search at URL: <https://drs.faa.gov>. Airports are considered for the Special Pilot-In-Command (PIC) Airport designation based upon aircrew and safety recommendations. The reason for Special PIC airport classification (mountainous terrain, unique procedures, etc.) is normally included in GDSS AD/GR verbiage.

3.6.1. Pilot experience requirement. No crew shall operate to/from a Special PIC airport unless, within the preceding 12 calendar months, a pilot crew member has made an entry to the airport (a takeoff or landing) while performing pilot duties in one of the primary seats. The aircraft commander’s OG/CC may waive the Special PIC airport pilot experience requirement. **(T-3)**

3.6.2. Impact of existing airport weather on pilot experience requirement: The Special PIC pilot experience requirement does not apply when the ceiling, within plus or minus 1 hour Estimated Time of Arrival (ETA), is at least 1,000 feet above the lowest Minimum Enroute Altitude (MEA), Minimum Obstruction Clearance Altitude (MOCA), or initial approach altitude for the instrument approach procedure at the airport, and visibility at the airport is at least three Nautical Miles.

3.6.3. Substitute for pilot experience requirement: During mission planning any of the following four options shall also satisfy the pilot experience requirement for a Special PIC airport: **(T-3)**

3.6.3.1. Thorough review of commercially produced visualization products (such as those available utilizing Jeppesen® Foreflight®) which include runway(s) depiction, an overview of terrain features, weather trends/concerns, and other unique airfield information.

3.6.3.2. Review of NGA produced Airport Qualification Program (AQP) charts/pictorials.

3.6.3.3. Review of Jeppesen® Airport Qualification and Familiarization Charts.

3.6.3.4. An airfield briefing from a home-station, deployed, or stage-operated Tactics office which includes airfield and runway imagery, an overview of terrain features, weather trends/concerns, applicable unique airfield information and study approved by the PIC's OG/CC.

### **3.7. Elevated terrain in airfield vicinity.**

3.7.1. Most geologists classify a mountain as a landform that rises at least 1,000 feet (300 meters) or more above its surrounding area (National Geographic). Consequently, for AMC DASA purposes, an airport is considered within an area of elevated terrain whenever the region in the vicinity of the airfield varies more than 1,000 feet above airport elevation within 10 Nautical Miles (NM).

3.7.2. In other than Day, VFR conditions pilots shall only fly below the Minimum Safe Altitude (MSA) at airfields in the vicinity of elevated terrain if under radar control or established on a segment of a published or MAJCOM approved arrival procedure, instrument approach, or departure procedure. In addition, to fly below the MSA, pilots must reference on-board navigation equipment capable of deriving an integrated navigation solution that will keep the aircraft clear of terrain. **(T-2)**

3.7.3. However, unless otherwise restricted, pilots may fly VFR at night to/from airfields in the vicinity of elevated terrain provided they are able to ensure situational awareness and keep the aircraft clear of terrain using one or more of the following methods:

3.7.3.1. Receive radial/Distance Measuring Equipment (DME) in the vicinity of the airfield.

3.7.3.2. Reference on-board Global Positioning System (GPS) equipment to derive an integrated navigational solution.

3.7.3.3. Fly VFR on NVDs with reference to other onboard navigation solutions.

3.7.3.4. The underlying assumption regarding the previously listed night VFR terrain clearance options is that aircrew conduct terrain study in advance to precisely use positional information. Knowing topography information and aircraft position in relation to the airfield allows determination of a safe terrain clearance altitude.

**3.8. Landing illusion (black hole).** Night operations are approved to a runway having a “black hole” landing illusion provided an authorized precision approach is available and flown, or Visual Glide Slope Indicator lighting is operational for the landing runway, or the aircraft is equipped with an operable Glide Path indicator IAW AFMAN11-2MDSV3. Night departure from an airport

with a black hole landing illusion incurs the same requirements for possible emergency return, or a takeoff alternate suitable for night landing must be available. (T-3)

DARREN R. COLE, Major General, USAF  
Director of Operations, Strategic Deterrence, and  
Nuclear Integration

**Attachment 1****GLOSSARY OF REFERENCES AND SUPPORTING INFORMATION*****References***

14 CFR Part 121, Subpart O, §121.445, *Pilot in command airport qualification: Special areas and airports*

14 CFR Part 139, *Certification of Airports*

DoD Flight Information Publication (Enroute); IFR Supplement, NGA cyclic flight publication released every 8 weeks

AFPD 10-21, *Rapid Global Mobility*, 26 August 2019

AFPD 11-2, *Aircrew Operations*, 31 January 2019

AFI 33-322, *Records Management and Information Governance Program*, 23 March 2020

AFMAN 11-202V3, *Flight Operations*, 10 January 2022

AFMAN 11-218, *Aircraft Operations and Movement on The Ground*, 5 April 2019

AFMAN 11-230, *Instrument Procedures*, 24 July 2019

DAFMAN 13-217, *Drop Zone, Landing Zone, and Helicopter Landing Zone Operations*, 22 April 2021

DAFMAN 90-161, *Publishing Processes and Procedures*, 18 October 2023

AMCI 11-208, *Mobility Air Forces Management*, 8 February 2017

AFMAN 11-202V3\_AMCSUP, *Flight Operations*, 14 June 2021

HQ AMC Report; Airfield Suitability and Restrictions Report, published periodically

UFC 3-260-16 O&M Manual: *Standard Practice For Airfield Pavement Condition Surveys*, 3 February 2019

FAA Advisory Circular 150/5335-5D, *Standardized Method of Reporting Airport Pavement Strength – PCR*, 29 April 2022

Tri-Service Pavements Working Group Manual 3-260-03.02-19, *Airfield Pavement Evaluation Standards and Procedures*, 19 October 2020

Tri-Service Transportation, Pavements-Transportation - Community of Practice, ACN/ACR Calculator, URL: <https://transportation.erdcdren.mil/triservice/software.aspx>

ASTM-D5340, *Standard Test Method for Airport Pavement Condition Index Surveys*, <https://www.document-center.com/standards/show/ASTM-D5340>

Article: *Mountains* by National Geographic

<https://www.nationalgeographic.com/science/article/mountains?loggedin=true&rnd=1688143125616>

***Prescribed Forms***

None

***Adopted Forms***

DAF Form 679, *Department of the Air Force Publication Compliance Item Waiver Request/Approval*

DAF Form 847, *Recommendation for Change of Publication*

AF Form 3822, *Landing Zone Survey*

***Abbreviations and Acronyms***

**ACN**—Aircraft Classification Number

**ACR**—Aircraft Classification Rating

**AD/GR**—Airfield Detail/Giant Report

**AFCEC**—Air Force Civil Engineer Center

**AFI**—Air Force Instruction

**AFMAN**—Air Force Manual

**AFPD**—Air Force Policy Directive

**AFRC**—Air Force Reserve Command

**AIP**—Aeronautical Information Publication

**AM**—Airfield Management

**AMC**—Air Mobility Command

**AMCI**—Air Mobility Command Instruction

**ANG**—Air National Guard

**AQP**—Airport Qualification Program

**ASRR**—Airfield Suitability and Restrictions Report

**ATC**—Air Traffic Control

**CAC**—Common Access Card

**CFR**—Code of Federal Regulations

**C2**—Command and Control

**DAF**—Department of the Air Force

**DAFMAN**—Department of the Air Force Manual

**DAIP**—DoD Aeronautical Information Portal

**DASA**—Destination Airfield Suitability Analysis

**DME**—Distance Measuring Equipment

**DoD**—Department of Defense

**DZ**—Drop Zone

**ERDC**—US Army Engineer Research and Development Center

**ESP**—Expeditionary Site Plan

**ETA**—Estimated Time of Arrival

**FAA**—Federal Aviation Administration

**FLIP**—Flight Publications

**FOD**—Foreign Object Damage

**FTIP**—Foreign Terminal Instrument Procedure

**GDSS**—Global Decision Support System

**GPS**—Global Positioning System

**IAW**—In Accordance With

**ICAO**—International Civil Aviation Organization

**IFR**—Instrument Flight Rules

**LCN**—Load Classification Number

**LDA**—Landing Distance Available

**LM App**—Location Management Application

**LZ**—Landing Zone

**MAF**—Mobility Air Forces

**MAJCOM**—Major Command

**MDS**—Mission Design Series

**MEA**—Minimum Enroute Altitude

**MOCA**—Minimum Obstruction Clearance Altitude

**MSA**—Minimum Safe Altitude

**NAVFAC**—Naval Facilities Engineering Systems Command

**NGA**—National Geospatial-Intelligence Agency

**NM**—Nautical Miles

**NOTAM**—Notice to Air Missions

**NVD**—Night Vision Device

**OPR**—Office of Primary Responsibility

**ORM**—Operational Risk Management

**PAG**—Presidential Airlift Group

**PCI**—Pavement Condition Index

**PCN**—Pavement Classification Number

**PCR**—Pavement Classification Rating

**PIC**—Pilot in Command

**RGM**—Rapid Global Mobility

**SPR**—Semi-Prepared Runway

**TERPS**—Terminal Instrument Procedure

**TSPWGM**—Tri-Service Pavements Working Group Manual

**USG**—US Government

**VFR**—Visual Flight Rules

**WBC**—Weight Bearing Capacity

**ZAR**—Zone Availability Report

### *Office Symbols*

**618 AOC/CC**—Air Mobility Command, 618<sup>th</sup> Air Operations Center Commander

**618 AOC/MODO**—Air Mobility Command, 618<sup>th</sup> Air Operations Center Global Operations Division

**AMC/A3/10**—Air Mobility Command, Director of Operations, Strategic Deterrence, and Nuclear Integration

**AMC/A3A**—Air Mobility Command, Airfield Operations Division

**AMC/A3AS**—Air Mobility Command, Airfield Suitability Branch

**AMC/A3AT**—Air Mobility Command, Terminal Instrument Procedures Branch

**AMC/A3C**—Air Mobility Command, Command and Control Operations Division

**AMC/A3TW**—Air Mobility Command, Weapons and Tactics and Electronic Warfare Branch

**AMC/A3V**—Air Mobility Command, Standardization/Evaluation and Readiness Division

**AMC/A40**—Air Mobility Command, Civil Engineer Operations Division

**AMC/A40C**—Air Mobility Command, Civil Engineer Operations Branch

**AMC/A5/A8XD**—Air Mobility Command, International Affairs Section

**OG/CC**—Operations Group Commander

**PAG/CC**—Presidential Airlift Group Commander

### *Terms*

**ACN/ACR**—A value that expresses the relative structural effect of an aircraft on different pavement types for specified standard subgrade strengths in terms of a standard single-wheel load.

**AQP**—Airport Qualification Program are charts/pictorials produced by Jeppesen® and/or NGA providing information for Special Pilot-In-Command airports such that pilot experience requirements are satisfied (adapted from 14 CFR §121.445, and Jeppesen® white paper, “Airport



Qualification and Familiarization Charts”, and NGA Aerodata at web address: <https://aeronautical.nga.mil/login>.

**LCN**—Load Classification Number is a dimensionless number that gives a relative stress or force ranking of an aircraft upon paved surfaces on a scale of 1 to 120 (reference: NGA Aeronautical Production Manual).

**PCI**—The Pavement Condition Index is a numerical rating of the pavement condition that ranges from 0 to 100 with 0 being worst possible condition and 100 being the best possible condition (reference: UFC 03-260-16).

**PCN/PCR**—A value that expresses the relative load-carrying capacity of a pavement in terms of a standard single-wheel load.

**WBC**—Weight Bearing Capacity is a term used to express pavement allowable load bearing strength or aircraft gross weight capability (reference: FAA Advisory Circular 150/5335-5D).