



PENSACOLA
International Airport

AIRPORT CERTIFICATION MANUAL



Matt Coughlin – Airport Director

Federal Aviation Administration
Southern Region Airports Division

APPROVED

Jan 08 2021

JNF

Inspector

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EXHIBITS

Original Date: 4/5/2005

Revision Date: 1/28/2026

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| <p>Federal Aviation Administration Southern Region Airports Division</p> <p>APPROVED</p> <p>Feb 05 2026</p> <p>MF Inspector</p> |
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- 16 139.303 TRAINING
- 17 WILDLIFE HAZARD MANAGEMENT PLAN (WHMP)
- 18 MODIFICATION TO STANDARD – Runway 08-26 Object Free Area (ROFA)
- 19 LIST OF NON-STANDARD SIGNS 139.311
- 20 INCORPORATION OF SAFETY MANAGEMENT SYSTEMS (SMS) MANUAL ACCEPTANCE LETTER
- 21 PNS SMS MANUAL

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Revision Date: 1/28/2026



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DISTRIBUTION LIST – 201(b) (3)
COMPLETE AIRPORT CERTIFICATION MANUAL

FAA/Airport Certification Safety Inspector
Pensacola International Airport (Master)
Pensacola FAA Air Traffic Control Tower
Station Manager, American/Envoy/PSA
Station Manager, Breeze Airways / Trego-Dugan
Station Manager, Contour Airlines / Trego-Dugan
Station Manager, Delta Air Lines
Station Manager, Southwest Airlines
Station Manager, Spirit Airlines / PrimeFlight
Station Manager, United Airlines / Swissport
Station Manager Frontier Airlines / PrimeFlight
Pensacola Aviation Center
Innisfree Jet Center

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Revision Date: 09/24/2025



Distribution of EMERGENCY PLAN (Exhibit 8)

City of Pensacola, Fire Department
City of Pensacola, Police Department
Escambia County Sheriff Department
Escambia County Emergency Management
Escambia County Emergency Medical Services
Federal Bureau of Investigation, Pensacola Office
American Red Cross
Transportation Security Administration

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Revision Date: 09/24/2025

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RECORD OF REVISIONS

| CHANGE NO: | CHANGE TITLE: | PAGE NO: | DATE SUBMITTED TO FAA: |
|------------|--|-----------------------|------------------------|
| 1 | Personnel | 3-2 | 5/15/2006 |
| 2 | Training | 16-3 | 5/15/2006 |
| 3 | Obstructions | 17-1 | 5/15/2006 |
| 4 | NOTAMS | 21-1 | 5/15/2006 |
| 5 | NOTAMS | 21-2 | 5/15/2006 |
| 6 | Table of Contents: Exhibits | ii | 5/9/2007 |
| 7 | Distribution List: ACM | iii | 5/9/2007 |
| 8 | Distribution List: AEP | iv | 5/9/2007 |
| 9 | Personnel | 3-2 | 5/9/2007 |
| 10 | Safety Areas | 6-1 | 5/9/2007 |
| 11 | Markings, Signs, & Lighting | 7-1, 7-2, 7-3 | 5/9/2007 |
| 12 | Snow & Ice Control | 8-1 | 5/9/2007 |
| 13 | Traffic & Wind Direction Indicators | 13-1, 13-2 | 5/9/2007 |
| 14 | Pedestrian & Ground Vehicles | 16-3 | 5/9/2007 |
| 15 | Obstructions | 17-1 | 5/9/2007 |
| 16 | Wildlife Hazard Management | 20-3 | 5/9/2007 |
| 17 | Identifying, Marking, & Lighting Construction | 22-1 | 5/9/2007 |
| 18 | Exhibit 1 | Exhibit 1 | 5/9/2007 |
| 19 | Exhibit 2 | Exhibit 2-1 | 5/9/2007 |
| 20 | Exhibit 3 | Exhibit 3-1 | 5/9/2007 |
| 21 | Exhibit 4 | Exhibit 4-1 | 5/9/2007 |
| 22 | Exhibit 5 | Exhibit 5-1, 5-2, 5-3 | 5/9/2007 |
| 23 | Exhibit 7 | Exhibit 7-1 | 5/9/2007 |
| 24 | Exhibit 12 | 12-1 | 8/3/2007 |
| 25 | General Requirements | 1-1 | 6/8/2008 |
| 26 | Personnel | 3-2 | 6/8/2008 |
| 27 | Paved Areas | 4-1 | 6/8/2008 |
| 28 | Marking, Signs and Lighting | 7-1, 7-2, 7-3 | 6/8/2008 |
| 29 | Aircraft Rescue and Firefighting (ARFF) Equipment and Agents | 10-1 | 6/8/2008 |
| 30 | ARFF Operational Requirements | 11-4 | 6/8/2008 |
| 31 | Traffic and Wind Direction Indicators | 13-1 | 6/8/2008 |
| 32 | Self-Inspection Program | 15-1 | 6/8/2008 |
| 33 | Pedestrians and Ground Vehicles | 16-1 | 6/8/2008 |
| 34 | Obstructions | 17-1 | 6/8/2008 |
| 35 | Protection of Navaids | 18-1 | 6/8/2008 |
| 36 | Airport Condition Reporting | 21-1, 21-2 | 6/8/2008 |
| 37 | Identifying, Marking and Lighting Construction and other unserviceable areas | 22-1 | 6/8/2008 |
| 38 | Exhibit 1 – Organization Chart & Lines of Successions | Exhibit 1 | 6/8/2008 |
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Revision Date: 01/28/2026

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| CHANGE NO: | CHANGE TITLE: | PAGE NO: | DATE SUBMITTED TO FAA: |
|------------|--|--|------------------------|
| 39 | Exhibit 2 | Exhibit 2-1 | 06/08/2008 |
| 40 | Exhibit 5 | Exhibit 5-3, 5-4 | 06/08/2008 |
| 41 | Exhibit 8 Emergency Plan | Section 1 1-1, 1-2, 1-3, 1-4 | 06/08/2008 |
| 42 | Exhibit 8 Emergency Plan | Section 2 2-1 | 06/08/2008 |
| 43 | Exhibit 8 Emergency Plan | Section 20 20-1 | 06/08/2008 |
| 44 | Exhibit 8 Emergency Plan | Appendix A A-1, A-2, A-3, A-4, A-5, A-6, A-7, A-8, A-9, A-10 | 06/08/2008 |
| 45 | Exhibit 15 | 15-1 | 06/08/2008 |
| 46 | Exhibit 16 | Exhibit 16-2, 16-3 | 06/08/2008 |
| 47 | Entire Plan due to name change | | 10 / 2009 |
| 48 | Section 20 | All | 12/2010 |
| 49 | Distribution List Section 12 Section 16 Exhibit 2 Exhibit 13 | Page iv 12-1 16-1 2-1 All | 04/22/2011 |
| 50 | Entire Plan due to name change | | 12 / 2011 |
| 51 | Added Exhibit 17 Section 20 (Wildlife) Exhibit 17 | Page ii Added WHMP reference All | 3 / 2013 |
| 52 | Exhibit 6 Exhibit 7 | Updated staffing of 112 from 2 to 1. Updated staffing info. | 7 / 2013 |
| 53 | Exhibit 2 | Updated Chain of Command | 9 / 2013 |
| 54 | Distribution List | Updated AirTran to Southwest | 11 / 2013 |
| 55 | Page 16-3 | Added language to address annual MA requirement. New section 24 added to address 139.115 – Certification and Falsification | 5 / 2014 |

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| 56 | Pages iii, 3-2, 12-5, 12-6, 17-1, 21-1 Exhibits 1, 2, 4, 9, 17 (revisions to Exhibit 17 – WHMP included in that section) | Updated distribution list (airlines), Assistant Airport Director – Finance, new Fuel Farm/Truck forms, changed Shuttle Lot to Economy Lot, updated authorized NOTAM issue list, Org chart, Chain of Command, Assistant Airport Director – Finance functions, new 139 inspection form | November 2014 |
| 57 | Cover Page, Section 7, Section 12, Section 17, Wildlife Management plan, Exhibit 8. | 7-1 Updated 150/5340-1 to 1(L), 12-2 Updated FAR 139.321 to 321(b), Section 17-1 Added Blast deflector, WHMP page 3 changed names, Several Name and address changes to the ASP. Update AEP Names, Promulgation basic plan function. <u>Record of revisions</u> | March 9, 2015 |
| 58 | Preface Wildlife Management plan , preface and table of revisions Distribution List (iii) | Name changes Name changes and add Swissport to United | March 7, 2016 |
| 59 | Sect 6, Page 6.1 | Change wording of runway safety areas | April 19, 2016 |
| 60 | Cover sheet, Section 12 add 12-3 12-4. Wild life Hazard Plan Preface and Table of revisions | Remove interim from director cover page, Section 12-3 and 12-4 | August 5, 2016 |
| 61 | Section 7 page 7-2 spelling correction, Sect 12 pages 12-1, wording correction 12-3 and 12-4 and 12-6. Sect 21 pages 21-1 and 21-2 Exhibit 16 page 16-2, Wildlife Hazard Management Plan, Preface, Table of Revisions, Appendix D- pages 36 and 37. | Change 20 BC to 80 BC Add wording in reference to NOTAM manager. Add NOTAM Manager to sect 16 training. Correct spelling and wording in Sect 7 and 12-1. WLHP Update Preface Page, update Agency Directory | March 20, 2017 |
| 62 | Table of revisions Preface Remove Matt Coughlin. Section 3 page 3-2 addition of Airport Maintenance Director (exhibit 5). Exhibit 5, page 5-4 description of | Table of revisions new page, Name removals and add Maintenance director to Exhibit 5 and Section 3 | August 15, 2017 |

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| | Maintenance Manager duties. Wild life Hazard Plan remove Matt Coughlin from WHMP preface. | | |
| 63 | Table of revisions, Section 15 page 15-1(para. 4) add NOTAM Manager. Section 16-3(E).Exhibit 15. Exhibit 13-1. | 15 Add wording to Notam Manager. Section 16 change 3 types to 2 types of training. Exhibit 15 Add cargo ramp, VTMAE hangar, taxiway E. Exhibit 13-1 added sign 318 and deleted sign 35. | February 8, 2018 |
| 64 | Table of revisions, distribution lists iii, iv, Section 3-2, Section 6-1, Section 16-2, Section 18-1, Exhibits 2, 5, 12, 15, Exhibit 17 WHMP | Update table of revisions, Update distribution lists, Section 3.2 update maintenance manager, 6.1 add Taxiway E1, 16.2 amend Para. D, 18.1 add note to Para. B. Exhibit 2 correct officer to officers, Exhibit 5.4 redefine technicians jobs, Exhibit 12 add comment to bottom of page, Exhibit 15 Correct VTMAE to STMAE Exhibit 17 WHMP update. | January 28,2019 |
| 65 | Distribution List pg ii, Table of revisions pg. viii, Section 9-1, Section 10-1, Section 11-2/4, Section 12-4 , Section 21-1, Section 22-1, Exhibit 2-1, Exhibit 5-4, Exhibit 13 , Exhibit 15-1, Exhibit 17 WHMP pg.3, 4, 12,15, 26 | Distribution List pg ii - add Airport Mx Manager to line 5, Update table of revisions, Section 9-add appropriate aircraft, Section 10- corrected guidebook name, Section 11.2-update the protective clothing, 11.4- corrected guidebook name, Section 12-1 para D clarified paragraph, 21- update NOTAM authorized issuers, Section 22-1-Asst Director responsible, Exhibit 2- corrected MX "Manager" title, Exhibit 5-4- update MX Manager title, Exhibit 13- updated Sign plan and sign cheat sheet , Exhibit 15-1-updated diagram, Exhibit 17- WHMP pg.3- update distribution list, pg. 4- update rev, pg, 12 update projects, Page15-modify grass heights, pg 26 5.2- add "air rifle". | 03/05/19 |

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| 66 | Cover page, Distribution list Page iii Record of revisions pg ix, section 12-1(d), 12-3 to 12-6, Exhibit 1.1, Exhibit 5- 1,Exhibit 6-1, Exhibit 13, Exhibit 17 | Replace cover page, Updated Distribution List pg iii add Blue Air,LLC and PSA to American, Updated table of revisions page ix, Sect.12-1(D) correct paragraph, Section 12(3-4) remove 12-3 to 12- 6 and replace with new 12- 3/4), Exhibit 1 add Battalion Chief, Exhibit 5-1 correct title of Airport Maintenance Manager, Exhibit 6-1 picture and specs on new ARFF vehicle 112, Exhibit 13 updated airport sign plan and pages 13-1/2, Exhibit 17 WHMP - Preface pg 3 – corrected Maintenance Manager title, pg 4 updated Table of Revisions, pg 11 updated Management project list. | 8/20/19 |
| 67 | Table of revisions pg. ix, Exhibit 6 - INVENTORY OF AIRPORT RESCUE FIRE FIGHTING (ARFF) VEHICLES | 6-1 – updated equipment for New Oshkosh Striker 1500, Truck # 110 | 10/30/19 |
| 68 | Section 1, General Requirements, E. Exemptions; Exhibit 18 (new) RW 08-26 ROFA MOS | added RW 08-26 ROFA MOS | 5/01/20 |
| 69 | Cover Page; Table of contents/revisions pg. ii, ix; Section 1,3,17; Exhibit 1,2,5,13,14,15,18 | Replaced Dan Flynn with Matt Coughlin, Airport Director; Section 1 – para E - added RW08 ROFA mod to standard; Section 3, pg 3-2 added maintenance supervisor; Section 17 -added pg 17.2 ST Engineering Hangar; Exhibit 1,2 and 5-add Maintenance Supervisor position; Exhibit 13 Sign Plan updated –see cover letter for changes, removed exhibit 13 Cheat Sheet page(s); Exhibit 14 - replaced updated ALP from Master Plan; Exhibit 15 – Update diagram; Exhibit 17 – Update WHMP preface pg 3; Exhibit 18 – NEW | 12/30/20 |

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| 70 | Table of contents/revisions pg. iii, x; Section 3,6, 7, 17, 21; Exhibit 1,5,13,17 | Section 3 Pg 3-2, D – added Maintenance Supervisor and corrected sentence; Section 6, pg1- updated B7 now ADG IV width, removed B8, added D6; Section 7, pg 1,A – removed “L” series from AC reference; Section 17, page 17.2 – added new high light mast pole; Section 21, pg 1 – added Airport Operations Lead Dispatcher, and Airport Maintenance Supervisor; Exhibit 1 - add NEW Assistant Airport Director-Planning and Airport Ops Lead Dispatcher positions; Exhibit 5, pg 5-1/4 - add NEW Maintenance Supervisor position; Exhibit 13 - updated airport sign plan; Exhibit 17 – Update WHMP | 08/01/21 |
| 71 | Table of contents/revisions pg x; Exhibits 13,15,17 | Exhibit 13 Sign Plan added CBP destination signs; Exhibit 15 updated diagram to include CBP facility; Exhibit 17 WHMP updated revision page v and page 3 distribution list | 9/16/2022 |
| 72 | Table of contents/revisions pg x; Exhibits 13,15 | Exhibit 13 Sign Plan updated with Twy A changes and Hangar #2 footprint on page S.01.01; Exhibit 15 updated with Hangar #2 footprint | 2/22/23 |
| 73 | Table of contents/revisions pg x; Section 7,9; Exhibit 13 –sign plan, Exhibit 15, Exhibit 18 | Section 7 updated new twy LED lighting and edge line locations; Section 9 – updated ARFF Index critical aircraft types; Exhibit 13 –sign plan, Exhibit 15-Air Carrier and Safety Areas diagram; Exhibit 18 – updated RW 08 MOS | 6/09/2023 |
| 74 | Table of contents/revisions pg x; Exhibits 1-2-3-4 | Exhibit 1- Org Chart; Exhibit 2 -Chain of Command; Exhibit 3 - Airport Director - Deputy Director functions; Exhibit 4 - Assistant Airport Director(s) functions | 7/21/023 |
| 75 | Table of contents/revisions pg x | Section 3 - pages 1-3, updated personnel/positions | 2/26/24 |
| 76 | Distribution list | Updated to include current operators. | 6/06/2024 |

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| 77 | Section 2 139.301 Records | Added retention of training records associated with SMS program B.1.d. | 6/06/2024 |
| 78 | Section 3 139.303 Personnel | Added 139.402 to the training requirements under A.3.e. | 6/06/2024 |
| 79 | Section 4 139.305 Paved Areas | Revised wording in B Compliance to reflect wording requiring prompt corrective action. | 6/06/2024 |
| 80 | Section 6 139.309 Safety Areas | Added dates Runway Safety Area dimensions were established and verified; removed A2 added F1 | 6/06/2024 |
| 81 | Section 7 139.311 Marking, Signs and Lighting | Corrected reference to PIR markings on Runway 8-26 in A.2. Added reference to AC 150/5340-26 as governing document on maintenance of visual aids. Added contact information for FAA System Support Center for maintenance of FAA equipment. | 6/06/2024 |
| 82 | Section 8 139.313 Snow and Ice Control | Removed reference to Mu readings and added Runway Condition Code requirements. | 6/06/2024 |
| 83 | Section 11 139.319 ARFF Operational Requirements | Revised E. to include communications when ATCT is closed. Added info to H. to address potential for ARFF to be dispatched off Airport. Revised L. to identify emergency access roads. | 6/06/2024 |
| 84 | Section 12 139.321 Handling and Storage of Hazardous Substances and Materials | Added reference to H. to identify NFPA 407 and Florida Fire Code as additional standards. | 6/06/2024 |
| 85 | Section 13 139.323 Traffic and Wind Direction Indicators | Added detail to C. reflecting procedures and responsibilities for maintaining. | 6/06/2024 |
| 86 | Section 15 139.327 Self Inspection Program | Added detail to A. identifying who is responsible for conducting inspections; changed Notice to Airmen to Notice to Air Missions | 6/06/2024 |
| 87 | Section 20 139.337 Wildlife Hazard Management | Added AC 150/5200-38 as reference document in E. | 6/06/2024 |

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| 88 | Section 21 139.339 Airport Condition Reporting | Added personnel to those authorized to issue NOTAMs. Changed "notice to Airmen" to "Notice to Air Missions". | 6/06/2024 |
| 89 | Safety Management System | Added Safety Management System requirements Part 139.401, 139.402, and 139.403 | 6/06/2024 |
| 90 | Exhibit 12 | Changed Notice to Airmen (NOTAM) to Notice to Air Missions (NOTAM) | 06/06/2024 |
| 91 | Section 6 139.309 Safety Areas | Changed A3 to A2, A3 removed during TWY A north re-construction project; Removed TWY B8 which was decommissioned during West RON Project; TWY B7's SA is 118' wide Design Group III, TWY D6 was inadvertently left off | 07/18/2024 |
| 92 | WHMP Exhibit 17 | Updated with new Airport Operations Manager | 07/18/2024 |
| 93 | Distribution List; Section 7 139.311 Marking, Signs and Lighting; added Exhibit 19 PNS Non-Standard Signs; Section 21 NOTAM 139.339 Airport Condition Reporting; Exhibit 9 Airfield Inspection Form | Updated Distribution list to add Contour Airlines/Trego-Dugan and added PrimeFlight to Frontier; updated Section 7 to refer to Exhibit 19; added Exhibit 19 PNS Non-Standard Signs; updated Section 21 NOTAM authority to remove Director, Asst. Dir – Finance, Airport Maintenance Manager and Supervisor, and Airport Electrical Technician 1; updated PNS 139 Inspection form to current version | 04/01/2025 |
| 94 | Distribution List, removed Silver Airways; WHMP – Exhibit 17, p3, Distribution, removed Ken Ibold, changed Roy Remington to Deputy Airport Director, made Vacant Assistant Airport Director, added new OPS Officer Maksym Chuprin; AEP Appendix F, removed Ken Ibold, updated Roy Remington to Deputy Airport Director, updated phone numbers, marked Assist Airport Director Planning & | Updated Distribution List to remove Silver Airways; WHMP-Exhibit 17, p3, Distribution; AEP Appendix F, Page F-1 | 09/24/2025 |

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| | Engineering as vacant; Removed Silver Airways; AEP Signature Page p. v removed Ken Ibold; removed Silver Airways from Distribution List | | |
| 95 | Record of Revisions updated along with submission of renewed RWY 8 ROFA MOS dated 10/14/2025, "FOR 2-WAY COMMUNICATIONS CONTACT ATCT AT (850) 266-6910 | Updated Record of Revisions and submitted renewed RWY 8 ROFA MOS dated 10/14/2025 | 12/16/2025 |
| 96 | 14 CFR Part 139 ACM Amendment; removed reference to Part 139.115 and incorporated Part 3.401-3.403 (Subpart D) Falsification Prohibitions | Updated Record of Revisions and removed reference to Part 139.115 and incorporated Part 3.401-3.403 (Subpart D) Falsification Prohibitions | 01/16/2026 |
| 97 | Various ACM Updates | Updated Table of Contents page ii; updated Record of Revisions; updated Section 6 to remove TWY A7 and add TWY F2; updated Section 7 to indicate RWY 8-26 has non-precision markings; update Section 12 to show ProDIGIQ Fuel Farm and Truck inspection forms; updated Section 15 documenting the use of the ProDIGIQ Airport Self-Inspection Checklist Form shown in Exhibit 9; updated Section 17 – Obstructions to add ST Engineering Hangar 2 and 3; submitted Section 24 – Airport Safety Management System: General Requirements; submitted Section 25 – Components of Airport Safety Management System; submitted Section 26 – Airport Safety Management System: Implementation; updated Exhibit 9 to correspond to the | 01/28/2026 |

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Revision Date: 01/28/2026

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| | | ProDIGIQ Airport Self-Inspection Checklist Form; updated Exhibit 13 – Sign Plan; update Exhibit 15 – Air Carrier Pavement Areas / Safety Areas to correspond with current airfield geometry; submitted Exhibit 20 – Incorporation of Safety Management Systems (SMS) Manual acceptance letter; Exhibit 21 – PNS SMS Manual | |
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Original Date: 4/5/2005

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SECTION 1

GENERAL REQUIREMENTS

A. Purpose – 139.201:

This manual includes operating procedures and a description of facilities and equipment used to satisfy the requirements of Federal Aviation Administration (FAA) rules and regulations for airport certification contained in the February 10, 2004 Federal Register 14 CFR part 139. Personnel concerned with operating the airport are expected to carry out their duties and responsibilities in accordance with this Manual.

Under this regulation, Pensacola International Airport operates as a Class I airport with scheduled operations of large air carrier aircraft.

B. Maintenance of Airport Certification Manual (ACM) – 139.201:

This manual will be kept current and an approved copy will be available at the airport for inspection upon request. The Airport Operations Manager(s) and Airport Operations Officer(s) are responsible for maintenance of the ACM. As new or amended requirements of part 139 are issued by the FAA, this manual must be revised. Any change or amendment to this manual must be approved by the FAA before it can take effect. A complete and current copy will be provided to the Federal Aviation Administration - Airports Division. Pensacola International Airport's official ACM copy is maintained in the Central Files inside Airport Administration Offices.

All Exhibits listed in the Index, are a part of this ACM and are integral to the compliance with FAR part 139.

FAA Advisory Circular in the 150 series is used as acceptable standards and procedures for compliance with the provisions of FAR part 139.

Airport management shall:

1. Operate and maintain the airport, and provide facilities, equipment, systems and procedures for the airport at least equal in condition, quality and quantity to the standards currently required for the issuance of the Airport Operating Certificate;
2. Operate the airport in accordance with the approved Airport Certification Manual (ACM);
3. Comply with the applicable provisions of this manual;
4. Provide sufficient qualified personnel to comply with the requirements of its Airport Certification Manual and the applicable rules of FAR part 139.

Original Date: 12/03/2004

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C. Distribution – 139.201(b) (3):

Applicable portions of the approved ACM will be furnished to airport personnel responsible for its implementation. See page iii for a complete distribution list.

D. Inspection Authority – 139.105:

The Administrator is authorized to make any inspections, including unannounced inspections or tests, to determine compliance with 49 U.S.C. 44706 and the FAR part 139.

E. Exemptions/Limitations – 139.111:

A Modification To Standard (MOS) exists at the approach end to Runway 08, where a portion of the airside vehicle perimeter roadway penetrates into the Runway Object Free Area. Vehicle stop markings and signage have been added on the roadway to control vehicle movements while Runway 08-26 is in use. See Exhibit 18

F. Deviations – 139.113:

In emergency conditions requiring immediate action for the protection of life or property, Pensacola International Airport may deviate from any requirements of part 139 subpart D or the Airport Certification Manual, to the extent required to meet that emergency. When it does so, the Airport Director or his/her designee will notify the FAA Regional Airports Division Manager within 14 days of the deviation. If requested, the details of the deviation will be provided in writing.

G. Lines of Responsibility – 139.203(a) & 139.303(a):

The lines of responsibility are depicted in the organizational chart. The policy setting and financial authority rests with the City of Pensacola. See **Exhibit 1 - ORGANIZATION CHART & LINES OF SUCCESSIONS** and **Exhibit 2 – CHAIN OF COMMAND** for details.

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Revision Date: 06/06/2024



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SECTION 2**139.301 - RECORDS**

- A. Pensacola International Airport will furnish all records required under part 139 to the FAA and will make and maintain additional records as may be required by the FAA.
- B. Pensacola International Airport maintains training records according to the requirements of 14 CFR part 139:
1. The following records will be maintained for 24 consecutive calendar months:
 - a. Personnel training records;
 - b. Aircraft Rescue and Firefighting and other emergency personnel training records;
 - c. Movement areas and safety areas training of pedestrians and ground vehicle operators with access to movement areas and safety areas;
 - d. Training records and orientation materials associated with the Airport's Safety Management System
 2. The following records will be maintained for 12 consecutive calendar months:
 - a. Airport fueling agent inspection records;
 - b. Fueling personnel training;
 - c. Airport self-inspection records;
 - d. Records of accidents and incidents in movement areas and safety areas involving an air carrier aircraft and/or ground vehicle;
 - e. Airport condition information dissemination records.
- C. Aircraft Rescue and Firefighting (ARFF) and other Emergency personnel training records shall be maintained at the ARFF Fire Station #7.
- D. Pensacola Aviation Center (PAC) maintains training records for its fueling personnel. An annual letter from PAC certifying that training has been completed is maintained in the Airport Administration office.
- E. Innisfree Jet Center maintains training records for its fueling personnel. An annual letter from Innisfree certifying that training has been completed is maintained in the Airport Administration office.
- F. All other records shall be maintained in the Airport Operations Center (AOC).

Original Date: 12/03/2004

Revision Date: 5/31/2024



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SECTION 3

139.303 - PERSONNEL

- A. In accordance with the ACM and requirements of FAR part 139, Pensacola International Airport will:
1. Provide sufficient and qualified personnel to comply;
 2. Equip personnel with sufficient resources needed to comply;
 3. Train all personnel who have access to the movement areas and safety areas to perform duties in compliance.

Personnel training shall be completed prior to the initial performance of such duties and at least once every 12 consecutive calendar months. The curriculum for initial and recurrent training shall include at least the following areas:

- a. Airport familiarization, including airport marking, lighting and signs systems;
 - b. Procedures for access to, and operation in, movement areas and safety areas, as specified under 139.329;
 - c. Airport communications, including radio communication between the air traffic control tower and personnel, use of the common traffic advisory frequency when the air traffic control tower is not in operation, and procedures for reporting unsafe airport conditions;
 - d. Duties required under the ACM and under part 139;
 - e. Any additional subject areas required under 139.319, 139.321, 139.327, 139.329, 139.337, 139.339, and 139.402 as appropriate.
- B. Pensacola International Airport maintains training records according to the requirements of 14 CFR part 139 to include:
1. All training after June 9, 2004 by each individual;
 2. A description of training received;
 3. Date training received;
 4. All records shall be maintained for 24 consecutive calendar months after completion of training.
- C. Use of an independent organization, or designee, to comply with the requirements of its Airport Certification Manual and the requirements of this part only if:
1. Such an arrangement is authorized by the Administrator;
 2. A description of responsibilities and duties that will be assumed by an independent organization or designee is specified in the ACM;

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Revision Date: 6/04/2024

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3. The independent organization or designee prepares records required under this part of sufficient detail to assure the certificate holder and the Administrator of adequate compliance with the Airport Certification Manual and the requirements of this part.
- D. The following persons are involved in the management of the airport. All individuals can be reached at the business phone number: (850) 436-5000. Contact names and numbers are available in the Airport Operations Center through the business phone number.

Airport Director

For Airport Director's functions related to FAR 139 see **Exhibit 3**

Airport Deputy Director

For Deputy Director's functions related to FAR 139 see **Exhibit 3**.

Assistant Airport Director – Operations

For Assistant Airport Director's – Operations functions related to FAR 139 see **Exhibit 4**.

Assistant Airport Director – Finance

For Assistant Airport Director's – Finance functions related to FAR 139 see **Exhibit 4**.

Assistant Airport Director – Planning and Engineering

For Assistant Airport Director – Planning and Engineering functions related to FAR 139 see **Exhibit 4**.

Assistant Airport Director – Strategy and Development

For Assistant Airport Director – Strategy and Development functions related to FAR 139 see **Exhibit 4**.

Airport Operations Manager

For Airport Operations Manager's functions related to FAR 139 see **Exhibit 5**.

Airport Operations Officer

For Airport Operations Officer's functions related to FAR 139 see **Exhibit 5**.

Airport Maintenance Manager / Supervisor

For Airport Operations Officer's functions related to FAR 139 see **Exhibit 5**

Original Date: 12/03/2004

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E. Pensacola International Airport will provide personnel training as outlined in **Exhibit 16**. Training will be conducted by the following authorized individuals as designated by the Assistant Airport Director - Operations:

- Primary Trainer: Airport Operations Manager
- Secondary Trainer: Airport Operations Officer

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SECTION 4**139.305 – PAVED AREAS**

- A. Airport pavement areas including each runway, taxiway, loading ramp and parking area (see **Exhibit 15** for paved areas) that is available for air carrier use shall be maintained and promptly repaired to ensure the following:
1. The pavement edges shall not exceed 3 inches difference in elevation between abutting pavement sections, full strength pavement and abutting shoulders.
 2. The pavement shall have no holes which exceed 3 inches in depth, nor any hole the slope of which from any point in the hole to the nearest point at the lip is 45 degrees or greater as measured from the pavement surface plane, unless, in either case, the entire area of the hole can be covered by a 5-inch diameter circle.
 3. The pavement shall be free of cracks and surface variations that could impair 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 promptly be removed as completely as practicable.
 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.
- B. **COMPLIANCE:** The above items are subject to daily inspections required by Section 139.327 of this manual. Prompt corrective action shall be taken to address any unsafe airport conditions noted during the inspection. This action shall consist of immediately repairing the condition, issuing a work order, if applicable, or getting outside assistance to resolve the problem. If corrective action must be deferred, a NOTAM will be issued, as appropriate, in accordance with the provisions detailed in Section 139.339 of this manual.

Original Date: 12/03/2004

Revision Date: 5/31/2024

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SECTION 5

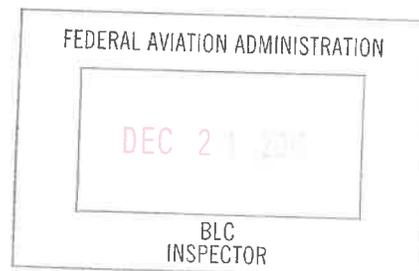
139.307 – UNPAVED AREAS

NOT APPLICABLE

No unpaved movement areas or non-movement areas exist at Pensacola International Airport.

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Revision Date: 12/10/2011



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SECTION 6**139.309 – SAFETY AREAS**

- A. Pensacola International Airport runway safety areas are cleared, drained and graded, and symmetrically located about runway pavements. Runway safety area dimensions extend beyond all runway ends 1,000' on both ends and are 500' wide. These safety areas were established as correct for Runway 8-26 after an extension project in August 2006 and for Runway 17-35 following a reconstruction project in November 2007. They were further verified correct on the Airport Layout Drawing approved by FAA on March 6, 2020.
- B. Taxiway safety areas are cleared, drained and graded areas, symmetrically located from the edge of taxiway pavements. Taxiway safety area dimensions extend the length of the surface and are the following widths:
- ❖ Taxiways A, A1, A2, A4, A5, A6, B, B1, B2, B3, B4, B5, B6, E1, F1 and F2 are 171' wide (Design Group IV)
 - ❖ Taxiway B7 is 118' wide (Design Group III)
 - ❖ Taxiways C, C1, C2, D, D1, D2, D3, D4, D5, and D6 are 79' wide (Design Group II)
- C. Runway and taxiway safety areas are inspected daily by airport personnel and are maintained by the following guidelines. Conditions inconsistent with the following are noted (see SECTION 15: 139.327-Self-Inspection Program), corrections promptly made, or NOTAMs issued.
1. Each safety area is cleared and graded and has no potentially hazardous ruts, humps, depressions or other surface variations.
 2. All objects located in the safety area are frangible mounted or fixed by their function and the frangible part shall be no higher than 3 inches above grade.
 3. All safety areas have adequate drainage to ensure rapid water runoff to prevent water accumulation.
 4. All safety areas are capable under dry conditions of supporting aircraft rescue firefighting equipment and of supporting the occasional passage of aircraft without causing major damage to the aircraft.
- D. The runway and taxiway safety areas are inspected in accordance with Section 139.327 of this manual. NOTAMs, as required, will be issued in accordance with FAR part 139.339. When safety areas cannot be maintained in conformance with FAA Advisory Circular 150 series, the movement area associated with the safety area shall be restricted or closed to air carrier operations with more than 9

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passenger seats.

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SECTION 7**139.311 – MARKING, SIGNS AND LIGHTING**

A. Marking

The following airfield markings are installed and maintained by the Airport in accordance with AC 150/5340-1L, Standards for Airport Markings and are shown on the Airport Sign and Marking Plan.

1. Runway 17/35:
Precision Instrument Runway
2. Runway 8/26:
Non-Precision Instrument Runway
3. Taxiways:
All taxiways are marked in accordance with AC 150/5340-1 series, including centerline stripes, holding lines and other applicable markings.
4. Blast Pad Chevrons:
Runway 17/35
Runway 8/26

B. Signs

All airfield signs are placed in accordance with the FAA-approved Airport Sign and Marking Plan and meet the standards of AC 150/5340-18, Standards for Airport Sign Systems.

The following sign systems installed at the Airport are inspected daily and are maintained by the Airport;

1. Guidance Signs:
Lighted guidance signs are installed on all runways and primary taxiways.
2. Holding Position Signs:
Lighted holding position signs are installed on all runway intersections.
3. See **Exhibit 19** for PNS Non-Standard signs.

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C. Lighting

An airport lighting item is considered inoperable if, during periods of use, it fails to adequately illuminate its area or creates a lighting effect that misleads or confuses the user.

The following lighting aids installed at the airport are inspected daily and are maintained by the Airport unless otherwise indicated. All Airport-owned lighting aids will be maintained in accordance with Advisory Circular 150/5340-26 *Maintenance of Airport Visual Aid Facilities*. Maintenance of FAA visual aid facilities is coordinated by the FAA System Support Center at 4240 Airfield Road, Pensacola, Florida 32504, phone (850) 266-6800.

1. Runway Edge Lights:
Runway 17/35 – HIRL
Runway 8/26 – HIRL
2. Taxiway edge lights:
All are medium intensity.
3. Rotating Airport Beacon (on top of FAA ATCT):
Standard green and white.
4. Approach Lights:
Runway 17 – MALSR (FAA operated and maintained).
5. Runway Thresholds:
Runway 17/35 – High Intensity
Runway 8/26 – High Intensity
6. Centerline Lights:
Runway 17/35
7. High Intensity Touch Down Zone Lights (HITZL):
Runway 17
8. Wind Indicators:
An internally illuminated wind sock and segmented circle is located northeast of the intersection of the runways.
Internally/externally illuminated wind socks are located at the approach ends of Runway 35, Runway 08, and Runway 26.
9. Runway End Lights (REIL):
Approach end of Runway 8 (FAA operated and maintained).

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Approach end of Runway 26 (FAA operated and maintained).
Approach end of Runway 35 (FAA operated and maintained).

- 10. Precision Approach Path Indicator (PAPI):
Approach end of Runway 8 (FAA operated and maintained).
Approach end of Runway 26 (FAA operated and maintained).
Approach end of Runway 17 (FAA operated and maintained).
Approach end of Runway 35 (FAA operated and maintained).
- 11. Obstruction Marking and Lighting:
All obstructions identified under FAR part 77.

D. Inspection, Maintenance and Notification

Procedures for inspection of airport lighting and marking are detailed in SECTION 15: 139.327 – Self-Inspection Program of this manual.

Pensacola International Airport shall properly maintain each marking, sign, and lighting system installed and operated by the airport. This includes cleaning, replacing or repairing any faded, missing, or nonfunctional item; keeping each item unobscured and clearly visible; and ensuring that each item provides accurate reference to the user.

In the event systems or components become inoperable and cannot be immediately repaired, condition information shall be disseminated by utilizing the NOTAM system and by promptly contacting the FAA Airport Traffic Control Tower.

E. Lighting Interference

Pensacola International Airport ensures that all lighting on the airport, including that for aprons, vehicle parking areas, roadways, fuel storage areas and buildings is adequately adjusted or shielded to prevent interference with air traffic control and aircraft operations.

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SECTION 8

139.313 – SNOW AND ICE CONTROL

Due to the geographic and generally warm climate in the Pensacola area, snow and ice do not normally pose a problem for safe air carrier operations at Pensacola International Airport. If snow and/or ice conditions cause non-satisfactory conditions, the affected surface will be closed until the Runway Condition Code (RwyCC) is 5 or greater.

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Revision Date: 5/31/2024

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SECTION 9

**139.315 – AIRCRAFT RESCUE AND FIREFIGHTING (ARFF)
INDEX DETERMINATION**

Pensacola International Airport is classified as an Index “C” airport serving an average of five (5) or more daily departures of air carrier aircraft greater than 126 feet but less than 159 feet in length. ARFF equipment appropriate to this index is provided during all air carrier operations with more than nine passenger seats unless otherwise reduced in accordance with FAR part 139.319 and so noted.

The index “C” is based on the Boeing 757 and 737 series aircraft.

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SECTION 10

**139.317 – AIRCRAFT RESCUE AND FIREFIGHTING (ARFF)
EQUIPMENT AND AGENTS**

Three Aircraft Rescue Firefighting (ARFF) vehicles are stationed at the airport. One is a reserve vehicle. All are stationed at the Airport Fire Station #7 in the southwest quadrant of the airport. This facility has direct access to the taxiways and runways. A current copy of the Emergency Response Guidebook is kept in the vehicle at all times.

Pensacola International Airport's ARFF equipment is listed in **Exhibit 6**.

Advisory Circular 150/5210-6 is used as guidance for Aircraft Fire Extinguishing Agents.

FEDERAL AVIATION ADMINISTRATION

APR 29 2019

PLR
INSPECTOR

Original Date: 12/03/2004

Revision Date: 3/20/2019

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SECTION 11

**139.319 – AIRCRAFT RESCUE AND FIREFIGHTING (ARFF)
OPERATIONAL REQUIREMENTS**

A. Rescue and Firefighting Capability:

Pensacola International Airport provides the rescue and firefighting capability for compliance with FAR part 139 during air carrier operations at the airport.

B. Increase in Index:

If an increase in the average daily departures or the length of air carrier aircraft results in an increase in the Index required by FAR part 139, Pensacola International Airport will comply with the increase requirements.

C. Reduction in Rescue and Firefighting:

Pensacola International Airport may reduce the rescue and firefighting to a lower level corresponding to the Index group of the longest air carrier aircraft being operated.

D. Procedures for Reduction in Capability:

Any reduction in the rescue and firefighting capability from Index C shall be communicated in writing to PNS scheduled air carriers and FAA Regional Airports Division Manager.

E. Vehicle Communications:

Each required vehicle is equipped with two-way voice radio communications linking it with the alerting FAA Air Traffic Control facility, the common traffic advisory frequency when the ATCT is closed, all other related vehicles, the Airport Operations Center (AOC), and the command post.

When PNS ATCT is closed, the co-located FAA Terminal Radar Approach Control facility monitors the common traffic advisory frequency and has the ability to activate the crash notification.

F. Vehicle Marking and Lighting:

Each required vehicle has a flashing beacon and is painted and marked in colors to enhance contrast with the background environment and optimize daytime and nighttime visibility, assuring rapid, positive identification.

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G. Vehicle Readiness:

Each vehicle shall be maintained in an operable condition. Vehicles are stored inside Fire Station #7 when not in use as to be protected from the elements. If a required firefighting vehicle becomes inoperative and an immediate equally capable replacement is not available, each air carrier user and the FAA shall be so notified in accordance with FAR part 139.339. If the vehicle cannot be repaired or replaced within 48 hours, air carrier service will be reduced to those compatible with the Index corresponding to the remaining ARFF equipment until the appropriate level of service is restored. A NOTAM will be issued in accordance with FAR part 139.339 during the reduced capability.

H. Response Requirements:

Pensacola International Airport has sufficient trained personnel that assure an effective ARFF operation. They are capable of responding to each emergency during periods of air carrier operations and to demonstrate compliance with the following response requirements when requested by the Administrator.

At least one required airport rescue and firefighting vehicle can reach the midpoint of the farthest air carrier runway or reach any other specified point of comparable distance on the movement area available to air carriers from the fire station and begin extinguishing agent application within 3 minutes from the time of the alarm. All other required vehicles can respond in the same manner within 4 minutes of the alarm.

Although the ARFF facility is a division of the City of Pensacola Fire Department, there are two fire stations adjacent to Airport property. ARFF vehicles will not be dispatched off Airport property without prior authorization of the Airport Director.

I. Personnel:

1. All assigned rescue and firefighting personnel are equipped with acceptable clothing and equipment needed to perform their duties. ARFF personnel use the appropriate approved protective clothing.
2. All ARFF personnel are properly trained to perform their duties in an acceptable manner in accordance with FAR part 139.319 prior to initial performance of rescue and firefighting duties. In addition, they receive recurrent instruction every 12 consecutive calendar months. The initial and recurrent training includes at least the following areas:
 - a. Airport familiarization, including airport signs, marking and lighting.
 - b. Aircraft familiarization.
 - c. Rescue and firefighter personnel safety.

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- d. Familiarization with the emergency communications system on the airport, including fire alarms.
 - e. Use of the fire hoses, nozzles, turrets and other appliances used by the airport for compliance with this part.
 - f. Types and application of the extinguishing agents used by the airport for compliance with this part.
 - g. Forced entry into aircraft, ventilation of aircraft, extraction of persons from aircraft and evacuation assistance.
 - h. Firefighting operations.
 - i. Adapting and using structural firefighting and rescue equipment for aircraft rescue and firefighting service.
 - j. Aircraft cargo hazards including hazardous materials / dangerous goods incidents.
 - k. Familiarization with the firefighters' duties under the Airport Emergency Plan.
 - l. Each assigned firefighter participates in at least 1 live-fire drill per year and every 12 consecutive calendar months thereafter.
 - m. A minimum of one person shall be available during each air carrier operation that has had at least 40 hours training and is current in basic emergency medical care including bleeding; cardiopulmonary resuscitation; shock; primary patient survey; injuries to the skull, spine, chest and extremities; internal injuries; moving patients; burns and triage. The agency providing this service is the Pensacola Fire Department.
3. A record is maintained of all required training given to each individual for 24 consecutive calendar months after completion of training. These records include a description and the date training was received and are maintained at ARFF Fire Station #7. See **Exhibit 7** for a list of personnel used for ARFF duties.
4. Sufficient rescue and firefighting personnel are available during all air carrier operations to operate the vehicles, meet the response times, and the minimum agent discharge rates required by Index C in accordance with this part. Emergency Medical Services are provided by Escambia County Emergency Medical Services.

J. Description of Alerting System/Testing:

The Airport shall maintain the following procedures and means for alerting rescue and firefighting personnel of any existing or impending emergency that may require their assistance:

- A Klaxton Alarm to the ARFF facility from FAA ATCT personnel
- 800 MHz radio to ARFF facility from FAA ATCT personnel

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- Telephone line to ARFF facility
- Direct line to Pensacola Fire Department dispatcher from FAA ATCT personnel.

If one of the aforementioned systems fails, one of the other procedures will be used as a backup method.

Between the hours of 2259 and 0530 (local) air carrier personnel are responsible for monitoring for any irregular air carrier operations and will alert the ARFF facility via telephone at 436-5000 (through the AOC) or 911 in the event that assistance is required.

K. Hazardous Materials Guidance:

Each ARFF vehicle responding to an emergency on the airport shall be equipped with, or have available through a direct communications link, the “Emergency Response Guidebook” published by the U.S. Department of Transportation or similar.

L. Emergency Access Roads:

The Airport perimeter road is designated as the emergency access road and shall be maintained in a condition that will support ARFF vehicles during all weather conditions.

M. Advisory Circulars

Advisory Circulars 150/5200-12, 150/5210-7, 150/5210-14, 150/5210-17 are used for guidance related to Aircraft Rescue and Fire Fighting: Operational Requirements.

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Revision Date: 6/03/2024

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SECTION 12**139. 321 – HANDLING AND STORING HAZARDOUS
SUBSTANCES AND MATERIALS**

- A. Airport employees do not act as handling agents for any material regulated by 49 CFR part 171. The only substances handled by airport personnel are those substances used in normal daily airport operations and maintenance. Only air carrier and cargo managers or their authorized representatives will receive hazardous articles or materials for shipping. All handling of such articles will be under their direct supervision.
- B. The following procedures have been established and shall be maintained for protecting against fire and explosion in storing, dispensing, and otherwise handling fuel, lubricants, and oxygen (other than aircraft cargo) on the airport:
1. Bonding of the aircraft to the fuel truck shall occur at airline refueling locations and major general aviation refueling areas.
 2. All fuel storage areas and refueling facilities are within the perimeter fence of this airport. All storage areas are lighted. Warning signs and fuel identification markings are permanently displayed in fuel storage areas to ensure public protection and control of access.
 3. For fire safety, warning signs and fire extinguishers are permanently located at all storage areas including fueling cabinets, fueling pits, and mobile refuelers. Those areas are kept clean of flammable material, debris, and vegetation.
 4. Training of fueling personnel in fire safety is computerized and conducted at Pensacola Aviation Center (PAC) and Innisfree Jet Center.
- C. To ensure that refueling operations are conducted in an acceptable manner, all fuel facilities will be inspected for fire safety monthly by airport personnel.
- D. Inspections of Fueling vehicles and the Fuel Farm will be conducted by qualified Airport personnel at least once every 3 consecutive calendar months. Report of this inspection will be retained for a period of 12 calendar months.

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E. Fueling Agent Training

1. Those airport tenants selling fuel are required to be trained and at least one supervisor shall have completed an aviation fuel training course in fire safety that is authorized by the Administrator. Such an individual shall be trained prior to initial performance of duties, or 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.
2. All other fueling personnel receive on-the-job training in fire safety under the supervision of a trained supervisor. In addition, each fueling personnel must receive recurrent instruction every 24 consecutive calendar months in fire safety.

F. All fuel handling tenants shall provide certification every 12 consecutive calendar months to the Assistant Airport Director – Operations or his/her designee. Documentation shall indicate that all training requirements described by FAR 139.321(e) have been fulfilled.

G. Pensacola International Airport shall require each tenant fueling agent to take immediate corrective action whenever the certificate holder becomes aware of noncompliance with a standard in FAR 139.321(b). If corrective action of significant deficiencies cannot be accomplished within a reasonable time, appropriate action will be taken by the airport, and the FAA shall be notified.

H. Fueling standards shall follow National Fire Protection Association (NFPA) 407, *Standard for Aircraft Fuel Servicing* and Florida Fire Code. FAA Advisory Circular 150/5230-4 also shall be used as guidance for compliance with this Chapter.

Original Date: 04/05/2004

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ProDIGIQ Analytics Inspections Work Orders Watch List Reports System ProDIGIQ Help Log Out

Inspection Module | PENSACOLA INTERNATIONAL AIRPORT

Monthly Fuel Farm Inspection #111 - Dec 4, 2025 Discard Pin Collaborate Back

Show Map Track Path

Date/Time of Inspection: 2025-12-04 13:44
 Inspector(s): ProDIGIQ Inc.
 Inspection Status: In Progress
 Type of Inspection: Fuel Farm Inspection Monthly
 Inspection Remarks:

Active NOTAMs:
 NOTAMs Issued: 08/00Z, 08/05Z
 NOTAMs Closed: 08/00Z, 08/00Z
 Weather: Heavy Rain Fog/Mist
 Temperature: 45.9 F (8.3 C)
 Wind: Northeast at 10.4 MPH (9 KT)
 Dew Point: 45.0 F (7.2 C)

Save Changes

Pensacola International Airport

Collapse All Categories

Monthly Inspection Area

| CONDITIONS | STATUS | REMARKS |
|---|---|----------------------|
| Entrances to fueling areas posted | <input type="button" value="Set"/> <input type="button" value="Unset"/> | <input type="text"/> |
| No evidence of smoking | <input type="button" value="Set"/> <input type="button" value="Unset"/> | <input type="text"/> |
| Tanks/machinery/piping bonded or grounded | <input type="button" value="Set"/> <input type="button" value="Unset"/> | <input type="text"/> |
| Areas around tanks free of weeds, trash or combustible materials | <input type="button" value="Set"/> <input type="button" value="Unset"/> | <input type="text"/> |
| Emergency fuel shutoffs provided for each fueling system, located outside spill areas | <input type="button" value="Set"/> <input type="button" value="Unset"/> | <input type="text"/> |
| Proper "Emergency Fuel Shutoff" placards - Placards 7 ft above grade | <input type="button" value="Set"/> <input type="button" value="Unset"/> | <input type="text"/> |
| Fuel servicing equipment properly maintained / free of leaks | <input type="button" value="Set"/> <input type="button" value="Unset"/> | <input type="text"/> |
| Emergency fuel shut offs kept clear | <input type="button" value="Set"/> <input type="button" value="Unset"/> | <input type="text"/> |
| Procedures for prevention control of spills and notification to fire dept | <input type="button" value="Set"/> <input type="button" value="Unset"/> | <input type="text"/> |
| Bonding connections available for loading stations | <input type="button" value="Set"/> <input type="button" value="Unset"/> | <input type="text"/> |
| Deadman controls available for loading stations | <input type="button" value="Set"/> <input type="button" value="Unset"/> | <input type="text"/> |
| No evidence of bypassing deadman | <input type="button" value="Set"/> <input type="button" value="Unset"/> | <input type="text"/> |
| Aircraft fueling hose / no blistering / cracking / carcass separation | <input type="button" value="Set"/> <input type="button" value="Unset"/> | <input type="text"/> |
| Portable fire extinguishers at fuel storage areas and loading stations | <input type="button" value="Set"/> <input type="button" value="Unset"/> | <input type="text"/> |
| Portable fire extinguishers on aircraft servicing ramp / aprons | <input type="button" value="Set"/> <input type="button" value="Unset"/> | <input type="text"/> |
| At least 1 wheeled extinguisher # -200 gpm aircraft fueling system or equip | <input type="button" value="Set"/> <input type="button" value="Unset"/> | <input type="text"/> |
| Above ground fuel piping protected barrier guard | <input type="button" value="Set"/> <input type="button" value="Unset"/> | <input type="text"/> |
| Explosion proof electrical equipment | <input type="button" value="Set"/> <input type="button" value="Unset"/> | <input type="text"/> |
| Grounding rods available | <input type="button" value="Set"/> <input type="button" value="Unset"/> | <input type="text"/> |
| Fencing / locks in working order | <input type="button" value="Set"/> <input type="button" value="Unset"/> | <input type="text"/> |
| Hazmat Signs | <input type="button" value="Set"/> <input type="button" value="Unset"/> | <input type="text"/> |

Set Unmarked Monthly Inspection Area Items as Set

Quarterly Inspection Area

| CONDITIONS | STATUS | REMARKS |
|---|---|----------------------|
| Emergency fuel shutoffs / Handle tested | <input type="button" value="Set"/> <input type="button" value="Unset"/> | <input type="text"/> |

Set Unmarked Quarterly Inspection Area Items as Set

Fueling Personnel

| CONDITIONS | STATUS | REMARKS |
|--------------------------------------|---|----------------------|
| Personnel meet training requirements | <input type="button" value="Set"/> <input type="button" value="Unset"/> | <input type="text"/> |

Work Orders

| Work Order # | Description | Status |
|--------------|---------------------|------------|
| #13 | Retraining required | Unassigned |

Training records maintained

Set Unmarked Fueling Personnel Items as Set

Additional Comments:

Original Date: 04/05/2004

Revision Date: 01/28/2026 12 - 3

FAA APPROVAL

Federal Aviation Administration
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Feb 05 2026
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ProDIGIQ Analytics Inspections Work Orders Watch List Reports System ProDIGIQ Inc. Help Log Out

Inspection Module | PENSACOLA INTERNATIONAL AIRPORT

Monthly Fuel Truck Inspection #110 - Dec 4, 2025 Discard Preview Collaborate Back

[View Map](#) [Track Path](#)

Date/Time of Inspection*: 2025-12-04 13:42
 Inspector(s)*: ProDIGIQ Inc.
 Inspection Status: In Progress
 Type of Inspection: Fuel Truck Inspection Monthly
 Inspection Remarks:

Active NOTAMs: NOTAMs Issued: 08/000, 08/001, ...
 NOTAMs Closed: 08/001, 08/002, ...
 Weather: Heavy Rain Fog/Mist
 Temperature: 46.9 F (8.3 C)
 Wind: Northeast at 10.4 MPH (9 KT)
 Dew Point: 45.0 F (7.2 C)

[Save Changes](#)

Pensacola International Airport

[Collapse All Categories](#)

Monthly Inspection Area

| CONDITIONS | STATUS | REMARKS |
|--|-----------|---------|
| <input checked="" type="checkbox"/> Parking 50' from bldgs. 10' apart veh/equip. Not near drains/inside | Sat Unsat | |
| <input checked="" type="checkbox"/> No fuel leaks - Hoses/ Nozzles/ Gaskets/ Valves/ Couplings | Sat Unsat | |
| <input checked="" type="checkbox"/> Vehicle Exhaust System - Leak free/ Shielded/ No Flame, Spark Arrestor | Sat Unsat | |
| <input checked="" type="checkbox"/> No smoking sign in cab/ no evidence of smoking/ no ashtray in cab | Sat Unsat | |
| <input checked="" type="checkbox"/> Flammability/ Product/ Hazmat placards on all sides | Sat Unsat | |
| <input checked="" type="checkbox"/> Proper fueling procedures observed | Sat Unsat | |
| <input checked="" type="checkbox"/> Bonding cables provided and clips functioning | Sat Unsat | |
| <input checked="" type="checkbox"/> 2 extinguishers on sides/ 80-BC/ charge pin/ Inspection tag/ readily accessible. | Sat Unsat | |
| <input checked="" type="checkbox"/> Deadman control for all nozzles/ No signs of bypass | Sat Unsat | |
| <input checked="" type="checkbox"/> Integral system for nozzles to be stowed before moving fuel vehicle | Sat Unsat | |
| <input checked="" type="checkbox"/> Brake interlock system for bottom loading coupler | Sat Unsat | |
| <input checked="" type="checkbox"/> Emergency fuel shutoffs properly placarded 2" tall/1 each side | Sat Unsat | |
| <input checked="" type="checkbox"/> Aircraft fuel hose used | Sat Unsat | |
| <input checked="" type="checkbox"/> Fueling hose: no blistering, cracking carcass saturation, separation | Sat Unsat | |
| <input checked="" type="checkbox"/> Explosion proof elec/ lgt lens intact | Sat Unsat | |
| <input checked="" type="checkbox"/> Truck cabinets have grating/ open flooring | Sat Unsat | |

[Set Unmarked Monthly Inspection Area Items as Sat](#)

Quarterly Inspection Area

| CONDITIONS | STATUS | REMARKS |
|---|-----------|---------|
| <input checked="" type="checkbox"/> Emergency fuel shut offs operable. | Sat Unsat | |
| <input checked="" type="checkbox"/> Dome covers seals intact with forward hinge | Sat Unsat | |

[Set Unmarked Quarterly Inspection Area Items as Sat](#)

Additional Comments:

Original Date: 04/05/2004

Revision Date: 01/28/2026

12 - 4

Federal Aviation Administration
 Southern Region Airports Division
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Feb 05 2026
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SECTION 13

139.323 – TRAFFIC AND WIND DIRECTION INDICATORS

- A. There are four wind cones located at Pensacola International Airport that provide surface wind direction information to pilots.
 - 1. The main wind cone is located at the northeast corner of the intersection of Runways 17-35 and 8-26. It is visible to pilots while approaching and taking off from each runway available for air carrier use and is lighted.
 - 2. A supplemental wind cone is located in the grass island between Runway 8, Taxiway Bravo, Taxiway Feeders B and B1. It is visible to pilots while approaching and taking off from Runway 8 and is lighted.
 - 3. A supplemental wind cone is located in the grass island between Runway 26, Taxiway Delta, Taxiway Feeder D and D4. It is visible to pilots while approaching and taking off from Runway 26 and is lighted.
 - 4. A supplemental wind cone is located in the grass island between Runway 35, Taxiway Alpha, Taxiway Feeder A5 and A6. It is visible to pilots while approaching and taking off from Runway 35 and is lighted.

- B. There is an Air Traffic Control Tower (ATCT) at Pensacola International Airport that operates between the hours of 0530 and 2300 local. For air carrier operations when the control tower is closed, a segmented circle is located around the main wind cone.

- C. The wind cones and segmented circle shall be inspected daily to ensure both are well maintained and when required, lit. A work order and/or NOTAM are issued when out of compliance. Work orders are completed by the Airport Maintenance Department. Any work outside their ability to conduct is contracted.

- D. FAA Advisory Circulars 150/5200-18 and 150/5340-5 shall be used as guidance for compliance with this Chapter.

Original Date: 12/03/2004

Revision Date: 6/03/2024

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| Federal Aviation Administration Southern Region Airports Division Approved Jun 07 2024 JNF Airport Certification Safety Inspector |
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FAA APPROVAL

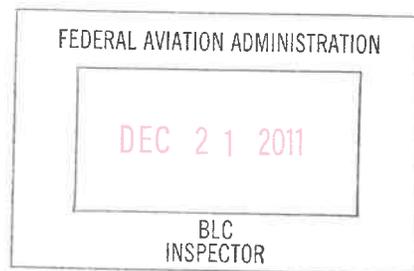
SECTION 14

139.325 - AIRPORT EMERGENCY PLAN

See Exhibit 8.

Original Date: 12/03/2004

Revision Date: 12/10/2011



FAA APPROVAL

SECTION 15**139.327 - SELF-INSPECTION PROGRAM**

- A. Airport inspections are performed on a regularly scheduled basis and recorded on the Airport Self-Inspection Checklist Form (**Exhibit 9**) located on the ProDIGIQ program. Airport inspections are conducted by trained Airport Operations Officers, trained Airport Maintenance staff or ARFF Officers. Each item or area inspected will be checked and discrepancies noted. Inspections are conducted as follows:
1. Daily.
 2. When required by unusual condition, such as construction activities or meteorological conditions, that may affect safe aircraft operations.
 3. Immediately following an aircraft accident or incident.
- B. The Airport shall provide:
1. Equipment for use in conducting safety inspections of the airport.
 2. Rapid dissemination of information between the Pensacola International Airport and each air carrier is accomplished by email and/or facsimile.
 3. Personnel authorized to perform inspections are trained under parameters set forth in AC 150/5200-18 (series), and in the areas of:
 - a. Airport familiarization, including airport signs, marking and lighting
 - b. Airport emergency plan
 - c. Notice to Air Missions (NOTAM) notification procedures
 - d. Procedures for pedestrians and ground vehicles in movement areas and safety areas
 - e. Discrepancy reporting procedures
 4. Information resulting from inspections will be used to: (1) issue a NOTAM; (2) issue a work order; or (3) assure acceptance of a condition having been corrected. A current list of items requiring action will be maintained by the AOC. If conditions cannot be immediately corrected, the Airport Operations Center dispatcher will issue a NOTAM through the NOTAM Manager Program or, if out of service, by promptly contacting the appropriate FAA facility (FAA Air Traffic Control Tower, ESAWH – Eastern Services Area Washington Hub) and each air carrier office as necessary.
- C. Pensacola International Airport shall prepare and maintain for at least 12 consecutive calendar months, a record of each inspection required in 139.327 showing the conditions found and all corrective actions taken. All records are made available to the FAA.

Original Date: 12/03/2004

Revision Date: 1/28/2026

D. Advisory Circulars 150/5200-18 shall be used as guidance for methods and procedures for the conduct of airport self-inspections.

Original Date: 12/03/2004

Revision Date: 1/28/2026



FAA APPROVAL

SECTION 16

139.329 – PEDESTRIANS AND GROUND VEHICLES

Movement and safety areas shall be restricted to ground vehicles and pedestrians with an operational need and with prior approval by the Airport Director or his/her designee.

A. Communications:

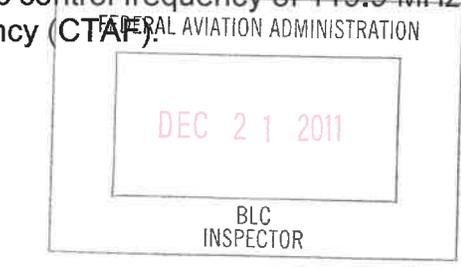
Each pedestrian and vehicle authorized to operate on movement areas is equipped with a two-way radio capable of transmitting and receiving on 121.9 MHz. These are the only pedestrians and vehicles permitted on the movement areas. Any time one of these pedestrians or vehicles enters the movement area, they will maintain contact with the control tower, which will have control of their movements. If the need arises to have a pedestrian or vehicle enter the movement area which does not have a radio, an escort with a radio will remain with that vehicle until it has left the movement area.

If communications should happen to fail while a vehicle is in the movement area, the control tower will use light gun signals to give instructions. Drivers will be fully familiar with the following light signals (reference Advisory Circular 90-67) when operating on an airport with a control tower.

Light Gun Signals:

| <u>Color and Type of signal</u> | <u>Movement of vehicles, equipment and personnel</u> |
|---------------------------------|--|
| Steady Green | Cleared to cross, proceed or go |
| Steady Red | Stop |
| Flashing Red | Clear the taxiway/runway |
| Flashing White | Return to starting point on airport |
| Alternating Red and Green | Exercise extreme caution |

When Air Traffic Control services are not available (PNS ATCT is closed between 2300 - 0530 local), vehicles utilizing the movement area should state and periodically repeat intentions and direction of travel, listing each surface of movement area to be traversed on the air traffic control frequency of 119.9 MHz operating as Common Traffic Advisory Frequency (CTAF).



Original Date: 12/03/2004

Revision Date: 12/10/2011

FAA APPROVAL

B. Marking and Lighting:

All airport vehicles are equipped with a yellow, rotating beacon, strobe light and/or flashing light mounted on each vehicle. The driver will turn on the rotating beacon prior to entering any aircraft movement area. Emergency vehicles are equipped with red/white or red/blue beacons.

C. Construction Vehicles:

During times when construction-related vehicles are required to enter or work within the aircraft movement area, they will be marked with an approved orange and white checkered flag (day operations only), or a yellow rotating beacon (day or night operations). If the construction vehicle is not equipped with a radio capable of contact with the ATCT, it will either be escorted or will have a flag-person (with a radio) stationed at area(s) designated by the Assistant Airport Director-Operations or his/her designee, to give instructions to the vehicles.

D. Noncompliance:

In the event a report is received of unauthorized vehicles or persons on the movement area, an airport vehicle will be dispatched to intercept and escort the violator from the premises. A report will be prepared and kept on file concerning all incidents. Surveillance shall be maintained to ensure that only authorized vehicles operate on the movement areas, that established rules are complied with, and that appropriate action is taken when violations are observed or reported.

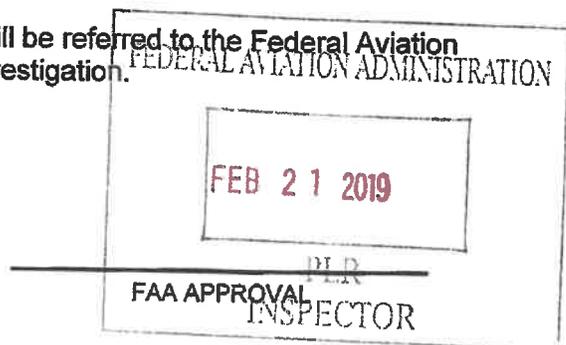
Should an individual violate Pensacola International Airport procedures on the operation of ground vehicles or should an individual have a runway incursion, the penalties may include suspension of their driving privileges up to suspension of their Airport ID badge. Depending upon the circumstances and severity of the violation, the following corrective action and discipline may be applied at the discretion of the Assistant Airport Director – Operations or his/her designee:

- Counseling / written reprimand
- Recurrent training to include Movement Area and Non-Movement area and written examination
- Permanent revocation of access privileges

All incidents that result in a runway incursion will be referred to the Federal Aviation Administration – Airports Division for further investigation.

Original Date: 12/03/2004

Revision Date: 1/28/2019



E. Training:

Pensacola International Airport provides two types of training to those individuals that must operate a vehicle inside of the Air Operations Area (AOA) fence.

1. **Non-Movement Area (NMA)** – See **Exhibit 10** for the curriculum. Training records are maintained for a minimum of 12 consecutive calendar months after the termination of an individual's access to Non-Movement Areas.
2. **Movement Area (MA)** – Includes all NMA requirements. See **Exhibit 11** for the curriculum. Training records are maintained for a minimum of 24 consecutive calendar months after the termination of an individual's access to Movement Areas and safety areas. All persons that have access to, and operate in, movement areas and safety areas require initial and recurrent drivers training (at least once every 12 consecutive calendar months).

F. Training and Accident/Incident Recordkeeping:

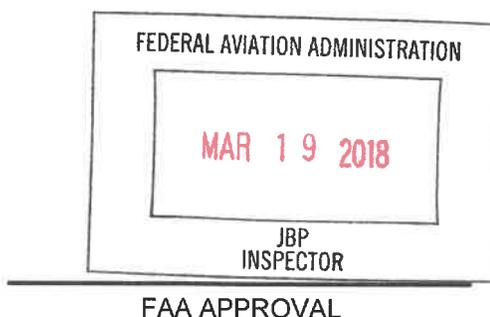
All driver training records are maintained in each individual's security badge paperwork folder at the Airport Operations Center (AOC). These are available upon FAA request.

All individuals with driving privileges are advised of their requirement to report all accidents/incidents that occur on airport property to the Airport Operations Center. A report is made and maintained inside the Airport Operations Center for a minimum of 12 consecutive calendar months from the date of the accident or incident. They are available upon FAA request.

- G. Advisory Circular 150/5210-20 shall be used as guidance for methods and procedures for ground vehicle operations on airports.

Original Date: 12/03/2004

Revision Date: 2/18/2018



SECTION 17

139.331- OBSTRUCTIONS

Each object in any area within the authority of the airport that is identified as an obstruction under FAR part 77 will either be removed, marked or lighted, if appropriate, unless such removal, marking or lighting is not required as determined by an FAA aeronautical study under the provisions of FAR part 77.

Individuals planning construction projects on the airport, or in the vicinity of the airport which could cause a hazard to air navigation, must submit a FAA Form 7460-1 prior to construction. Red lights will be used to light obstructions. Obstructions will be inspected daily to ensure the obstruction light is lit. If there is an outage, work orders and/or NOTAMs shall be issued until necessary repairs are made.

Obstruction lighting at Pensacola International Airport includes the following:

| OBJECT | LOCATION | OWNER | MAINTENANCE RESPONSIBILITY |
|---|--|--------------|-----------------------------------|
| Lighted Windsocks (4) | See SECTION 7 | PNS Airport | PNS Airport |
| Glide Slope Antenna | Approach end Rwy 17, east side | FAA | FAA |
| Localizer Antenna (2) | Departure end Rwy 17, Departure end Rwy 26 | FAA | FAA |
| Boxes next to Runway Visual Range Antenna (2) | Approach end Rwy 17, east side Approach end Rwy 35, west side | FAA | FAA |
| LLWAS tower | North side Pensacola Aviation Center | FAA | FAA |
| ASOS equipment | Approach end Rwy 17, east side | FAA | FAA |
| Microwave Tower | South side of TRACON building | FAA | FAA |
| Airport Surveillance Radar (2) | Approach end Rwy 17, east side | FAA | FAA |
| FAA Air Traffic Control Tower | Southwest of Rwy 17/35 & Rwy 08/26 intersection | PNS Airport | PNS Airport |
| Economy Lot 1 lights | Northwest of the approach end of Rwy 8 | PNS Airport | PNS Airport |
| Blast Deflector | South Ramp (3 lights) | PNS Airport | PNS Airport |

Original Date: 12/03/2004

Revision Date: 08/01/2021

Federal Aviation Administration
Southern Region Airports Division
APPROVED
Feb 05 2026
MF
Inspector

SECTION 17

139.331- OBSTRUCTIONS

| OBJECT | LOCATION | OWNER | MAINTENANCE RESPONSIBILITY |
|--------------------------|--|--------------|-----------------------------------|
| ST Engineering Hangar #1 | Northeast of RWY 17 Approach (6 lights) | PNS Airport | Tenant: ST Engineering |
| High Mast Light Poles | West Remain Overnight Aircraft Parking Apron (2) | PNS Airport | PNS Airport |
| ST Engineering Hangar #2 | Northeast of RWY 17 Approach (6 lights) | PNS Airport | Tenant: ST Engineering |
| ST Engineering Hangar #3 | Northwest of RWY 17 Approach (6 lights) | PNS Airport | Tenant: ST Engineering |

Original Date: 12/03/2004

Revision Date: 08/01/2021

Federal Aviation Administration
 Southern Region Airports Division
APPROVED
Feb 05 2026
 MF
 Inspector

FAA APPROVAL

SECTION 18

139.333 – PROTECTION OF NAVAIDS

A. Security

Security for the protection of navigational aids within the Air Operations Area is provided by security fencing meeting the requirements of CFR 1542, surveillance by FAA Control Tower personnel, and routine security patrols by airport staff including use of the CCTV system in the Airport Operations Center (AOC).

B. Protection during Construction Activity

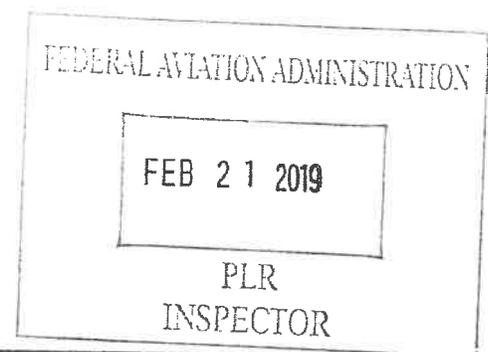
The Assistant Airport Director-Operations or his/her designee will coordinate with the FAA proposed construction of all facilities on the airport to ensure that navigational aids will be protected from signal derogation. Individuals planning construction projects on the airport, or in the vicinity of the airport which could cause a hazard to air navigation, must submit a FAA Form 7460-1 prior to construction.

During construction projects, all contractors working in the area of navigational aid underground power cables will be advised of their exact location and route by FAA maintenance personnel responsible for the operation and maintenance of the navigational aids.

If, at any time, the operation of a navigational aid is disrupted, a NOTAM will be issued using the NOTAM Manager program. In the case the NOTAM Manager program is inoperative the ESAWH – Eastern Service Area Washington Hub will be notified and a NOTAM issued.

Original Date: 12/03/2004

Revision Date: 1/28/2019



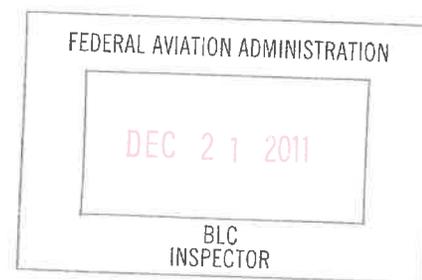
FAA APPROVAL

SECTION 19**139.335 – PUBLIC PROTECTION**

- A. The Airport provides fencing, gates, signs and procedures to safeguard against inadvertent entry onto any movement area by persons or vehicles that may endanger aircraft operations. Fences and gates are inspected daily to ensure they are well maintained. If a discrepancy is located, a work order is issued for repairs to be made.
- B. Appropriate warning signage is provided in areas where the public may be exposed to jet or propeller blasts.
- C. Civil airline passengers are protected from jet blast and propeller hazards by direct observation and controls provided by respective airline representatives during the boarding and deplaning process.
- D. Each airport tenant (FBO's, air carriers, FAA, etc.) has a responsibility to monitor and control entry to the Air Operations Area (AOA) through any and all gates (vehicular or pedestrians), which are part of their operating space. These organizations have a responsibility to ensure that personnel desiring access to the AOA via their respective gate(s) have a valid reason to enter the AOA and an awareness of the rules associated with their presence in the AOA and movement area.
- E. There are two jet blast fencings located on each side of the terminal to protect the public located outside of the security perimeter from jet/prop blast generated by aircraft as they power up.

Original Date: 12/03/2004

Revision Date: 12/10/2011



FAA APPROVAL

SECTION 20

139.337 – WILDLIFE HAZARD MANAGEMENT

A. The Airport shall take immediate measures to alleviate wildlife hazards whenever they are detected. These measures include hazing and harassing immediately after we become aware of a wildlife hazard. Pensacola International Airport holds depredation and trapping permits and will utilize the services of airport personnel, USDA Wildlife Services and other qualified wildlife experts in order to properly assess or mitigate wildlife hazards.

B. In response to the following triggering events occurring in short succession:

| <u>Date</u> | <u>Air Carrier</u> | <u>Aircraft</u> | <u>Triggering Event</u> |
|-------------|--------------------|-----------------|---|
| 6/02/09 | Delta | 737-800 | Air carrier experienced multiple bird strikes |
| 6/26/09 | Pinnacle | CRJ 200 | Air carrier experienced multiple bird strikes |
| 8/12/09 | American | CRJ 700 | Air carrier experienced multiple bird strikes |

The airport contracted with the United States Department of Agriculture (USDA) to conduct a Wildlife Hazard Assessment (WHA). The contract was signed in May 2010 with the assessment commencing in July 2010. The WHA was completed in July 2011. The WHA consists of data gathered over a 12 month period and includes the following:

- An analysis of events prompting the assessment
- Identification of wildlife species observed and their numbers, locations and local movements
- Identification of features on or near the airport that attract wildlife
- A description of the wildlife hazards to air carrier operations
- Recommended actions for reducing wildlife hazards to air carrier operations
- Identification of the species, numbers, locations, local movements and airport features that attract wildlife

C. The Administrator determined that a Wildlife Hazard Management Plan (WHMP) was needed. The certificate holder has formulated and implemented a plan using the Wildlife Hazard Assessment as a basis. The WHMP shall:

1. Provide measures to alleviate or eliminate wildlife hazards to air carrier operations;
2. Be submitted to, and approved by, the Administrator prior to implementation; and
3. As authorized by the Administrator, become a part of the ACOM as Exhibit 17.



Original Date: 12/03/2004

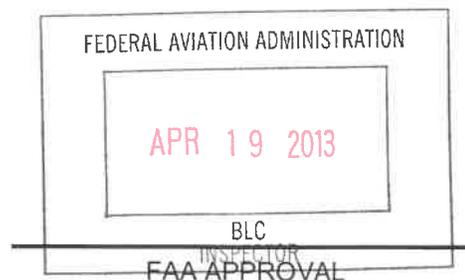
Revision Date: 03/15/2013

FAA APPROVAL

- D. In addition, the certificate holder shall include at least the following in the WHMP:
1. A list of the individuals having authority and responsibility for implementing each aspect of the WHMP.
 2. A list prioritizing the following actions identified in the Wildlife Hazard Assessment and target dates for their initiation and completion:
 - i. Wildlife population management
 - ii. Habitat modification; and
 - iii. Land use changes.
 3. Requirements for and, where applicable, copies of local, State and Federal wildlife control permits.
 4. Identification of resources that the certificate holder will provide to implement the plan.
 5. Procedures to be followed during air carrier operations that at a minimum include:
 - i. Designation of personnel responsible for implementing the procedures;
 - ii. Provisions to conduct physical inspections of the aircraft movement areas and other areas critical to successfully manage known wildlife hazards before air carrier operations begin;
 - iii. Wildlife hazards control measures; and
 - iv. Ways to communicate effectively between personnel conducting wildlife control or observing wildlife hazards and the air traffic control tower.
 6. Procedures to review and evaluate the Wildlife Hazard Management Plan every 12 consecutive months or following an event as described below:
 - i. An air carrier aircraft experiences multiple bird strikes;
 - ii. An air carrier aircraft experiences substantial damage striking wildlife. Substantial damage means damage or structural failure incurred by an aircraft that adversely affects the structural strength, performance or flight characteristics of the aircraft and that would normally require major repair or replacement of the affected component;
 - iii. An air carrier aircraft experiences an engine ingestion of wildlife; or
 - iv. Wildlife of a size, or in numbers, capable of causing an event such as i, ii, or iii above is observed to have access to any airport flight pattern or aircraft movement area.

Original Date: 12/03/2004

Revision Date: 03/15/2013

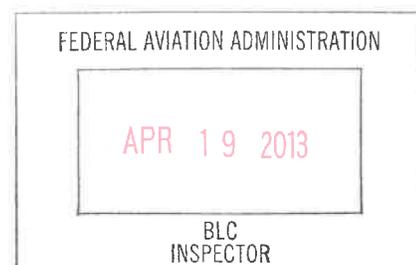


This review shall include:

- i. The plan's effectiveness in dealing with known wildlife hazards on and in the airport's vicinity; and
 - ii. Aspects of the wildlife hazards described in the wildlife assessment that should be reevaluated.
7. A training program conducted by a qualified wildlife damage management biologist to provide airport personnel with the knowledge and skills needed to successfully carry out the Wildlife Hazard Management Plan.
- E. FAA Advisory Circulars 150/5200-33 and 150/5200-34 are used for reference.

Original Date: 12/03/2004

Revision Date: 03/15/2013



FAA APPROVAL

SECTION 21

139.339 – AIRPORT CONDITION REPORTING

The following personnel are authorized to issue NOTAMs:

Assistant Airport Director - Operations
Airport Operations Manager
Airport Operations Officer(s)
Airport Operations Lead Dispatcher
Airport Operations Dispatchers

NOTAMs are issued utilizing NOTAM Manager by Airport NOTAM designated issuers. This submits the NOTAM Data directly into the National Airspace System (NAS), bypassing Flight Service, via the internet website.

In the event the NOTAM Manager system is not operating, use the Notice to Air Missions (NOTAM) system, by contacting ESAWH – Eastern Service Area Washington Hub at 1-877-487-6867. A copy of the NOTAM will be retained (**Exhibit 12**). The initials of the ESAWH specialist who received the NOTAM will be logged on the form. Additionally, the date and time of issuance, and the person's initials who issues the NOTAM shall be logged.

NOTAMs will be issued covering at least the following:

- a. Construction or maintenance activity on movement areas, safety areas or loading ramps and parking areas.
- b. Surface irregularities on movement areas, safety areas or loading ramps and parking areas.
- c. The presence and depth of water on movement areas or loading ramps and parking areas.
- d. Objects on the movement area or safety areas contrary to 139.309.
- e. The failure or irregular operations of all or part of the airport lighting system, including the approach, threshold, runway, taxiway and obstruction lights, or holding position signs operated by the operator of the airport.
- f. Unresolved wildlife hazards as indicated in FAR part 139.337
- g. Non-availability of required ARFF capabilities required in 139.317 or 139.319.
- h. Any other conditions which may adversely effect the safe operations of aircraft.

Original Date: 12/03/2004

Revision Date: 04/01/2025

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FAA APPROVAL

Federal Aviation Administration
Southern Region Airports Division

APPROVED

24 Apr 2025

MF
Inspector

The NOTAM will be cancelled using the NOTAM Manager System. In the case the NOTAM was issued using ESAWH – Eastern Service Area Washington Hub, the NOTAM will have to be cancelled using the ESAWH system. Note the specialist's initials and date/time group. Pensacola International Airport will prepare and keep, for 12 consecutive calendar months, a record of each dissemination of airport condition information to air carriers. Staff will utilize Advisory Circulars applicable to 150/5200-28 for methods and procedures acceptable to the FAA.

Original Date: 12/03/2004

Revision Date: 04/01/2025

FAA APPROVAL
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| <p>Federal Aviation Administration Southern Region Airports Division APPROVED 24 Apr 2025 MF Inspector</p> |
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SECTION 22

**139.341 – IDENTIFYING, MARKING, AND LIGHTING CONSTRUCTION
AND OTHER UNSERVICEABLE AREAS**

The Assistant Director-Operations will be responsible for the coordination of construction activities on the airport. He/she will keep the Airport Director, Operations Manager and Airport Operations Officer(s) fully briefed on activities affecting aircraft operations.

Any time construction is being done on or adjacent to any surface areas on which air carrier aircraft may operate, such areas shall be clearly marked and/or lighted. Likewise, any unserviceable areas shall be marked and lighted.

The following areas shall be marked and/or lighted in accordance with FAA Advisory Circular 150/5370-2 or as approved by FAA:

- a. Each construction area and unserviceable area which is on/or adjacent to any movement area or any other area of the airport on which air carrier aircraft may be operated;
- b. Each item of construction equipment and each construction roadway which affects or may affect the safe movement of aircraft on the airport; and
- c. Any area adjacent to a NAVAID that, if traversed, could cause derogation of the signal or failure of the NAVAID.

Drawings of existing utility facilities are on file and available so that during construction, procedures can be developed to avoid interfering with existing utilities, cables, wires, conduits, pipelines or other underground facilities.

FEDERAL AVIATION ADMINISTRATION

APR 29 2019

PLR
INSPECTOR

Original Date: 12/03/2004

Revision Date: 3/05/2019

FAA APPROVAL

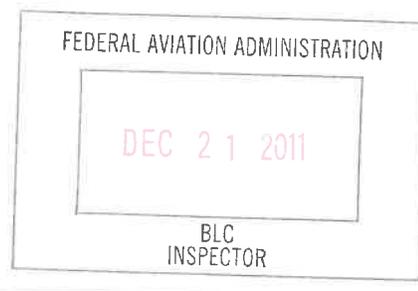
SECTION 23

139.343 – NONCOMPLYING CONDITIONS

Unless otherwise authorized by the Administrator, whenever the provisions of this manual and FAR part 139, Subpart D cannot be met to the extent that uncorrected, unsafe conditions exist on the airport, air carrier operations shall be restricted to those portions of the airport not rendered unsafe by those conditions. See Section 21: 139.339 – AIRPORT CONDITION REPORTING for a list personnel authorized to issue a Notice to Airman (NOTAM).

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SECTION 24
139.401 – AIRPORT SAFETY MANAGEMENT SYSTEM: GENERAL REQUIREMENTS

Under Part 139.401(a), Pensacola International Airport is required to comply with SMS requirements as the FAA has determined it is classified as a small hub based on passenger data extracted from the Air Carrier Activity Information System.

In accordance with Part 139 subpart E, the Pensacola International Airport will develop, implement, maintain, and adhere to the Airport Safety Management System (SMS). The scope of the Airport SMS encompasses aircraft operation in the movement area, aircraft operation in the non-movement area, and other airport operations addressed under Part 139. The Pensacola International Airport is the responsible party for compliance with the Airport SMS.

Policies and procedures for the development of, implementation of, maintenance of, and adherence to the Airport’s SMS, as required under Part 139 subpart E, are contained in a separate Airport SMS Manual, which is maintained in the office of the Airport Director.

On an annual basis, or upon FAA request, the Airport shall provide the FAA copies of any changes to the Airport SMS Manual.

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SECTION 25

139.402 – COMPONENTS OF AIRPORT SAFETY MANAGEMENT SYSTEM

(a) SMS Components

In accordance with Part 139.402, the Airport SMS has the following components:

- Safety Policy;
- Safety Risk Management process and procedures for identifying hazards and their associated risks within airport operations and for changes those operations covered by Part 139;
- Safety Assurance processes and procedures to ensure mitigation measures are adequate and the Airport SMS is functioning effectively; and
- Safety Promotion processes and procedures to foster an airport operating environment that encourages safety.

(b) Safety Risk Management Records

The Airport shall establish and maintain records that document the Airport’s Safety Risk Management processes. These records shall provide a means for the Airport’s acceptance of responsibility for assessed risks and mitigations. These records will be maintained for the longer of –

- 36 consecutive calendar months after the risk analysis of identified hazards under Part 139.402(b)(2) has been completed; or
- 12 consecutive calendar months after mitigations required under Part 139.402 (b)(2)(v) have been completed.

(c) Safety Awareness Orientation

The Airport will provide all persons authorized to access airport areas regulated under Part 139 with a safety awareness orientation, which includes hazard identification and reporting. The safety awareness orientation materials are readily available to such persons and will be reviewed and updated every 24 calendar months or sooner if necessary. The Airport will maintain a record of all safety

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awareness orientation materials made available in compliance with Part 139.402(d)(1), including any revisions and means of distribution. These records will be retained for 24 consecutive calendar months after the materials are made available.

(d) SMS Training

The Airport will provide safety training on those requirements of SMS and its implementation to each person with responsibilities under the Airport SMS that is appropriate to the individual's role. In accordance with the SMS Manual, this training must be completed prior to initial performance of SMS duties and at least every 24 consecutive calendar months. The Airport will maintain a record of all training for these employees that includes, at a minimum, a description and date of training received. These records will be retained for twenty-four consecutive calendar months after completion of training.

(e) SMS Communications

As specified in the Airport SMS Manual, the Airport will develop and maintain a formal means for communicating important safety information that, at a minimum:

- Ensures all persons authorized to access the airport areas regulated under this part are aware of the SMS and their safety roles and responsibilities;
- Conveys critical safety information;
- Provides feedback to individuals using the airport's safety reporting system required under Part 139 402(c)(2); and
- Disseminates safety lessons learned to relevant airport employees or other stakeholders.

Records of communications of important safety information will be maintained for 12 consecutive calendar months.

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SECTION 26

139.403 – AIRPORT SAFETY MANAGEMENT SYSTEM: IMPLEMENTATION

In accordance with Part 139.403 (a), the Airport has an FAA-approved SMS Implementation Plan. This Implementation Plan provides details on how the Airport will meet Part 139 SMS requirements, including –

- A schedule for implementing SMS components and elements prescribed in Part 139.402; and
- Description of any existing programs, policies, or procedures that the Airport intends to use to meet Part 139 SMS requirements;

The Airport will fully implement its Airport SMS within 36 months after FAA approves its SMS Implementation Plan (see Approval Letter in **Exhibit 20**) and in accordance with the FAA-approved SMS Implementation Plan.

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SECTION 27

Subpart D – Falsification, Reproduction, Alteration, Omission, or Incorrect Statements

The Administrator prohibits fraudulent or intentionally false statements on an application for a certificate or other records required to be kept. To ensure the reliability of records maintained by the certificate holder and reviewed by the Administrator, the following is prohibited:

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

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

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

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

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

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

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in any format that is kept, made, or used to show compliance with any requirement under the provisions referenced in § 3.401.

D. The commission by any person of an act prohibited under paragraphs (a) through (c) of this section is a basis for:

- (1) Denying, suspending, modifying, revoking, rescinding, removing, or withdrawing any acceptance, application, approval, authorization, certificate, rating, declaration, designation, qualification, request for reconsideration, or similar, issued or granted by the Administrator and held by that person; or
- (2) A civil penalty.

E. The following may serve as a basis for suspending, modifying, revoking, rescinding, removing, or withdrawing an acceptance, approval, authorization, certificate, rating, declaration, designation, qualification, or similar, or denying an application or request for reconsideration, or similar, issued or granted by the Administrator:

- (1) An incorrect statement or omission of fact by any person, in or from any document in any format, submitted under any provision referenced in § 3.401, that was material to the issuance, validity, or granting of that acceptance, application, approval, authorization, certificate, rating, declaration, designation, qualification, request for reconsideration, or similar; or
- (2) An incorrect statement or omission of fact by any person, in or from any document in any format that is kept, made, or used to show compliance with any requirement under the provisions referenced in § 3.401, that was material to the issuance, validity, or granting of that acceptance, approval, authorization, certificate, rating, declaration, designation, qualification, request for reconsideration, or similar.

The Administrator has the authority to suspend or revoke an AOC (Airport Operating Certificate) if an owner, operator or other person acting on behalf of the certificate holder violates any of these prohibitions. The Administrator may also suspend or revoke any other FAA certificate issued to the person committing the act. Sanctions can include civil penalties or revocation of any FAA certificates held by the certificate holder or individual.

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