



Mobile Airport Authority

Airport Certification Manual

Class I Airport

Mobile International Airport (BFM)

A handwritten signature in blue ink, which appears to read 'T.E. Wallace', is positioned above a horizontal line.

Thomas Wallace
Vice President of Operations
Mobile Airport Authority

Federal Aviation Administration
Southern Region Airports Division
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30 May 2025
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Inspector

Distribution List

1. FAA Southern Region Airports
2. MAA Vice President of Operations
3. MAA Director of Airports
4. MAA Supervisor of Airport Operations
5. MAA Superintendent of Airport Operations
6. MAA Facility Manager
7. MAA Director of Public Safety
8. MAA Airport Rescue and Firefighting (ARFF)
9. Security Operations Assistant
10. Will be available via MAA website.

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OVERVIEW

This ACM is issued by the Mobile Airport Authority (MAA) as owners and operators of the Mobile International Airport (BFM) formerly Mobile Downtown Airport and is also completed in accordance with Title 14 CFR part 139 of the FAA Federal Aviation Regulations.

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Chapter 1 Subpart B – Certification

Section 101: General

A. General

The Mobile International Airport, formerly Mobile Downtown Airport, is owned and operated by the Mobile Airport Authority. The Airport management, operations, maintenance, police/security, and finance functions are accomplished by the Airport Authority staff.

The Mobile International Airport is comprised of 1,150 acres within the fence line.

B. Airport Information

a. Identifier(s)

IATA: BFM

ICAO: KBFM

b. Address

Physical:

Mobile International Airport

1891 9th street

Mobile, AL 36615

c. Location

The Mobile International Airport is in the Business District of Mobile, Alabama. The airport is located at Brookley Aeroplex. The southern end of the airport lies on the Mobile Bay. The Mobile International Airport is located 15 miles southeast of the Mobile Regional Airport. The geographical coordinates are as follows:

Latitude: 30-37-36.4 N

Longitude: 80-04-05.1 W

Elevation: 26.2' ASL

d. Airport Operator/Class

The Mobile International Airport is a class I airport under 14 CFR Part 139.

e. Runway and Taxiway Identifier System

The runways at Mobile International Airport carry the standard magnetic heading identification which is as follows:

Runway 14/32: 9618'/150'

Runway 18/36: 7800'/150'

Taxiways are identified by a single letter and/or single letter with numeral which include the following:

Taxiway A: Parallel to RWY 14/32 to East.

Taxiway A1, A2, A3, and A6: Connector TWYs to RWY 14/32.

Taxiway H: Southwest/Northeast parallel to ramp.

Taxiway K: Northwest/Southeast that connects RWY 18/36 to TWY A.

f. Airline Service

Airline service is provided by Sun Country Charters via a B737-800 aircraft.

SECTION 105 – INSPECTION AUTHORITY

The Airport shall allow the Administrator to make any inspections, including unannounced inspections, or tests to determine compliance with 14 CFR Part 139.

SECTION 111 – EXEMPTIONS

There are no exemptions in effect currently for Mobile International Airport.

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SECTION 113: DEVIATION TO PART 139 REQUIREMENTS

A. Deviations

In the event of an emergency requiring immediate action for the protection of life and/or property, the Mobile International Airport may deviate from an operations requirement of Subpart D of Part 139, or the Airport Certification Manual, to the extent required to meet the emergency.

B. Reporting

In the event of a deviation, the Vice President of Operations or designee will notify the Regional Airports Division Manager in writing as soon as practical within 14 days of the emergency stating the nature, extent, and duration of the deviation.

Section 115: Falsification

The MAA will not fraudulently or intentionally falsify any record(s), statements, and reproductions and will prohibit other identities acting on behalf of the MAA.

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Chapter 2 Subpart C – Airport Certification

Section 205 – Airport Certification Manual

Mobile Airport Authority

1. Will maintain at least one complete and current copy of the Airport Certification Manual in the Substation office.
2. Provide a copy to FAA for inspection.
3. Furnish an approved copy to staff that have direct responsibility as listed in the ACM.

Revisions:

1. The MAA will provide an electronic copy of the ACM and revisions via email to FAA Southern Region Airports ACSI.
2. Revisions to the ACM will be submitted at least 30 days prior to the proposed effective date. They will be submitted as needed to maintain currency.
3. The ACM Page revision Log will be completed and submitted with each revision.
4. Each page of the revision, including the Page revision Log, will have the date of the revision and the original approval date of the ACM.
5. Upon FAA approval, copies of the approved revision will be made and distributed to the holders of the Airport Certification Manual on the Distribution List.

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Chapter 3 Subpart D – Operations

Section 301 – Records

The Mobile Airport Authority maintains the specified records in accordance with the various sections listed below. Records are maintained in computer records, hard copies, or a combination of these. Details for each record will be found in the section requiring such record.

Upon request of the Administrator the Airport will furnish records listed under this section.

Required Records

1. **Personnel Training** – 24 consecutive calendar months for personnel training records under section 303 – Personnel and Section 327 – Self Inspection Program.
2. **Emergency Personnel Training** - 24 consecutive calendar months for ARFF and emergency medical service personnel training records under Section 319 - ARFF: Operational Requirement.
3. **Airport fueling Agent inspection** - 12 consecutive calendar months for records of inspection of airport fueling agents under Section 321- Handling and Storing of Hazardous Substances and Materials.
4. **Airport Fueling Agent Supervisor and Employee Training** - 12 consecutive calendar months for conformation of training of fueling personnel under Section 321- Handling and Storing of Hazardous Substances and Materials.
5. **Self-Inspection** - 12 consecutive calendar months for self-inspection records under Section 327- Self-Inspection Program.
6. **Movement area and Safety area Training** - 24 consecutive calendar months, after termination of employee's access to movement and safety areas, for records of training given to pedestrians and ground vehicle operators under Section 329 - Pedestrians and Ground Vehicles.
7. **Accident and Incident** -12 consecutive calendar months for each accident or incident in movement areas or safety areas involving air carrier aircraft and/or ground vehicles under Section 329 - Pedestrian and Ground Vehicles.
8. **Airport Condition** - 12 consecutive calendar months for records of airport condition information dissemination under Section 339 - Airport Condition Reporting.
9. **Wildlife Hazard Management** - 24 consecutive calendar months for training related to wildlife hazard management under Section 337 - Wildlife Hazard Management

Additional Records

The Airport will make and maintain any additional records required by the Administrator.

Section 303 – Personnel

Line of succession of Airport Operational Responsibility

The line of Authority for the Mobile Airport Authority is:

1. Executive Director
2. Vice President of Operations
3. Director of Airports
4. Superintendent of Operations and Maintenance
5. Operations Supervisor
6. Facility Maintenance Manager
7. Airfield Supervisor
8. Airfield Lead
9. Airport Operations Specialist
10. ARFF

Personnel Requirements

The Airport will comply with the following requirements:

1. Maintain sufficient qualified personnel to comply with the requirements of the ACM and the requirements of Title 14 CFR Part 139.
2. Equip personnel with sufficient resources needed to comply with the requirements of Title 14 CFR Part 139.
3. Train all personnel who access the movement areas and safety areas and perform duties in compliance with the requirements of the ACM and Part 139. This training shall be completed before initial performance of duties. Recurrent training shall be completed at least once every 12 consecutive calendar months thereafter. The curriculum for initial and recurrent training shall include at least the following areas:
 - (a) Airport familiarization, including airport marking, lighting and sign system.
 - (b) Procedures for access to, and operation in, movement areas and safety areas under Section 329 - Pedestrians and Ground Vehicles.
 - (c) Airport communications, including radio communication between the air traffic control tower and personnel, and procedures for reporting unsafe airport conditions.
 - (d) Duties required under the Airport Certification Manual and the requirements of Part 139

- (e) Any additional subject areas required under Part 139 Sections 319, 321, 327, 329, 337, and 339, as appropriate.
- 4. Make record of all training completed by everyone in compliance with this section including, at a minimum, a description and date of training received. Such records shall be maintained for 24 consecutive calendar months after completion of training.
- 5. As appropriate, comply with the following training requirements of Part 139:
 - (a) Section 319-Aircraft Rescue and Firefighting: Operational Requirements
 - (b) Section 321- Handling and Storage of Hazardous Substances and Materials
 - (c) Section 327-Self-Inspection Program
 - (d) Section 329- Pedestrian and Ground Vehicles
 - (e) Section 337 - Wildlife Hazard Management
 - (f) Section 339 - Airport Condition Reporting

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Section 305 – Paved Areas

Airport pavement areas available to air carriers, including aprons available for air carrier operations, shall be promptly repaired and maintained as follows:

- (1) Pavement edges shall not exceed 3 inches difference in elevation between abutting pavement sections and between pavement and abutting areas.
- (2) Pavement shall have no holes exceeding 3 inches in depth, nor any hole the slope of which from any point in the hole to the nearest point at the lip of the hole is 45 degrees or greater, as measured from the pavement surface plane, unless, in either case, the entire area of the hole can be covered by a 5" diameter circle.
- (3) The pavement shall be free of cracks and surface variations that could impair directional control of an air carrier aircraft. Any pavement crack or surface deterioration that produces loose aggregate or other contaminants shall be promptly repaired.
- (4) Mud, dirt, sand, loose aggregate, debris, foreign objects, rubber deposits, and other contaminants shall be removed promptly and as completely as practicable, except the associated use of materials such as sand and deicing solutions for snow and ice control.
- (5) Any chemical solvent that is used to clean any pavement area shall be removed as soon as possible, consistent with the instructions of the manufacturer of the solvent, except for the associated use of deicing solutions for snow and ice control.
- (6) Pavement shall be sufficiently drained and free of depressions to prevent ponding that obscures markings or impairs safe aircraft operations.

Maintenance of Paved Areas

Corrective action shall be initiated by Inspection personnel as soon as practical when any unsatisfactory conditions are found in the paved areas. Maintenance personnel are responsible for the correction of any unsatisfactory conditions on paved areas. If the Operations Supervisor or their designated representative determines that an uncorrected condition in a paved area is unsafe for aircraft operations, that portion of the airport shall be closed to air carrier operations until the unsafe condition is corrected.

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Section 307 – Unpaved Areas

The Mobile International Airport does not have any unpaved areas used for aircraft operations.

Section 309 – Safety Areas

A. Safety Area Dimensions

Safety area dimensions conform to the FAA standards in the most current version of AC 150/5300-13, Airport Design. Safety area dimensions are as follows:

Runways

Runway 14/32 – 250 feet from centerline and 1,000 feet off each end

Runway 18/36 – 250 feet from centerline and 1000 feet off each end

Taxiways

All Taxiways – 85 feet from the centerline

B. Required Conditions of Safety Area

Safety Area conditions are maintained as follows:

1. Each safety area shall be cleared and graded and have no potentially hazardous ruts, humps, depressions, or other surface variations.
2. Each safety area shall be drained by grading or storm sewers to prevent water accumulation.
3. Each safety area shall be capable under dry conditions of supporting aircraft rescue and firefighting equipment and the occasional passage of aircraft without causing major damage. Manhole or duct access covers are constructed from steel of sufficient thickness and strength to support equipment and aircraft.
4. No objects shall be in any safety area, except for the objects that need to be in the safety areas because of their function. These objects shall be constructed, to the extent practical, on frangible mounted structures of the lowest practical height with the frangible point no higher than 3 inches above grade.

C. Maintenance of Safety Areas

When unsatisfactory conditions are found in the safety areas, corrective action will be initiated for the prompt repair by the Airfield Supervisor or designee. The Airfield maintenance department is responsible for correction of any unsatisfactory conditions in safety areas as soon as practical.

Section 311 – Marking, Signs and Lighting

A. Markings

The Airport will provide and maintain marking systems for air carrier operators in accordance with Part 139.311(a) and the most current version of AC 150/5340, Standards for Airport Markings. Runways and Taxiways are marked as follows:

1. Runways

- i. Runway 14/32 – Precision Instrument Runway
- ii. Runway 18/36 – Non-Precision Instrument Runway

2. Taxiways

- i. Taxiway centerlines
- ii. Leadoff lines on normally used exits
- iii. Continuous type edge markings along paved shoulders
- iv. Dashed type edge markings along the portion of Taxiway H which is contiguous to the North Apron.

3. Hold Position Markings

- i. The aircraft approach category/airplane design group for Runway 14/32 is D-III. All hold position markings are located at least 250 feet from runway centerline.
- ii. The aircraft approach category for Runway 18/36 is B-II. All hold position markings are at least 150 feet from the runway centerline.
- iii. All hold position markings and non-movement area boundary markings are glass beaded and highlighted with a black border in accordance with the most current version of AC 150/5340, Standard for Airport Markings.
- iv. Surface painted hold signs are applied at all taxiway/runway intersections.

B. Signs

The Airport shall provide and maintain a sign system for air carrier operations in accordance with Part 139.311(b) and the most current version of AC 150/5340-18, Standards for Airport Sign Systems and 150/5345, Specifications for Taxiway and Runway Signs.

1. Taxiway

- i. Taxiway signs meet the requirements of the most current versions of AC 150/5340-18 as amended and 150/5345-44 as amended and are installed as indicated in the Marking and Sign Plan as Appendix A.
2. Holding Position
 - i. Holding position signs are installed at all holding positions in accordance with the Marking and Sign Plan included as Appendix A and meet the standards of the most current version of AC 150/5340-18 and 150/5345-44.
3. Instrument Landing System (ILS)
 - i. ILS hold position signs are installed in accordance with the Marking and Sign Plan included as Appendix A. The signs meet the standards of the most current version of AC 150/5340-18 and 150/5345-44.

C. Lighting

The Airport shall provide and maintain lighting systems for air carrier operations in accordance with Part 139.311(c) as well as with the standards in the most current version of AC 150/5340, Runway and Taxiway Edge Lighting System, to meet the specifications for the lowest approach minimums authorized for each runway. Runway and taxiway lighting systems at the airport are as follows:

1. Runways
 - i. Runway 14/32 High Intensity Runway Lights (HIRL)
 - ii. Runway 14/32 has Runway in-pavement centerline lights
 - iii. Runway 18/36 Medium Intensity Runway Lights (MIRL)
 - iv. Runway Edge lights are split with white/amber to mark the caution zone on the last 2,000 feet of each end of all runways.
2. Taxiways
 - i. Taxiway edge lighting is installed on all taxiways available for air carrier operations.
3. Airport Beacon:

The airport is equipped with a rotating beacon with a green and white lens, located on the southeast side of the airfield.
4. Airfield Emergency Generator

To ensure a constant source of power for airfield lighting associated with Runway 14/32 and NAVAIDS, the Mobile International Airport maintains a Diesel generator as a secondary power source to commercial power. The generator building has a green light outside the building that houses the generator to indicate the generator is on and functioning.
5. Approach Lighting

- i. NAVAIDS provided and maintained by the FAA are as follows:
 - a. Runway 32 - ILS, MALSR, VOR
 - ii. NAVAIDS provided and maintained by the Airport are as follows:
 - a. PAPIs for runway 14/32 and RWY 18/36
- 6. Obstruction Lighting
 - i. Lighted obstructions on the airport which are maintained by the airport are as follows:
 - a. Airport Beacon
 - b. Primary Wind Cone
 - c. Runway 14 Supplemental Wind Cone
 - d. Runway 32 Supplemental Wind Cone
 - e. Runway 18 Supplemental wind Cone
 - f. Runway 36 Supplemental wind Cone
 - g. Streetlights along Airbus way and Aerospace Drive
 - ii. Lighted Obstructions which are maintained by the FAA are as follows:
 - a. FAA ATCT
 - b. Glide Slope Building and Antennae
 - c. ASOS
 - d. Glide Slope
 - e. Localizer Antenna
 - iii. Lighted obstructions on the airport which are maintained by the by private agencies are as follows:
 - a. ST Aerospace
 - b. Airbus FAL
 - c. MAAS Aviation
- 7. Lighting Interference:

All other lighting on the airport for aprons, parking areas, roadways, fuel storage, and buildings are adjusted or shielded to prevent interference with air traffic control and aircraft operations.

D. Maintenance of Marking and Lighting

- 1. Each marking and lighting system that is installed on airport property will be properly maintained by cleaning, replacing, or repairing and faded, missing, or non-functional items. Marking and lighting items will also be maintained, un-obscured, clearly visible, and each item will provide an accurate reference to the airport users.
- 2. In addition, each lighting system will be maintained at least to the minimum operational criteria listed in the most recent version of AC 150/5340-26 as amended, Maintenance of Airport Visual Aid Facilities. The operating limits for a lighting system before a system is considered inoperable are as follows:
 - i. Runway Edge Lights
 - a. 85% operable

- ii. Runway End/Threshold lights
 - a. 75% operable
- iii. Taxiway Edge lights
 - a. 85% operable

To provide continuity of visual guidance, the allowable percentage of inoperable lights will not be in such a way as to alter the basic pattern of the lighting system.

Corrective action will be taken by the Operations Supervisor or designee when any unsatisfactory conditions are found in the marking or lighting system. If the above operating limits cannot be maintained, and airport management determines that the outage may not provide an accurate reference to airport users, information concerning the outage will be disseminated locally to the ATCT and the airlines. If an entire lighting system is inoperable or out of service, a NOTAM will be issued in accordance with the procedures in Section 339.

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Section 313 – Snow and Ice Control

Due to the location and temperature conditions of Mobile International Airport, there is no snow and ice removal plan in effect. Should the airfield need to be closed a NOTAM will be issued by airport operations and disseminated in the event of unsatisfactory conditions.

Section 315 – ARFF Index Determination

In accordance with Section C of Part 139.315, the ARFF Index at Mobile International Airport is Index B. This determination is due to the longest aircraft serving the Airport - B737-800 - having less than five (5) average daily departures. ARFF Index C, when able, will be provided upon request.

Section 317 – ARFF Equipment and Agents

Aircraft Rescue and Firefighting Equipment

ARFF equipment at the Mobile International Airport consists of the following:

Primary ARFF Vehicle (Qualified Rental Vehicles may Substitute when needed)

Foam 40 – 2010 Oshkosh Striker

- 1500 gallon of water
- 200 gallons of AFFF
- 460 lbs. of Halotron

Primary ARFF Vehicle (Qualified Rental Vehicles may Substitute when needed)

Foam 38 – 1999 E-One Titan 1500

- 1500 gallons of water
- 200 gallons 6% AFFF
- 460 lbs. of Halotron

Portable Extinguishers

- 1 – 20-pound Dry Chemical Extinguisher
- 1 – 20-pound Co2 Extinguisher

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SECTION 319 - AIRCRAFT RESCUE AND FIREFIGHTING (ARFF): OPERATIONAL REQUIREMENTS

A. Rescue and Firefighting Capability

ARFF operations are provided on a twenty-four hour a day basis to cover all air carrier operations.

B. Increase in Index

In the event of an increase in Index due to an increase in the average daily departures or the length of air carrier aircraft, the Airport shall put into service the backup ARFF vehicle and request an additional driver to man vehicle.

C. Reduction in Capability Procedures

If the primary ARFF vehicle becomes inoperable to the extent that it cannot perform its required functions, the backup ARFF vehicle will be used to maintain Index B requirements. In the unlikely event that both ARFF vehicles become inoperable, the Operations Supervisor or designee will notify the FAA Airports Division. During non-business hours, notification will be made to the Regional Operations Center. The airlines will also be notified in accordance with section 339 of this manual if Index B level ARFF equipment is temporarily unavailable. If firefighting equipment cannot be replaced for 48 hours, air carrier operations will be reduced until the appropriate level of service is restored, and a NOTAM is issued.

D. Vehicle Communications, Marking, and Lighting

The ARFF vehicles are equipped with VHF ground control/CTAF frequency radios as well as two-way radios for communicating with the Mobile Police Department and MFRD.

E. Vehicle Marking and Lighting

The ARFF vehicles are lime green in color and are equipped with red beacons and reflective striping to contrast with the background and to optimize nighttime visibility.

F. Vehicle Readiness

Vehicles are housed in the fire station located on the west side of the airfield on the west side of taxiway K.

ARFF vehicles are maintained to be operationally capable of performing their intended functions. Scheduled service inspections and routine maintenance is performed by the airport maintenance department. Maintenance or repairs which cannot be accomplished at the airport are completed by an outside vendor.

E. Response Requirements

At least one ARFF vehicle can respond from the airport fire station to the mid-point of Runway 14/32 within three minutes from the time of the alarm and initiate discharge of extinguishing agent. All other required ARFF vehicles can respond from the airport fire station to the mid-point of Runway 14/32 within 4 minutes from the time of the alarm and initiate discharge of extinguishing agent.

F. Personnel

ARFF operations are provided by a Certified Third-Party. All assigned firefighting and rescue personnel are equipped with acceptable clothing and equipment needed to perform their duties. Sufficient firefighting and rescue personnel shall be available to operate the vehicles, meet response times and meet minimum agent discharge rates required by Index B.

1. ARFF Training

- i. ARFF personnel have recurrent training in accordance with Part 139.319(i)(2). Personnel are trained prior to initial performance of rescue and firefighting duties and receive recurrent instruction every 12 consecutive calendar months in at least the following:
 - a. Airport familiarization
 - b. Aircraft familiarization
 - c. Rescue and firefighting personnel safety
 - d. Emergency communications
 - e. Use of hoses, turrets, nozzles, and other appliances
 - f. Application of extinguishing agents
 - g. Emergency aircraft evacuation assistance
 - h. Firefighting operations
 - i. Adapting and using structural rescue and firefighting for aircraft rescue and firefighting
 - j. Aircraft cargo hazards including hazardous materials/dangerous goods
 - k. Familiarization with fire fighter duties under the Emergency Plan
- ii. Live-Fire Drill
 - a. All ARFF personnel shall participate in a live-fire drill prior to initial performance and at least once every 12 consecutive calendar months thereafter.
- iii. Basic Emergency Medical Training
 - a. At least one ARFF personnel trained and current in basic emergency medical services shall be available during air carrier operations
 - b. Training shall be a minimum of 40 hours in length and cover the following:
 1. Bleeding
 2. Cardiopulmonary resuscitation

3. Shock
 4. Primary patient survey
 5. Injuries to the skull, spine, chest, and extremities
 6. Internal injuries
 7. Moving patients
 8. Burns
 9. Triage
- iv. Records
Training records are maintained by the Certified Third-Party Chief for 24 consecutive calendar months to include a description and date of the training received.
- v. Sufficient Personnel
At least one ARFF crash truck driver for each required vehicle shall be available

G. Emergency Alerting System

ARFF personnel are alerted of existing or impending aircraft emergencies by an alert phone initiated by the ATCT. In the event the Alert Phone is inoperable, the ARFF personnel will be called on a local land line and be alerted of the aircraft emergency.

H. Hazardous Materials Guidance

Each ARFF vehicle shall be equipped with the North American Emergency Response Guidebook or similar response guidance to hazardous materials/dangerous goods incidents.

I. Emergency Access Roads

There are no designated emergency access roads at Mobile International Airport.

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SECTION 321 - HAZARDOUS MATERIALS

A. Fueling Agents

Signature Flight Support is the fixed base operator

B. Fuel Handling Safety Standards

Fuel handling safety standards have been established at Mobile International Airport and a copy of the standards has been provided to all fueling agents including self-fuelers. The fuel handling standards are as follows:

1. Fuel storage areas will be fenced, locked when unattended and posted with signs to reduce the chance of unauthorized entry and/or tampering.
2. Fuel storage areas and unloading/loading stations will be posted with "No Smoking" signs.
3. Fuel storage areas and unloading/loading stations will be free of materials, equipment, functions, and activities that could be ignition sources.
4. Piping will be underground or reasonably protected from damage by surface vehicles.
5. Fuel storage areas and unloading/loading stations will be equipped with the appropriate size and rated fire extinguishers required under NFPA 407.
6. Electrical equipment, switches, and wiring in fuel storage areas and unloading/loading stations will be reasonably protected from heat, abrasion, or impact which could cause an ignition source.
7. Piping, filters, tanks, and electrical components will be electrically bonded together and interconnected to an adequate ground.
8. Unloading/loading stations will be equipped with bond/ground wire with appropriate clip for grounding tankers and mobile fuelers.
9. Loading stations will be equipped with dead-man control features.
10. Loading stations will be equipped with a marked emergency shut off capable of stopping fuel flow with one physical movement.

C. Mobile Fuelers

1. Mobile fuelers will be marked with letters at least 3 inches tall on all sides to show

flammability and display standard hazardous materials placards.

2. "NO SMOKING" signs shall be posted in the cab and on each side of the exterior of the vehicle. Smoking equipment such as cigarette lighters and ash trays shall not be permitted.
3. Mobile fuelers shall be equipped with the appropriate size and rated fire extinguishers.
4. Mobile fuelers shall be equipped with a system capable of overriding all other controls and stopping all fuel flow with one physical movement. Emergency fuel tank cutoffs should be boldly marked.
5. Mobile fuelers will also be equipped with a tank bottom out flow cutoff valve that can block fuel flow in the event of piping rupture or valve failure.
6. Fuel tanks on mobile fuelers shall be equipped with gasket dome covers, which contain an emergency vapor pressure relief valve and are adequate to prevent fuel spillage during vehicle movement.
7. Electrical equipment, switches, and wiring in mobile fuelers, shall be explosion proof and be reasonably protected from heat, abrasion, or impact which could be an ignition source.
8. Mobile fuelers shall be equipped with bonding wires/clamps, to facilitate prompt, definite electrical connection to the aircraft being fueled.
9. Fuel systems on mobile fuelers and cabinets shall be reasonably protected from impact/stress that could cause fuel spills.
10. All nozzles on mobile fuelers will be controlled by a dead man cut off feature.
11. Mobile fuelers will be equipped with a spark arrester and leak-free exhaust system terminating in a standard baffled muffler. Mobile fuelers shall contain no feature that would allow fuel or concentrated fumes to contact the exhaust system if overfilled.

D. Fueling Personnel and Staff Shall:

1. Ensure that all matches or cigarette lighters are not carried that could become and ignition source if operated, bumped, hit, or dropped.
2. Ensure that maintenance and servicing of aircraft fuel servicing vehicles and carts shall be performed outdoors or in a building approved for that purpose.

3. Ensure that mobile fuelers are never parked closer than 10 feet from each other and never closer than 50 feet from the building.
4. Ensure that all fuel systems and mobile fuelers are bonded between aircraft, tankers, or fuelers before, commencing, and during fuel transfer operations.
5. Ensure that before opening any aircraft or mobile fueler tank or commencing any fueling operation, and always during fuel transfer, a bonding wire is connected between mobile fueler and loading station or between fueler and the aircraft being fueled.
6. Ensure that all fueling equipment is in good condition and free of fuel leaks prior to use.
7. Ensure that all fuel storage areas and equipment are kept clean and neat and free of trash or debris that could contribute to the spread of fire.
8. Ensure that all fire extinguishers are sealed, charged, and inspected annually.
9. Ensure that fuel service operations are suspended when there are lightening discharges in the immediate vicinity of the airport.

E. Inspections of Fueling Facilities

1. All fuel storage facilities and mobile fueling equipment are subject to periodic inspections but not less than quarterly once every three consecutive months. Follow-up inspections are conducted when unsatisfactory items are found. If necessary, equipment will be removed from service until repairs are made and it is re-inspected. Inspection records are maintained in the ARFF Chief's Office for at least 12 months. Fuel inspection forms can be found in Appendix B of this manual.
2. All fueling agents engaged in handling and dispensing aviation fuel are required by Part 139.321 to take immediate corrective action whenever notified of non-compliance with any of the Airport's Fuel Handling Safety Standards.

F. Training

1. At least one supervisor employed by each fueling agency will complete a FAA approved aviation fuel training course in fire safety. The supervisor will receive

recurrent training at least once every 24 months. If a new supervisor is hired, he/she will be enrolled in a FAA approved aviation fuel training course that will be completed within 90 days of initial assignment.

2. All other employees with each fueling agency, who fuel aircraft, accept fuel shipments, or handle fuel, will receive at least on the job training in fire safety and recurrent training every 24 months from the supervisor who completed the training course as required in item 1 above.
3. Documentation for all fueling agents, engaged in handling and dispensing fuel at the airport, shall be submitted to airport management once every 12 months, or when updated training has been completed, to confirm the training standards have been accomplished. The training confirmation records shall be maintained in the ARFF Chief's Office for 12 months.
4. Fueling agent personnel training records shall be maintained for 24 months in their facility.

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SECTION 323 - TRAFFIC AND WIND INDICATORS

A. Wind Cones

The lighted primary wind cone is located between Taxiways K and A. Supplemental wind cones are located at the ends of Runways 14, 32 and 36.

B. Segmented Circle

The segmented circle is located around the primary wind cone. There are no right-hand traffic patterns at Mobile International Airport.

C. Maintenance

1. The segmented circle and the wind cones are inspected each day during the safety inspections.
2. The segmented circle and wind cones will be maintained clearly visible, and functional. Corrective action will be initiated by the operations staff as soon as practical when any unsatisfactory conditions are found in the segmented circle or wind cone.

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SECTION 325 - AIRPORT EMERGENCY PLAN

A. Airport Emergency Plan (AEP)

An Airport Emergency Plan has been developed and is included as Appendix C and provides an emergency response for Index B requirements.

B. Training of Airport Personnel

All airport personnel having duties and responsibilities under the AEP are properly trained and familiar with assignments.

C. Annual Review of AEP

A review of the AEP is conducted every 12 months to ensure that the AEP is current and all parties with whom the plan is coordinated are familiar with their responsibilities. All the agencies involved with the AEP are invited to participate in an annual review meeting and table-top exercise at the airport if one is planned.

D. Triennial Full-Scale Exercise of the AEP

A full-scale exercise of the AEP will be conducted every 36 months. The full-scale exercise will involve, to the extent practicable, all mutual aid participants and a reasonable amount of emergency equipment. The purpose of the exercise will be to test the effectiveness of the AEP through a first response of the airport and its mutual aid to an aircraft accident at the airport and to familiarize emergency personnel with their responsibilities in the plan.

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SECTION 327 - SELF INSPECTION PROGRAM

A. Frequency of Inspections

1. Safety Self Inspections are conducted daily by Operations Supervisor, Airport Operations Personnel, Maintenance Manager, Airfield Supervisor, Airfield Lead or ARFF. Once during daylight hours and during a period of darkness. The self-inspection form can be found in Appendix D of this manual.
2. Additional safety inspections will be conducted whenever required by the following circumstances:
 - i. During and after construction activity
 - ii. During rapidly changing meteorological conditions
 - iii. Immediately after an incident or accident
 - iv. After any other unusual condition on the airport

B. Reporting System

Paragraph E of this section lists the unsatisfactory conditions to be noted during self-inspections. Any unsatisfactory conditions noted during an inspection will be recorded on the inspection checklist for prompt corrective action by Airport Staff. Unsatisfactory conditions that cannot be promptly corrected shall be disseminated by NOTAM in accordance with Section 339 of this ACM if determined potentially unsafe.

C. Training

Training of the safety inspection personnel will be completed to ensure that qualified personnel perform the inspections. A training program has been established that includes classroom and/or computerized initial training, that will be followed with subsequent recurrent classroom and/or computerized training that occurs at least once every 12 consecutive calendar months on the following subjects:

1. Airport familiarization including airport signs, marking, and lighting
2. Airport Emergency Plan
3. NOTAM notification procedures
4. Procedures for pedestrians and ground vehicles in movement areas and safety areas
5. Discrepancy reporting procedures
6. Inspection procedures and record keeping
7. Wildlife hazards

D. Records

1. Inspection

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A copy of the Airport Safety Inspection Checklist used to document inspections is included as appendix D. Inspection records will be kept on file in the Substation Office for at least 12 months.

2. Training

Training records for everyone include a description and date of training received. Training records are kept for at least 24 months

E. Areas Inspected Daily and Unsatisfactory Conditions Noted

1. Pavement Areas
2. Safety Areas
3. Pavement markings
4. Guidance Signs
5. Hold Position Markings/Signs
6. Lighting
7. NAVAIDS
8. Obstructions
9. Fueling Operations (Periodic)
10. Aircraft Construction Areas
11. Fencing
12. Wildlife Hazards

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SECTION 329 – PEDESTRIANS AND GROUND VEHICLES

A. Limiting Access

1. Personnel and Equipment

The Airport shall limit access to movement areas and safety areas only to those pedestrians and ground vehicles necessary for airport operations including the following types of vehicles:

- i. Airport owned or authorized vehicles equipped with two-way ATCT radio and a rotating or flashing beacon.
- ii. FAA Airway Facility vehicles authorized for maintenance of FAA NAVAIDS
- iii. Authorized construction/consultant vehicles

Other individuals who need access to the movement areas shall be escorted by qualified personnel or required to attend the airport's ground vehicle training course prior to operating a vehicle on the aircraft movement area.

2. Controls

Access to the Airport Operations Area (AOA) is controlled by electronic gates that require SIDA badge access. Only approved individuals that have gone through and passed required training are issued a SIDA badge. Non-electronic gates are secured with a padlock. Keys to the padlocks are controlled and issued by the Airport Authority. Restricted Area signs are posted along all AOA fencing around the airfield.

B. Procedures for Pedestrian and Ground Vehicle Operations in Movement and Safety Areas

A Letter of Agreement (LOA) with the ATCT contains procedures for air traffic control of the airport movement area and is included in Appendix J. Additional pedestrian and ground vehicle procedures are as follows:

All personnel permitted to drive in movement areas and safety areas at BFM must successfully complete the classroom and/or computerized initial training, that will be followed with subsequent recurrent classroom and/or computerized training every 12 consecutive calendar months.

The Airport Non-Movement Area Driver Training is delivered through classroom and/or computerized Training program.

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C. Procedures for Operations in Movement Areas and Safety Areas During Tower Operations

All vehicles and pedestrians operating in the movement area or safety area must always have two-way radio communication with the ATCT.

1. All Airport vehicles permitted to operate on the movement area and safety area and ARFF emergency vehicles are equipped with two-way ATCT communication radios. Any time one of these vehicles enters the movement area or safety area they will obtain authorization and maintain contact with the ATCT, who will have control over their movements.
2. If the need arises to have a vehicle or pedestrian enter the movement area or safety area that does not have a two-way ATCT radio, a vehicle with such radio will act as an escort to the necessary area and remain with that vehicle or pedestrian until it has left the movement area or safety area.
3. Signs warning pedestrians or vehicles not to proceed without two-way radio communication are posted outside safety areas for notification when it is not operationally practical to have two-way radio communications between the ATCT and the pedestrian, vehicle, or escort.
4. If there is a communication failure between a vehicle or pedestrian and the ATCT while in the movement area or safety area, the ATCT will contact the MAA AOCC for assistance or contact another radio-controlled vehicle in the area. When communications have been lost, the driver or pedestrian position the vehicle or themselves facing the ATCT and look for the following light gun signals:

Color/Type of Signal	Movement of Vehicle and Pedestrian
Steady Green	Cleared to cross, proceed or go
Steady Red	STOP
Flashing Red	Clear taxiway/runway
Flashing White	Return to starting point on Airport
Alternating Red & Green	Exercise extreme caution

D. Procedures for Operations in Movement Areas and Safety Areas ATCT is not in Operation

During periods when the ATCT is closed, vehicles and pedestrians accessing the movement area or safety area shall be equipped with a two-way ATCT radio.

1. Prior to entering these areas, the vehicle operator or pedestrian shall announce their location, destination, and purpose over the radio. Any time the vehicle operator or pedestrian move into another area they shall announce their intentions on the radio prior to proceeding.

2. The vehicle operator or pedestrian must always monitor the radio while on the movement area or in the safety area.
3. In the event an aircraft enters the movement area, the vehicle operator or pedestrian must yield to the aircraft. Aircraft always have the right-of-way in movement and non-movement areas.
4. When leaving the movement area or safety area the vehicle operator or pedestrian must announce when they are clear of the areas on the radio.

E. Training of Personnel

All personnel shall be trained in accordance with Section B of this part of the ACM prior to operating a vehicle or equipment or moving on foot in a movement area or safety area and shall be retrained at least once every 12 consecutive calendar months.

F. Consequences of Non-Compliance

1. All access points to the Movement Area are clearly delineated by signs and markings. In the event a report is received of unauthorized vehicles or pedestrians on the Airport Operations Area (AOA), an MAA employee vehicle will be dispatched to intercept and escort the violator from the premises. Appropriate enforcement actions will be taken depending upon the nature and severity of the offense, which may include, loss of driving privileges, re-training and fines.

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G. Records**1. Training**

The Airport shall maintain a description and date of training completed by each individual operating in movement areas and safety areas. Records are maintained for 24 months after the termination of an individual's access to movement areas and safety areas.

2. Accidents and Incidents

The Airport shall maintain records of accidents or incidents in the movement areas and safety areas, involving air carrier aircraft and/or ground vehicles. Records of each accident or incident are maintained for 12 months from the date of the accident or incident

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SECTION 331 – OBSTRUCTIONS

A. General

The Airport shall ensure that each object within the authority of the airport that has been determined by the FAA to be an obstruction is removed, marked, or lighted unless determined to be unnecessary by an FAA aeronautical study. Obstructions located on the airport within the Airport's authority and the related aeronautical studies conducted by the FAA are listed in Section 311 of this manual.

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SECTION 333 - PROTECTION OF NAVAIDS

A. Construction

No facilities shall be constructed on the airport that, when determined by the FAA, would derogate the operation of an electronic or visual NAVAID and air traffic control facilities on the airport.

B. Protection Against Vandalism

All electronic NAVAIDS are located on airport property within the perimeter fence and protected against vandalism and theft by the fence. Approach lighting systems located outside the perimeter fence, but still on airport property, are protected by fences maintained by MAA.

C. Interruption of Visual and Electronic Signals of NAVAIDS

Interruption of visual and electronic signals of NAVAIDS is prevented insofar as it is within the Airport's authority. ILS critical areas have been identified by signs and surface painted markings to prevent inadvertent entry into a critical area by a vehicle during IFR conditions.

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SECTION 335 - PUBLIC PROTECTION

A. Fencing

The Airport Operations Area (AOA) including the apron is surrounded by a six (6) foot chain length fence with three (3) strands of barbed wire. Fencing at the airport meets the requirements of CFR Part 139 and CFR 1542 and will prevent inadvertent entry onto airport property by persons and vehicles. Signs restricting access are posted on all gates and at regular intervals around the perimeter. The airport has established procedures in the airport security program to keep outer perimeter gates closed and locked.

B. Access Control

Access onto the AOA is limited to persons that have a need. Procedures for controlling access onto apron areas are included in the TSA approved Airport Security Program (ASP).

C. Inspection and Maintenance

Perimeter fencing, gates, and signs are inspected during the daily safety inspection. The Airport maintenance department is responsible for maintaining fencing. Any gates found unsecure will be closed and locked and will be recorded on the inspection checklist. Procedures set forth under the ASP to address the security issue with the responsible party.

D. Aircraft Blast Protection

Mobile International Airport does not have issues or hazards from aircraft blast. If an aircraft blast issue develops in the future, procedures will be established to provide reasonable protection of persons and property.

E. Firearms

Sworn Law Enforcement Officers (LEOs) are the only individuals permitted to possess firearms (loaded or unloaded) inside the sterile area of the terminal building, SIDA and the Airport Operations Area (AOA). Sworn active LEOs include representatives of the Mobile Airport Police Department, City of Mobile Police Department, Mobile County Sheriff's Department, Federal Marshals, and State Highway Patrol. Only authorized personnel trained under the Airport's approved Wildlife Hazard Management Plan, including State Game and Fish Wardens and USDA APHIS, are the only individuals, other than LEOs, permitted to possess firearms (loaded or unloaded) inside the AOA. All of the above must coordinate activities with the Mobile Airport Authority prior to accessing these areas.

SECTION 337 - WILDLIFE HAZARD MANAGEMENT

A. General

The Airport will take immediate measures to alleviate Wildlife Hazards whenever they are detected or reported.

1. As part of the Self-Inspection Program, Airport personnel shall:
 - i. Watch for and report any unusual concentration of wildlife or birds that may be a hazard to aircraft operations, especially when low-flying or in the vicinity of the runways, their respective safety areas, and immediate approach areas.
 - ii. In circumstances when such concentration of wildlife or birds are observed, take appropriate measures to disperse the wildlife or birds or otherwise attempt to alleviate any risk of strikes by aircraft, and immediately advise the ATCT.
2. Wildlife Hazard Assessment
The Mobile Airport Authority completed Wildlife Management Assessment to which the FAA determined that a Wildlife Management Hazard Plan was necessary for the Mobile International Airport.
3. Wildlife Hazard Management Plan (WHMP)
A WHMP conducted for the Mobile International Airport was submitted and approved by the FAA on March 25, 2013. The WHMP is included as part of the ACM as Appendix E.

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SECTION 339 - AIRPORT CONDITION REPORTING

Only personnel authorized by the Director of Airports are permitted to issue NOTAMs for the Mobile International Airport.

A. Collection and Dissemination of Airport Conditions

The Airport shall disseminate information pertaining to airport conditions to air carriers in accordance with this section and the most recent versions of AC 150/5200-28 and 150/5200-30 as amended.

B. NOTAM System

The Airport utilizes the FAA's NOTAM Manager System and other systems acceptable to the Administrator to disseminate airport conditions.

C. Airport Conditions Requiring a NOTAM

1. Construction or maintenance activity on movement, safety, or apron areas
2. Surface irregularities on movement, safety, or apron areas
3. Snow, slush, ice, or water on movement or apron areas as required by the most recent versions of AC 150/5200-28 and 150/5200-30 as amended.
4. Snow piled or drifted on or near movement areas.
5. Objects on the movement or safety areas contrary to 139.309.
6. Malfunction of any lighting system, holding position signs, or ILS critical area signs required by 139.331 including the following conditions:
 - i. Less than 85% runway edge lights operable.
 - ii. Runway light outages that alter the basic pattern of the runway lighting system.
 - iii. Less than 95% runway centerline lights operable (if installed).
 - iv. Less than 90% runway touchdown zone lights operable (if installed).
 - v. Two or more threshold lights out at runway end.
 - vi. Less than 85% taxiway edge lights operable.
 - vii. Taxiway light outages that alter the basic pattern of the lighting system.
 - viii. Inoperable signs under the following conditions:
 - a. Missing hold position sign or panel.
 - b. Taxiway guidance sign or panel is missing on a commonly used taxiing route where the taxiing route changes direction.
7. Unresolved wildlife issues.
8. Non availability of any required rescue and firefighting capability.
9. Any other condition that may otherwise adversely affect the safe operation of air carriers.

D. NOTAM/Airport Condition Reporting Records

The Airport shall maintain at least 12 consecutive calendar months, a record of airport condition disseminated prescribed by this section.

E. Methods and Procedures for NOTAM System

The procedure for issuing NOTAMS/Airport Condition Reports is as follows:

1. When possible, personnel authorized to issue NOTAMs will use the FAA's NOTAM Manager System to disseminate airport conditions.
2. When unable to disseminate NOTAMs through the NOTAM Manager System, authorized personnel will call FSS.

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SECTION 341 - IDENTIFYING, MARKING, AND LIGHTING CONSTRUCTION

AND OTHER UNSERVICEABLE AREAS

A. Marking/Lighting of Construction Areas

Each construction area and unserviceable area on or adjacent to the movement area or any other area of the airport on which air carrier aircraft may operate shall be marked and, if applicable, lighted in a manner acceptable to the Administrator in accordance with the most current version of AC 150/5370, Safety on Airports During Construction.

B. Marking/Lighting of Construction Equipment and Roadway

Construction Equipment and each construction roadway that may affect the safe movement of aircraft on the airport shall be marked and, if appropriate, lighted in a manner acceptable to the Administrator. Plans and specifications involving marking/lighting of construction areas and unserviceable areas will be submitted to FAA for approval for AIP funded projects. The most recent version of AC 150/5370 and the findings of FAA aeronautical studies shall be used as guidance for marking, lighting and, where appropriate, construction equipment and roadways.

C. Marking/Lighting of Areas Adjacent to NAVAIDS

Any area adjacent to a NAVAID that could cause derogation of the signal or failure of the NAVAID, if traversed shall be marked and, if appropriate, lighted in a manner acceptable to the Administrator and in accordance with the most current version of AC 150/5370. Marking and lighting, when appropriate, of areas adjacent to the NAVAIDS will be accomplished by the contractor under direction of the Airport Director or designee. Airport maintenance staff or authorized airport consultant staff is responsible for monitoring construction activity on the airport to prevent construction equipment from traversing any areas adjacent to NAVAIDS that could cause derogation to the signals.

D. Procedures for Avoiding Damage to Utilities

Utility plans for airport utilities are on file in the airport plat file room. The location of any airport utility lines in the areas of construction shall be marked by MAA staff or by authorized airport consultant staff prior to the start of construction. Authorized MAA staff or authorized airport consultant staff is responsible for monitoring construction activity on the airport to prevent the interruption of utilities.

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SECTION 343 - NONCOMPLYING CONDITIONS

Unless otherwise authorized by the Administrator, whenever the requirements of subpart D of title 14 CFR part 139 cannot be met to the extent that uncorrected unsafe conditions exist on the airport, the Mobile International Airport will limit air carrier operations to those portions of the airport rendered unsafe by those conditions. Any unsatisfactory conditions discovered on the airport will be brought to the attention of the Vice President of Operations or designee for appropriate action. If the condition is unsafe for air carrier operations and cannot be immediately corrected, that portion of the airport will be closed to air carrier operations.

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