

110 AIRFIELD PAVEMENTS

This category group includes all pavements necessary for use by operational aircraft. Planning for pavements shall include all safety clearances and facilities required to provide a fully operational field, complete with accessories such as aircraft tiedowns and pavement marking. Airfield pavement lighting is considered separately under Code 130. See NAVFAC P-80.3, Airfield Safety Clearances, for criteria on obstruction clearances and clear zones related to airfields and heliports. Clearances and separations related to a specific pavement type (for example: the separation between parallel runways) are given under the applicable category code within the 110 Code series.

Facilities considered in this category group are:

- 111 Airfield Pavements - Runways (includes helipads)
- 112 Airfield Pavements - Taxiways
- 113 Airfield Pavements - Aprons
- 116 Airfield Pavements - Other

Class A and B Runway Criteria. The airfield criteria published herein differs from previous criteria in that it has been revised to conform to the standards published in the new joint service manual, NAVFAC P-971, Airfield and Heliport Planning Criteria and the Air Installations Compatible Land Use Zone (AICUZ) program defined in OPNAVINST 11010.36. The joint service standards are defined in terms of class A and B runways and their supporting taxiways, aprons, etc. The A and B runways and the application of an A or B designation to a particular runway is explained in NAVFAC P-80.3 and is summarized below. All Navy and USMC supporting pavements such as taxiways, aprons, etc., shall be considered class B unless their use is totally dedicated to supporting a runway which has been designated class A and the application of class A standard has been approved by Headquarters NAVFACENGCOM and NAVAIRSYSCOM.

Runway Classification. The classification is dependent on the type of aircraft which operate from the runway.

TABLE 110-A
Runway Classifications By Aircraft Type

| <u>Class A Runways</u> | | | |
|------------------------|-------|-------|-------|
| C-1 | C-47 | OV-10 | T-44 |
| C-2 | C-117 | S-2 | U-10 |
| C-4 | E-1 | T-28 | U-11 |
| C-6 | E-2 | T-34 | U-21 |
| C-7 | O-1 | T-41 | UV-18 |
| C-12 | O-2 | T-42 | |
| C-45 | OV-1 | | |
| <u>Class B Runways</u> | | | |
| A-3 | C-10 | F-4 | P-2 |
| A-4 | C-14 | F-5 | P-3 |
| A-5 | C-15 | F-8 | S-3 |

| | | | |
|------|-------|-------|-------|
| A-6 | C-118 | F-14 | SR-71 |
| A-7 | C-121 | F-15 | T-2 |
| A-8 | C-123 | F-16 | T-29 |
| A-10 | C-130 | F-17 | T-33 |
| A-18 | C-131 | F-18 | T-37 |
| AV-8 | C-135 | F-100 | T-38 |
| B-1 | C-137 | F-101 | T-39 |
| B-52 | C-140 | F-104 | TR-1 |
| B-57 | C-141 | F-105 | U-2 |
| C-5 | E-3 | F-106 | |
| C-9 | E-4 | F-111 | |

Class A runways are primarily used by small light aircraft as indicated in Table 110-A and the runway should not have the potential for development for use by heavier aircraft or have a foreseeable requirement for such use. Ordinarily, Class A runways are less than 8000 feet long and less than 10 percent of the operations involve class B type aircraft. Class B runways are all other runways except basic training outlying fields used by T-34 aircraft for which special criteria is specified.

The classification of Navy and Marine Corps runways is determined as a part of the Air Installations Compatible Land Use Zone (AICUZ) program and is published in AICUZ study for a particular installation. NAVFACENGCOM and NAVAIRSYSCOM concurrence and CMC/CNO approval is required prior to classifying any runway Class A or B. This approval is obtained via approval of the AICUZ study.