



November 8, 2018

Mr. Dave Moyer, Chairman
Pocono Mountains Municipal Airport Authority (PMMAA)
188 Airport Dr.
Tobyhanna, PA 18466

Re: Pocono Mountains Municipal Airport (MPO) Annual Safety Inspection

Dear Mr. Moyer:

On October 25, 2018, an airport safety inspection and Airport Master Record (5010) update were conducted at the Schuylkill County Airport. This letter outlines the findings by our regional Aviation Safety Specialist, Mr. John Logan, and includes a copy of the updated Airport Master Record (Form 5010-1) for your review.

- A. Inspection Findings. The airport was found to be generally well maintained, with the following items noted, some not in conformance with Pennsylvania Aviation Regulations:
1. Approach Surface - Regulations Relating to Pennsylvania Avn 471.7(a), Criteria A (d):
The following objects penetrate the approach surface for the runway indicated and **should be removed, lowered, or action taken to mitigate the FAR Part 77 approach hazards**:
 - Runway 05: (Other than utility runway – NPI approach, 34:1 slope)
 - a. Pine 1,486' out, 398' right, 43' high (30:1 slope)
 - b. Pine 1,628' out, 375' right, 47' high (30:1 slope)
 - c. Tree 1,180' out, 103' right, 35' high (28:1 slope)
 - d. Trees 964' out, 118' left, 30' high (25:1 slope)
 - e. Tree 958' out, 292' left, 40' high (18:1 slope)
 - Runway 13: (Other than utility runway – NPI approach, 34:1 slope)
 - a. Trees 569' out, 290' right, 40' high (9:1 slope)
 - b. Pine 718' out, 205' right, 37' high (14:1 slope)
 - c. Trees 666' out, across centerline, 23' high (20:1 slope)
 - d. Trees 1,288' out, 112' left, 52' high (20:1 slope)

NOTE: The current displaced threshold on Runway 13 (at 501 feet) accommodates for the above listed obstructions. No action necessary.

Runway 23: (Other than utility runway – 20:1 slope)

- a. Trees 1,989' out, 422' right, 107' high (16:1 slope) *
- b. Road 732' out, across centerline, 37' allocated high (14:1 slope, obstruction lighted)
- c. Tree 2,346' out, 164' left, 110' high (19:1 slope)

NOTE: **The asterisked item above also penetrates the threshold siting surface** (20:1 to the runway end), as per FAA AC 150-5300-13A; and as such, these obstructions should be addressed without delay.

The availability of the visual glide slope indicator (VGSI) temporarily precludes the requirement to restrict night operations; however, **should the VGSI become inoperative a NOTAM should be posted and night operations to Runway 23 suspended immediately.**

Although not specifically evaluated during the Bureau's inspection, the PAPI obstacle clearance slope appears to be clear.

Runway 31: (Other than utility runway – NPI approach, 34:1 slope)
No approach obstructions noted.

NOTE: "Left" and "right" are as viewed by a pilot on final approach. "Out" and "back" are measured from the runway end, and height is above runway end elevation. Listed obstructions represent the highest objects in an area and may not be the only objects requiring attention.

2. Transitional Surface - Regulations Relating to Pa Avn 471.7(a), Criteria A (f):
The following objects penetrate the 7:1 transitional surface of the runway and should be removed, lowered, or reviewed by the FAA for acceptability.

Runway 05:

- a. Tree line, 103' out, 651' right, 74' high (5:1 slope)
- b. Tree 953' out, 424' left, 50' high (2:1 slope)

Runway 13:

- a. Trees, 1,671' back, 264' right, 40' high (0:1 slope)
- b. Tree line 43' back, 411' right, 45' high (3:1 slope)
- c. Trees 416' out, 375' right, 46' high (2:1 slope)

Runway 23

- a. Trees 763' out, 763' right, 105' high (6:1 slope)
- b. Pole 650' out, 472' right, 56' high (5:1 slope)
- c. Trees 1,434' out, 438' left, 82' high (3:1 slope)
- d. Pole 529' out, 384' left, 52' high (2:1 slope)
- e. Shed 258' out, 307' left, 23' high (2:1 slope)
- f. Tree line 299' out, 412' left, 63' high (2:1 slope)

Runway 31:

- a. Tree line 89' back, 462' right, 51' high (4:1 slope)
- b. Tree line 826' out, 385' right, 50' high (1:1 slope)
- c. Trees 1068' out, 453' left, 49' high (3:1 slope)
- d. Tree line 79' out, 342' left, 42' high (2:1 slope)
- e. Tree line 375' back, 432' left, 56' high (3:1 slope)

NOTE: There are no waivers on file for Pocono Mountains Municipal Airport.

NOTE: The above transitional surface obstructions are considered **hazards to the runway's navigable airspace** and should be mitigated at the earliest opportunity. If you are unable to remove or lower the transitional trees recommend completing an FAA Form 7460-1, for a formal assessment by the FAA on their acceptability. The completed form should be forwarded to the Bureau for review and subsequent forwarding to the FAA. Feel free to contact your regional specialist if you need assistance.

3. Runway Markings - Regulations Relating to Pa Aviation 471.7(a), Criteria A (h):
A paved runway shall be marked IAW current FAA Advisory Circulars.

Please note that FAA standards for runway markings include a black outline around all runway and taxiway markings to enhance contrast and visibility. Current markings are faded. Enhanced markings should be added during your next repainting project.
Reference FAA Advisory Circular 150/5340-1L.

4. Taxiway and Apron Markings – Taxiway hold lines and centerline are very faded. Recommend repainting project.

B. The following non-regulatory items are noted for your reference:

1. Based Aircraft Reporting – FAA records indicate your airport is currently included in the National Based Aircraft Inventory Program. The FAA requests that an update to this database be included as part of the annual 5010 program update. As such, the Bureau of Aviation encourages you to visit the FAA's website www.basedaircraft.com to periodically update the based aircraft listing at your airport.

2. Emergency Preparedness/Safety Training – Recommend establishing a comprehensive airport safety training program for airport employees, tenants, emergency responders, and local pilots. Safety programs should include formal training on topics such as accident/incident response procedures, fuel handling, first aid, personal safety techniques, and seasonal air safety concerns. Airport personnel should have a clear understanding of the Airport Authority's expectations for emergency preparedness, hazard mitigation and incident response procedures. For flight safety training assistance please contact this office or your regional FAA Flight Standard District Office representative, Mr. Bill VanArtsdalen, Allentown FSDO at (610) 264-2888

Subparagraphs A. 1. through A. 4., as noted above, include deficiencies of the criteria established for licensure of the airport and, unless under waiver by the Bureau, should be corrected or evaluated by the FAA for acceptability. We urge dedicated and timely attention in addressing the above listed concerns. In many cases several options may be available to mitigate a potential hazard. **Please acknowledge receipt of this letter within 30 days of its receipt with your plan to address the above issues**, and notify your aviation specialist when issues are corrected.

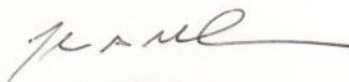
The above described airspace deficiencies may not be all inclusive. The obstructions identified were taken from the shadow of our vantage point and the full extent of obstructions may yet need to be determined. For this reason, it may be necessary to employ a licensed professional land surveyor for full clarification.

Photographic images are attached to aid in identifying the approach obstructions noted during the inspection. Electronic copies of these photos can be made available upon request.

Information pertaining to licensing guidelines, Regulations Relating to Pennsylvania Aviation, and waiver procedures can be found at PennDOT's website at www.penndot.gov. Click on the 'Doing Business' tab to access the Aviation webpage.

Thank you for your diligence in maintaining a safe flight environment and for the courtesies extended to our inspector during his visit. If you have any questions or need assistance, please feel free to contact me or your regional Aviation Specialist, Mr. Randy Haldeman, at (717) 705-1238, or at rahaldeman@pa.gov.

Sincerely,



John Melville
Aviation Specialist Supervisor

Enclosures



> 1 ASSOC CITY: MOUNT POCONO 4 STATE: PA LOC ID: MPO FAA SITE NR: 21002*A
> 2 AIRPORT NAME: POCONO MOUNTAINS MUNI 5 COUNTY: MONROE PA
> 3 CBD TO AIRPORT (NM): 02 NW 6 REGION/ADO: AEA/HAR 7 SECT AERO CHT: NEW YORK

GENERAL

> 10 OWNERSHIP: PUBLIC
> 11 OWNER: POCONO MTNS MUNI ARPT AUTH
> 12 ADDRESS: 188 AIRPORT DR
TOBYHANNA, PA 18466
> 13 PHONE NR: 570-839-0258
> 14 MANAGER: ~~JAMES DECKER~~ Rich Kuban
> 15 ADDRESS: 188 AIRPORT DR
TOBYHANNA, PA 18466
> 16 PHONE NR: ~~(570) 223-4790~~ 570 839 0258
> 17 ATTENDANCE SCHEDULE:
JUN-SEP ALL 0700-1900
SEP-JUN ALL 0700-1700

SERVICES

> 70 FUEL: 100LL A
> 71 AIRFRAME RPRS: MAJOR
> 72 PWR PLANT RPRS: MAJOR
> 73 BOTTLE OXYGEN: NONE
> 74 BULK OXYGEN: NONE
75 TSNT STORAGE: HGR, TIE
76 OTHER SERVICES:
CHTR, INSTR, RNTL

BASED AIRCRAFT

90 SINGLE ENG: 33
91 MULTI ENG: 6
92 JET: 1
TOTAL: 40
93 HELICOPTERS: 4
94 GLIDERS: 0
95 MILITARY: 0
96 ULTRA-LIGHT: 0

FACILITIES

> 80 ARPT BCN: CG
> 81 ARPT LGT SKED: SEE RMK
BCN LGT SKED: SS-SR
> 82 UNICOM: 122.700
> 83 WIND INDICATOR: YES-L
84 SEGMENTED CIRCLE: YES
85 CONTROL TWR: NO
86 FSS: WILLIAMSPORT
87 FSS ON ARPT: NO
88 FSS PHONE NR:
89 TOLL FREE NR: 1-800-WX-BRIEF

OPERATIONS

100 AIR CARRIER: 0
102 AIR TAXI: 0
103 G A LOCAL: 15,000
104 G A ITNRNT: 6,500
105 MILITARY: 300
TOTAL: 21,800
OPERATIONS FOR
12 MONTHS
ENDING: 10/13/2017

18 AIRPORT USE: PUBLIC
19 ARPT LAT: 41-08-15.7000N ESTIMATED
20 ARPT LONG: 075-22-48.2000W
21 ARPT ELEV: 1915.2 SURVEYED
22 ACREAGE: 275
> 23 RIGHT TRAFFIC: NO
> 24 NON-COMM LANDING: NO
25 NPIAS/FED AGREEMENTS: NGY
> 26 FAR 139 INDEX:

RUNWAY DATA

	05/23	13/31
> 30 RUNWAY INDENT:	3,999	5,001
> 31 LENGTH:	100	75
> 32 WIDTH:	ASPH-G	ASPH-E
> 33 SURF TYPE-COND:		
> 34 SURF TREATMENT:		
35 GROSS WT: S	30.0	30.0
36 (IN THSDS) D	45.0	45.0
37 2D	70.0	
38 2D/2D2		
> 39 PCN:		

LIGHTING/APCH AIDS

	MED	MED		
	NPI - G / NPI - G	NPI - G / NPI - G	- / -	- / -
> 40 EDGE INTENSITY:	P2L / P2L	P2L / P2L	/	/
> 42 RWY MARK TYPE-COND:	43 / 53	44 / 40	/	/
> 43 VGS:	4.00 / 4.00	3.00 / 3.50	/	/
44 THR CROSSING HGT.:	- / -	- / -	- / -	- / -
45 VISUAL GLIDE ANGLE:	- / -	- / -	- / -	- / -
> 46 CNTRLN-TDZ:	Y / Y	Y / Y	/	/
> 47 RVR-RVV:	/	/	/	/
> 48 REIL:				
> 49 APCH LIGHTS:				

OBSTRUCTION DATA

	C / (B/V)	(A(MP) / A(MP) L		
50 FAR 77 CATEGORY	/	501 /	/	/
> 51 DISPLACED THR:	TREES / ROAD	TREES /	/	/
> 52 CTLG OBSTN:	/ L	/	/	/
> 53 OBSTN MARKED/LGTD:	40 / 37	40 28 /	/	/
> 54 HGT ABOVE RWY END:	958 944 / 733	569 575 /	/	/
> 55 DIST FROM RWY END:	292 206L / 0B	290 203R /	/	/
> 56 CNTRLN OFFSET:	18:1 / 14:1	9:1 / 20:1	/	/
57 OBSTN CLNC SLOPE:	N / N	N / N	/	/
58 CLOSE-IN OBSTN:				

DECLARED DISTANCES

> 60 TAKE OFF RUN AVBL (TORA):	/	/	/	/
> 61 TAKE OFF DIST AVBL (TODA):	/	/	/	/
> 62 ACLT STOP DIST AVBL (ASDA):	/	/	/	/
> 63 LNDG DIST AVBL (LDA):	/	/	/	/

(>) ARPT MGR PLEASE ADVISE FSS IN ITEM 86 WHEN CHANGES OCCUR TO ITEMS PRECEDED BY >

> 110 REMARKS

A 043 RWY 31 VGS AND RNAV GLIDEPATH NOT COINCIDENT.
A 057 RWY 13 RWY 13; 27:1 SLOPE TO DTHLD.
A 070 24 HR SELF SVC 100LL AVAIL.
A 081 ACTVT REIL RY 05/23; PAPI RY 05/23; MIRLRY 05/23; REIL RY 13; PAPI RY 13/31; MIRL RY 13/31 - CTAF.
A 082 UNICOM 0800-DUSK DLY.
A 110-001 BIRDS, DEER & OTHER WILDLIFE ON & INVOF ARPT.
A 110-002 RWY 31 VFR DEP: FLY HDG 310 TILL CROSSING INTERSTATE 380, THEN PROCEED ON CRS AVOIDING OVERFLIGHT OF HOMES SW OF RWY 13-31.
A 110-003 FOR SVC AFTR HRS CALL 570-223-4790.

8773701

Randy D. Haldeman
Aviation Specialist
PA Bureau of Aviation

111 INSPECTOR: (S)

112 LAST INSP: 10/13/2017

113 LAST INFO REQ:

10/25/2018

Randy D. Haldeman

Pocono Mountains Rwy 23 (right side)

* Threshold Siting Penetration

Trees, 107' high
16:1 slope (app) *



10/25/2018

Trees, 90' high
20:1 slope (app)



Trees, 110' high
19:1 slope (app)

Trees, 82' high
3:1 slope (trn)



Road, 14:1 slope
(app, lighted)



10/25/2018

Pocono Mountains
Rwy 23
(right side)

Trees, 105' high
6:1 slope (trn)



Pole, 56' high
5:1 slope (trn)



10/25/2018

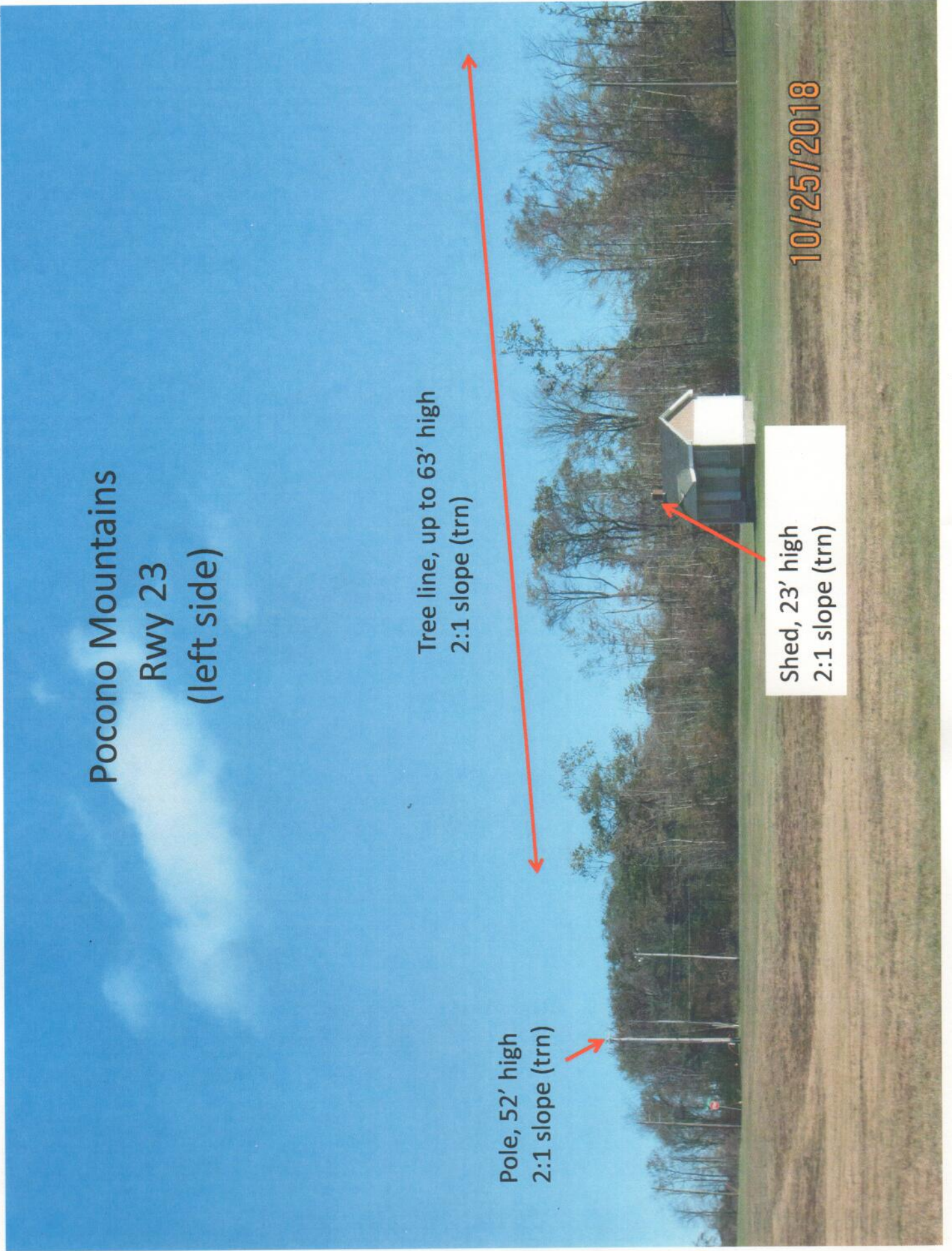
Pocono Mountains
Rwy 23
(left side)

Pole, 52' high
2:1 slope (trn)

Tree line, up to 63' high
2:1 slope (trn)

Shed, 23' high
2:1 slope (trn)

10/25/2018

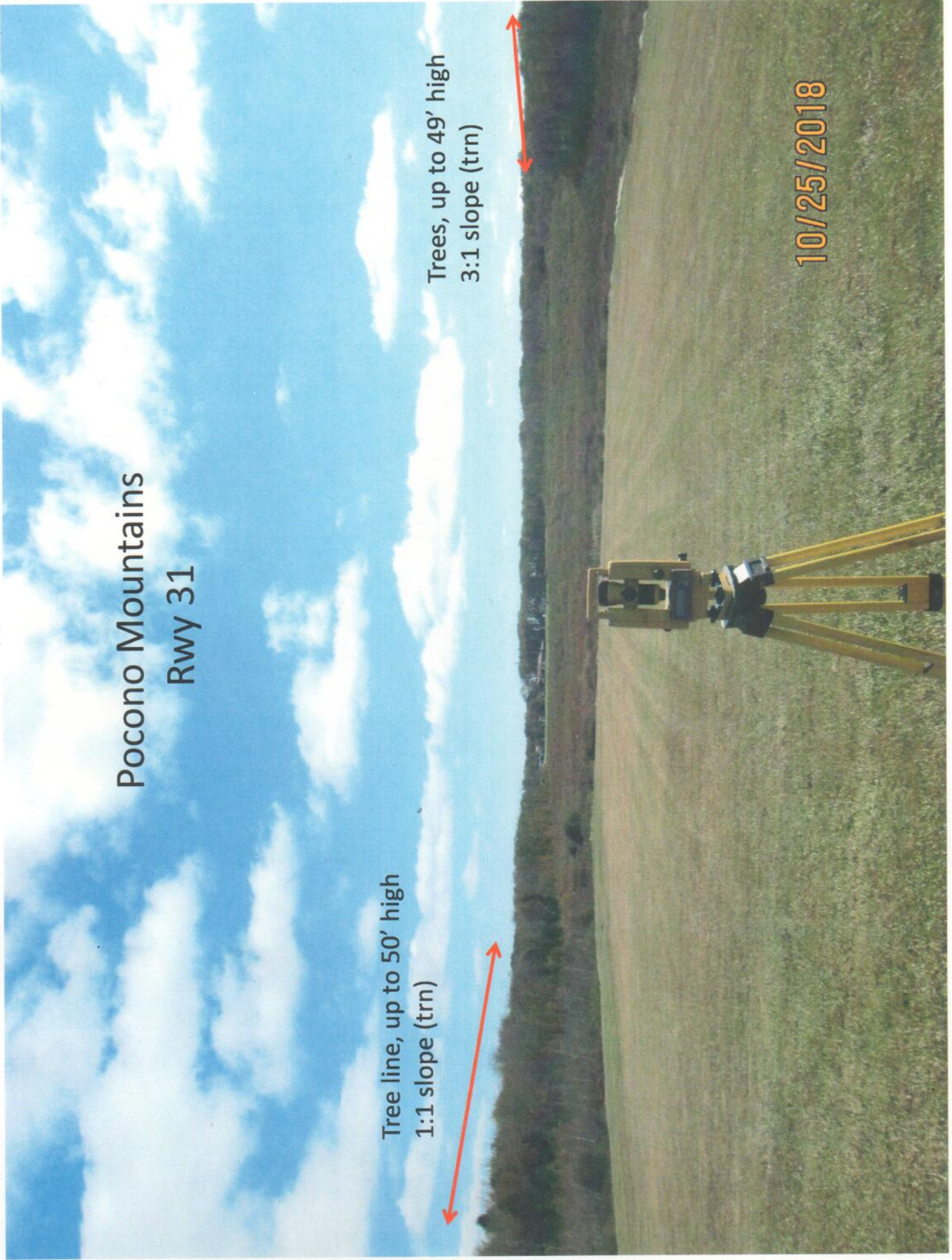


Pocono Mountains
Rwy 31

Tree line, up to 50' high
1:1 slope (trn)

Trees, up to 49' high
3:1 slope (trn)

10/25/2018

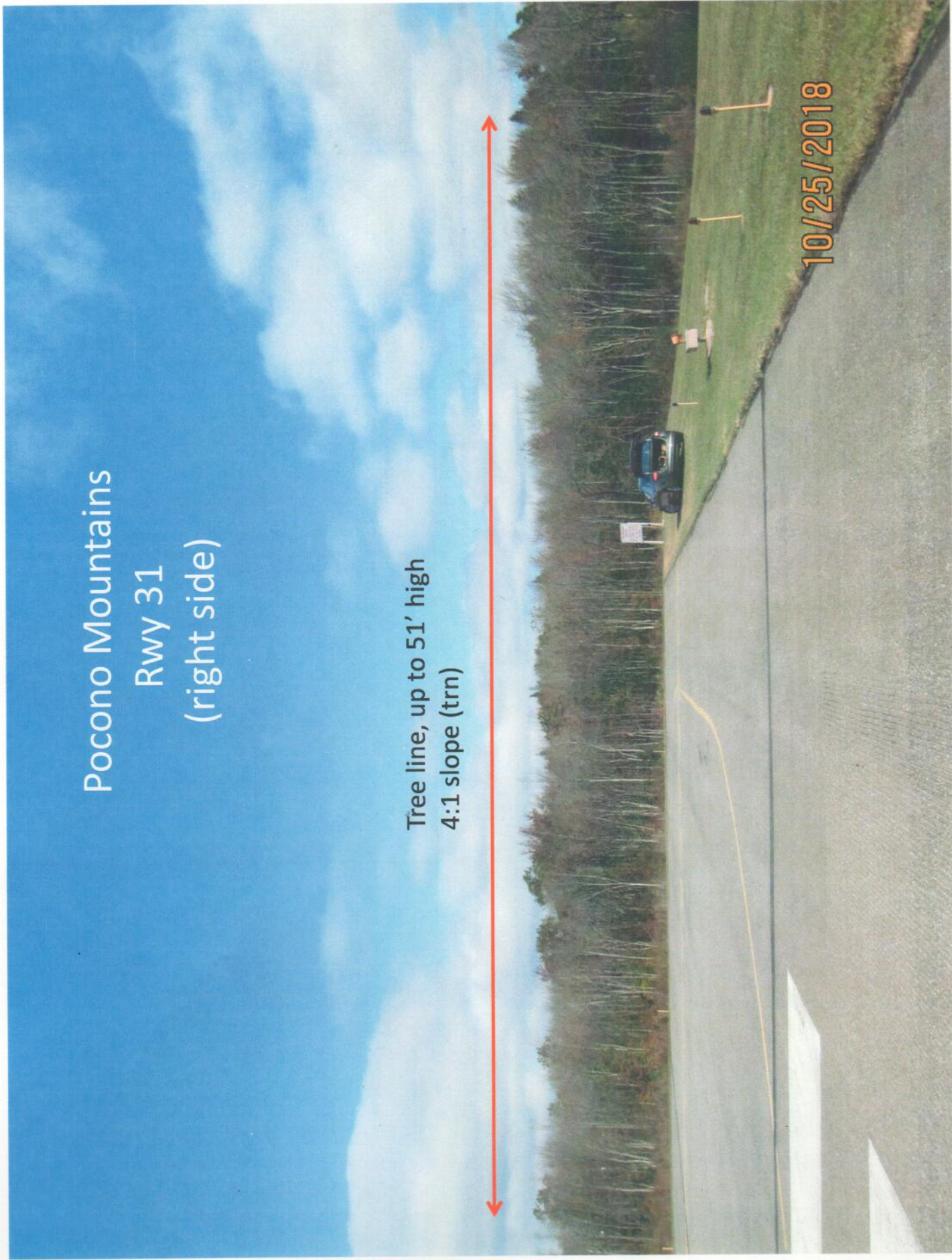


Pocono Mountains
Rwy 31
(right side)

Tree line, up to 51' high
4:1 slope (trn)



10/25/2018



Pocono Mountains
Rwy 31
(left side)

Tree line, up to 42' high
2:1 slope (trn)



10/25/2018



Pocono Mountains
Rwy 31
(left side back)

Tree line, up to 56' high
3:1 slope (trn)



10/25/2018

Pocono Mountains

Rwy 5

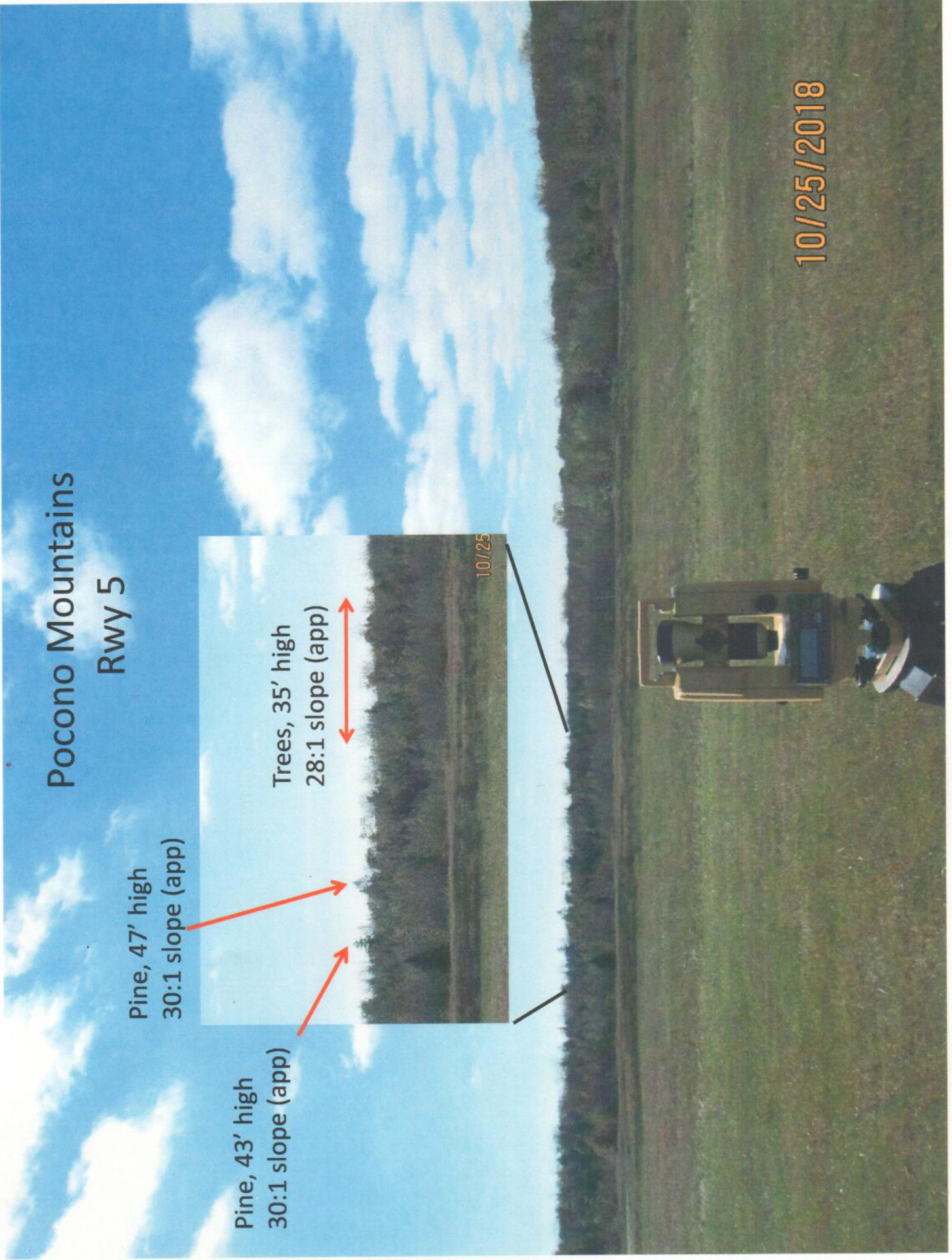
Pine, 47' high
30:1 slope (app)

Pine, 43' high
30:1 slope (app)

Trees, 35' high
28:1 slope (app)

10/25

10/25/2018



Pocono Mountains
Rwy 5
(left side)

Trees, 30' high
25:1 slope (app)

Tree, 40' high
18:1 slope (app)

Tree line, up to 50' high
2:1 slope (trn)

10/25/2018



Pocono Mountains
Rwy 5
(right side)

Tree line, up to 74' high
5:1 slope (trn)



10/25/2018



Pocono Mountains Rwy 13

Trees, up to 46' high
2:1 slope (trn)



Trees, up to 40' high
9:1 slope (app)



Pine, 37' high
14:1 slope (app)



Close Trees, 23' high
20:1 slope (app)



Trees, up to 52' high
20:1 slope (app)



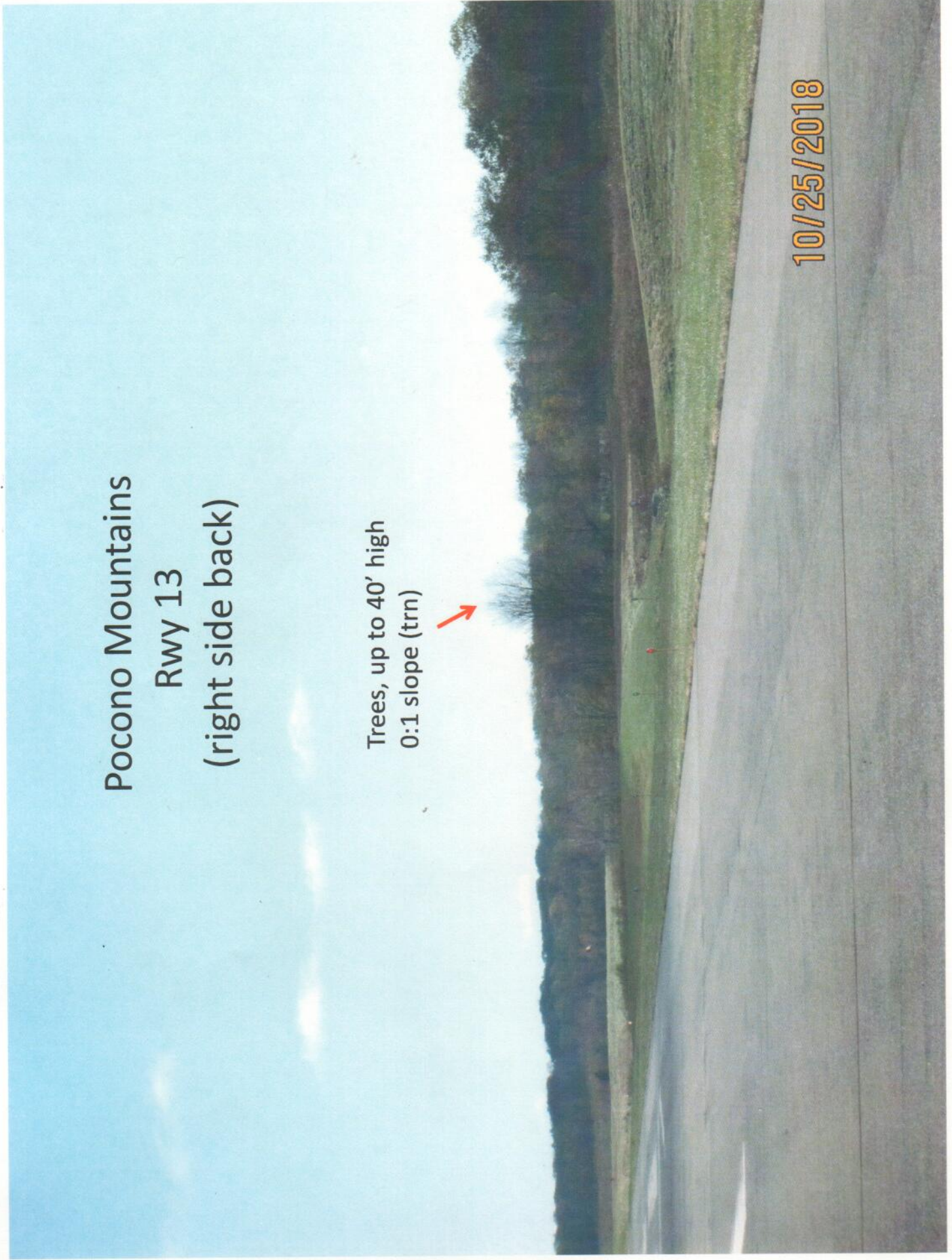
10/25/2018

Pocono Mountains
Rwy 13
(right side back)

Trees, up to 40' high
0:1 slope (trn)



10/25/2018



Pocono Mountains
Rwy 13
(right side)

Tree line, up to 45' high
3:1 slope (trn)



10/25/2018

