

Airport Obstructions Standards Committee (AOSC) Decision Document #01b Summary

Approved: December 18, 2003

POFA application clarified on February 6, 2004

POFA and Runway / Parallel Taxiway Separation Standards

Introduction

This decision document addressed the issues related to the Precision Object Free Area (POFA) and runway / parallel taxiway separation for both existing and future runways and identified actions to ensure safety of airport operations by:

- 1) Maintaining the current level of safety based on historical performance
- 2) Updating and refining risk modeling tools [Collision Risk Model (CRM) and Airspace Analysis Tool (ASAT)] to authoritatively support the application of airport design standards
- 3) Committing to internal and external coordination to corporately assess the impact and implementation of future guidance
- 4) Minimizing service disruption or adverse impact at airports that have existing runways or projects in an advanced stage of planning affected by these standards

I. Precision Object Free Area (POFA)

A. AOSC Decision

This decision document issued clarifying guidance regarding the POFA requires the POFA to be cleared when weather is below 250 feet and $\frac{3}{4}$ SMs (or RVR below 4,000 feet) and an aircraft is within 2 miles final.

II. Runway / Parallel Taxiway Separation

A. AOSC Decision

The AOSC will review existing runways equipped for CAT II/III operations where the separation distance to the parallel taxiway does not currently meet the separation standards contained in TERPS vol. 3, effective with Change 19 on May 15, 2002, and TIL 005A, effective on September 18, 2000 and any revisions. The review will:

- Identify those locations where dual taxiways or alternate surface movement areas can satisfy the runway/taxiway separation criteria agreed upon by the AOSC.
- Attempt to establish operational mitigations, with a focus on modifying taxi routes, restricting Group V/VI aircraft operations, or increasing the hold line distance.
- Implement operational mitigations where they are possible without causing significant operational impacts.
- Evaluate those airports that are found to have no acceptable mitigation (without significant operational impact) and perform a risk determination for the group before determining possible next actions.

Note: The above referenced decision has now been appropriately updated in current FAA order, directives, advisory circulars, etc and has resulted in the sun setting of the original decision document and its replacement by this summary.