

Declared Distances

Meeting 07-02

Richard Boll, NBAA, reported that the subcommittee has been active via telecons and email exchanges. There is consensus within the group that declared distance information should be provided by airport authorities through official FAA source distribution processes. FAA form 5010 is the preferred source.

During an ad-hoc meeting of members in attendance at the ACF, Ben Castellano, FAA, confirmed that the desired process could work and should be put in place. Mr. Castellano committed to being responsible for working with airport authorities and inspectors to collect declared distance data for inclusion in the 5010 and NASR database.

It was agreed that the committee would develop and document a recommended process and flow diagram (end-to-end) of how the declared distance data would be collected, processed, and disseminated. The process must include NOTAM support.

Mr. Castellano will identify appropriate individuals in the FAA to represent affected branches. These individuals would be contacted to ensure the recommended process is workable.

Rich asked Roy Maxwell and Ted Thompson to collaborate on the recommendation document, and then work with him to determine the next steps.

It was also noted that the Declared Distances Subcommittee should coordinate its work with Mr. Dave Goehler's Airport Source Data Subcommittee.

The goal will be to submit the subcommittee's recommendation document to the ACF at the next meeting.

(See Issue 07-01-192 for additional information.)

ACTION: Richard Boll will report on subcommittee activities at the next forum.

Meeting 08-01

Mr. Richard Boll, NBAA, reported that the subcommittee has been active trying to eliminate the misunderstanding of how much runway length is available for landing at any given airport. He emphasized the need to use one scheme to determine these lengths. The subcommittee is furthering efforts to provide policy guidance to airport operators to provide declared (operational) distance information to NFDC by completing all appropriate sections of the FAA Form 5010. Mr. John Moore, FAA/NACO, recommended that someone from Flight Standards would need to be involved in the committee. The goal is to report on all Part 139 Airports first and eventually expand to include all airports. Mr. Mike Brown, FAA/Airport Safety and Operations, is developing such policy guidance in the form of a "Cert Alert" that will be issued very soon to FAA airport safety inspectors. Eventually, the Cert

Alert would be incorporated into the official airport safety policy manual. A draft version of the Cert Alert will be circulated next month (May), and could very well be finalized shortly afterward. Mr. Brown will provide a copy of the Draft Cert Alert to Mr. Boll, who will in-turn share it with members of the Declared Distance Subcommittee.

This committee is coordinating with the Airport Source Data committee (under Mr. Dave Goehler, Jeppesen) to ensure that the upcoming airport source Advisory Circular will address the need to provide declared distance information, and will include reference to the above-mentioned Cert Alert guidance to airport safety inspectors.

The goal is to take advantage of the opportunity presented by issuance of the AC to address the need to report and disseminate declared distances, which are then published in various forms for use by pilots.

The three main objectives of the subcommittee are:

- Address the need & provide guidance for airports to provide declared distances
- Documentation to support pilot education (AIM and/or IPH)
- Publication and Operational Use of Declared Distances (Charts and NavData)

The subcommittee is hopeful that the upcoming Cert Alert and reference in the upcoming airport source data AC will satisfy the first objective. They will then proceed to address the two remaining objectives.

Another question that was raised was the issue of electronic navigation databases and performance data requirements for the FMS.

The placement of a Negative D in the A/FD and on IAPs was discussed to denote a Declared Distance calculation. In the end, operational training will be needed after Declared Distance data is published. AFS 200 and AFS 250 and Part 142 Training Centers should get involved. Mr. Brown agreed to provide Mr. Boll with a list of contacts.

ACTION: Richard Boll will report on subcommittee activities at the next forum.

Meeting 08-02

Mr. Richard Boll, NBAA, provided an update of the activities of the committee since the last ACF. The three main objectives of the subcommittee are:

- Address the need & provide guidance for airports to provide declared distances
- Documentation to support pilot education (AIM and/or IPH)
- Publication and Operational Use of Declared Distances (Charts and NavData)

The working group is pursuing efforts to provide policy guidance to airport operators to provide declared (operational) distance information to NFDC and public use by completing all appropriate

sections of the FAA Form 5010. The effort shall begin with FAR Part 139 (regular scheduled service) airports, and will eventually expand to include all airports.

Mr. Mike Brown, FAA Manager, Airport Safety and Operations, has developed a Policy Guidance Letter (PGL) and Cert Alert to be issued to FAA Airport Safety Inspectors. Eventually, the information would be incorporated into the official airport safety policy manual.

Work continues on finalizing a “Draft” Policy Guidance Letter (PGL). The following is a summary of issues to be addressed:

- Improved collection of declared distance information for all US FAR Part 139 airports and runways on FAA Form 5010. Similar information and training will be provided to states for collection of declared distance information for non-FAR 139 airports.
- Incorporation of the FAA Cert Alert for reporting of Stopways into the new PGL.
- Harmonization of new PGL for declared distances with ICAO Annex 14.
- Address NBAA issue to limit the airport’s designation of declared distances when used as a means to restrict unwanted or undesired aircraft operations (i.e. noise abatement).
- Harmonize with existing FAA advisory circular(s) covering airport design.
- Nomenclature for operational use of declared distances.
- PGL definition of Take-Off Distance Available (TODA) and limit on use clearways.
- Identification of the origin point for declared distances when not at the runway head.

Mr. Boll indicated that once the PGL/Cert Alert covering collection of declared distances has been issued, then the agenda item can be closed.

(See Attachment #3 – Declared Distance WG Update.pdf)

Meeting 09-01

Mr. Richard Boll, NBAA, provided the following update concerning the Declared Distance Committee’s efforts. The FAA recently issued a Cert Alert covering the reporting and collection of declared distances for all FAR Part 139 airports.

The committee has worked with the FAA Airports Office to improve collection of declared distances using FAA Form 5010 (populate all runway declared distance record data blocks accordingly, even if they are the same).

The committee recently responded to inquiries from FAA ATO about the use of declared distances for Land and Hold Short Operations (LAHSO).

Future actions the committee will address include:

- Improve AIM for operational guidance. That guidance is in draft form now and will be circulated within the next week or so.
- Address pilot training & testing Address ways to include non-FAR Part 139 airports
- Address Airport Design Advisory Circular to develop improved guidance for Runway Safety Zones.

(See Attachment # 3 – Declared Distance Cert Alert Brief)

ACTION: Mr. Richard Boll will report on subcommittee activities at the next forum.

Meeting 09-02

Mr. Richard Boll, NBAA, provided the following update concerning the Declared Distance Working Group (DDWG) efforts: They have assisted other efforts currently underway in the FAA to improve the collection and dissemination of declared distance information for FAA Part 139 airports (inclusion of all related data on Form 5010). Work is complete on guidance concerning declared distances for the AIM. Additions include definitions, use of declared distances in meeting runway safety design standards and operational guidance for pilots.

The DDWG intends to offer a proposed revision to the AIM 4-3-10 concerning intersection takeoffs. Mr. Boll is currently coordinating with Mr. EC Hunnicutt, FAA/Airports Office, regarding other major AIM sections on declared distances. Revisions to the AIM section on airport markings and signage and to the Pilot/Controller Glossary remain to be completed. The DDWG has coordinated with and has gained commitment from the Airport Engineering Office (AAS-100) to harmonize proposed AIM definition changes to those also contained in FAA AC150-5300-13 Airport Design. The DDWG has provided technical assistance to the USAF on related subject matter. The goal in publishing updated AIM guidance is to provide and promote improved understanding and operational guidance.

The forum discussion touched on the difference between “clearways” and “stopways”. Mr. Boll suggested that the word “stopway” be removed from the legend to resolve any ambiguity.

Mr. Boll reported that all Part 139 airports must provide the declared distances for each runway. Mr. Charles Adler, FAA/AAS-101 CTR, later provided how that data will be collected and stressed the high level of data integrity.

The following outstanding issues remain to be addressed:

- Collection of declared distance information for non-Part 139 airports
- Collection of stopway data on 5010
- Collection of clearway data
- Remove references to “overrun” on civilian airports (military term only)
- Address charted depiction of dimensions (FAA’s TPP legend implies stopway)

Issue 192 can be closed when the reporting of available distances is completed. Issue 09-01-215 will remain open until data collection issues are resolved

(See Attachment # 4 – Declared Distance Working Group Update)

ACTION: Mr. Richard Boll will report on Committee activities at the next forum.

ACTION: Ms. Valerie Watson will report back concerning the TPP legend issues.

Meeting 10-01

Note: Issues 07-01-192 and 09-01-215 are addressed by this WG.

Mr. Richard Boll, NBAA, stated that the Declared Distanced definition in AC 150-5300.13 is okay but needs to be moved from the Appendix to the main body of AC. Draft AC in review at AAS-100 and will hopefully be ready for the February 2011 AIM. Mr. Boll commented that the differences between “clearways” and “stopways” are still ongoing and the following outstanding issues still need to be addressed:

- ➔ Collection of declared distance information for non-Part 139 airports
- ➔ Collection of stopway data on 5010
- ➔ Collection of clearway data
- ➔ Remove references to “overrun” on civilian airports (military term only)

Mr. Boll also addressed the issue of the need for the creation of guidance to operators of non FAR Part 139 to collect and document declared distance information.

Mr. Henry Felices, AAS-100, requested Mr. Boll coordinate with him and keep him informed.

ACTION: Mr. Richard Boll will report on Committee activities at the next forum.

Meeting 10-02

Note: Issues 07-01-192 and 09-01-215 are addressed by this WG.

Mr. Richard Boll, NBAA, reviewed the issues from 07-01-192 and 09-01-215. **See Attachment #2: ACF 10-02 Declared Distance Working Group Update.**

ISSUE 07-01-192

Mr. Boll briefed the remaining issue is reporting the length of runway available for takeoff and landing and the multiple methods used (i.e., physical runway length vs. physical runway length minus displaced threshold vs. declared distances). The recommendation is to establish a consistent reporting format (i.e., all hard surface runways report declared distances and NOTAMs reporting temporary restrictions to runway should report available runway using declared distances).

Actions to date: **(1)** CertAlert 09-05 requiring reporting of declared distances for all part 139 airports was released March 2009. As of October 2010 approximately 60% of Part 139 airports now report declared distances. **(2)** The AIM revision addressing declared distances as confirmed by Mr. Bill Hammett, FAA/AFS-420 (ISI), through AT Pubs will be included in the March 2011 edition. The AIM revision will include a new section updated guidance regarding declared distances, a pilot/controller glossary on declared distances definitions, and a revised 4-3-10 section concerning Intersection takeoffs.

Ongoing: **(1)** AC 150/5300-13 Airport Design Revision Draft– Requirement for all airports to report runway declared distances has not been released for external coordination. **(2)** Coordination with AAS 100 has not yet progressed and is still ongoing.

Mr. Marty Heller, FAA/NFDC, stated he has seen State agency airports (non part 139) submitting some data in the past several months and FAA Order 7930.2 provides guidance to airports on how to NOTAM airport closures or shortened runways.

Mr. Boll stated he would be happy to close this issue after ensuring that AC 150/5300-13 contains requirements to report runway declared distances with the recommendation that State agencies follow the requirement and a revision to FAA Order 7930.2 NOTAMs and AC 150/5300-28D requiring partial runway closures/available length restrictions resulting in NOTAMs that report revised declared distances.

ISSUE 09-01-215

Mr. Boll and Ms. Valerie Watson, FAA/AJV-3B confirmed the revised TPP Airport Diagram Legend removing the reference to stopway has been implemented.

Actions Remaining: **(1)** Review NASR database for potential errors e.g. “overrun” vs. “stopway”. **(2)** Review of commercial publications as an indication of possible conflicts. **(3)** Have an airport data collection program to ensure validity of data.

Mr. Gary Craig, ASAP, stated that he is helping with NASR database errors.

Ms. Watson asked if there was a “red flag” that comes up in NASR if there is a change to the runway length so that NFDC airport data input specialists would know to pursue associated declared distance changes. Mr. Marty Heller, FAA/AJV-22, replied that only a change in the displaced threshold will cause a flag.

Ms. Watson also raised the fact that the airport diagrams and sketches also now include a negative “D” icon to indicate that declared distances have been assessed, and are published in the A/FD. She shared with the group that pilots have questioned the value of the negative “D” in cases when the runway length is exactly the same as the declared distances. Mr. Boll replied that pilots have been trained on the negative “D” symbol and how to use the data. Mr. Roy Maxwell, Delta Airlines, suggested the possibility of using the negative “D” to represent when airports have non-standard declared distances (when declared distances are not the same as actual runway length). Mr. Boll and Ms. Watson agreed that would be a good use but for now they would hold off on pursuing that avenue until more airport data is available.

ACTION: Mr. Richard Boll will report on Committee activities at the next forum.

Meeting 11-01

Note: Issues 07-01-192 and 09-01-215 are addressed by this WG.

Mr. Richard Boll, NBAA, reviewed the issues from 07-01-192 and 09-01-215.

ISSUE 07-01-192

Mr. Boll briefed the remaining issue, reporting that the AIM was updated on 10 March 2011 to include new, expanded information about declared distances (reference. 4-3-6 and 4-3-10).

The DDWG would like to see the requirements for reporting changes to Declared Distances included in the appropriate Airport Advisory Circular guidance. The DDWG would also like to see improved guidance for including amended Declared Distances in NOTAMs.

Dr. Michael McNerney, FAA/AAS-100, agreed to be a point of contact regarding the two items the DDWG would like to address.

ACTION: Mr. Richard Boll, NBAA, will report on Committee activities at the next forum and Dr. Michael McNerney, FAA/AAS-100, agreed to serve as point of contact.

Meeting 11-02

Note: Issues 07-01-192 and 07-01-215 are addressed by this WG.

Mr. Richard Boll, NBAA, reviewed the issues from 07-01-192 and 07-01-215.

ISSUE 07-01-192

Mr. Boll provided an update and overview of work done since last the ACF. Updated AIM guidance has been published covering declared distances and their uses. A related update to Airports AC 150-5300.13 is in work. The update covers the need for increased reporting by airport authorities of their declared distances, whether the same as or different than actual runway lengths. Similar updating activities are ongoing involving the guidance materials covering NOTAM activity related to improved reporting of temporary changes to declared distances.

Dr. Michael McNerney, FAA/AAS-100, noted that Change 18 to the .13 was due to be sent for comment in the coming weeks (prior to the end of the CY2011). The focus would then shift to Change 19 with changes to be made within FY2012.

Mr. John Moore, FAA/AJV-3B, summarized all associated activity stating the RD 07-01-192 and 07-01-215 will be addressed with the revisions made in 13 and due to be published in FY2012. Potentially inaccurate Declared Distances (DD) will be addressed by Change 19. Mr. Moore added that the process of information flow regarding DD still needs to be addressed.

Mr. Moore noted that the Negative D has been added to FAA airport diagram charts to indicate where/when declared distances are published in the FAA A/FD, whether the declared distances are the same as the actual runway length or are different.

Mr. Boll voiced that the important element is to indicate when one or more of the declared distances are different than the actual physical lengths. If the negative D is shown at every airport where declared distances have been reported/published in the A/FD, different or not, the important element of the action is not clearly evident to pilots.

Ms. Valerie Watson, FAA/AJV-3B, then asked if the negative D were only applied when a difference existed, what would it mean to the pilot when you don't have a negative D on the chart? Is it of value to know that the declared distance assessment has been made at a given airport, and whether that assessment results in a difference from the runway lengths?

ACTION: The Declared Distances Committee to evaluate meaning and use of negative D and work on who does the calculation of the DD.

Meeting 12-01

Mr. Rich Boll, NBAA, reported that the Declared Distances Working Group (DDWG) has not met since the last ACF and thus has no update to provide. He stated that he was awaiting the release of the new FAA Airport Design Advisory Circular 150/5300-13A which is due for release soon. Upon release of the Advisory Circular (AC), the DDWG will reconvene, review the AC and provide comment if necessary.

Ms. Valerie Watson, FAA/AJV-3B, inquired whether, in light of the new AC, Mr. Boll anticipated any revision to the meaning and use of the negative D icon on TPPs. Mr. Boll stated that he and the group wanted to see what the FAA publishes in the final version of the AC before making any recommendations on that subject.

ACTION: Mr. Rich Boll, NBAA, will update the group following the DDWG assessment of the AC and will speak to possible revision of the use of the negative D.

Meeting 12-02

Rich Boll, NBAA, was not in attendance, but submitted the following statement:

The ACF-CG's Declared Distances Working Group (DDWG) was very active since the 12-01 meeting in April. On May 1 2012, FAA Airport Engineering Division released Draft Advisory Circular (AC) [150/5300-13A, Airport Design](#) for public comment. This AC contains FAA guidance regarding the determination and notification of declared distances. The DDWG conducted several meetings to review draft AC and formulate comments and recommendations aimed at addressing ACF-CG agenda items [07-01-192 Usable Runway Lengths for Takeoff and Landing](#) and [09-01-215 Reporting and Depiction of Stopways](#).

On September 28, 2012, FAA Airports Division published the revised Airport Design AC. The DDWG has not an opportunity to review the AC and its implications with respect to the two agenda items before the ACF-Charting Group. However, our initial reading of the AC revealed that FAA ***did not*** adopt the DDWG's primary recommendation to address Charting Group agenda item

[07-01-192 Usable Runway Lengths for Takeoff and Landing](#), which was to require airports subject to the AC to publish declared distances for each runway end.

Regarding Charting Group agenda item [09-01-215 Reporting and Depiction of Stopways](#), it appears that FAA has largely addressed the concerns raised by the DDWG at part 139 airports regarding the designation of stopways and overruns. However, our concerns remain valid at civil, non-part 139 airports in light of review and analysis completed using the November 15, 2012 edition of the NASR database ([see attached to review document](#)).

The DDWG will meet after November 1st to review the revised AC and assess its implications with respect to Chart Group agenda items [07-01-192 Usable Runway Lengths for Takeoff and Landing](#) and [09-01-215 Reporting and Depiction of Stopways](#).

ACTION: Rich Boll, NBAA, will update the group following DDWG assessment of the revisions made to Advisory Circular (AC) [150/5300-13A, Airport Design](#).

Meeting 13-01

Rich Boll, NBAA, was not in attendance, but submitted written statements related to RD 07-01-192 – Usable Runway Lengths for Takeoff and Landing, and 09-01-215 – Reporting and Depiction of Stopways. (See **Outstanding Charting Topics** section.)

ACTION: Rich Boll, NBAA, to provide an update at the next forum.

Meeting 13-02

Rich Boll, NBAA, reviewed the history of the topic and the associated Recommendation Documents (RDs) 07-01-192 and 09-01-215. Rich [gave a presentation](#) that reviewed all tasks completed since the introduction of the original issues and stated that since the last ACF, the Declared Distances Workgroup (DDWG) met and collectively decided they are satisfied with the actions that have been taken and agree to close both RDs and the briefing topic. The presentation also pertains to RD 07-01-192 and 09-01-215.

STATUS: CLOSED