This Engineering Brief announces an ongoing effort by the FAA Airport Obstruction Standards Committee (AOSC) to evaluate the current dimensional standards of the 40:1 departure surface. This evaluation assesses the current departure surface and identifying any hazards or risks associated with modifying its dimensions.

Any changes to the departure surface can affect the location of the signage and marking for approach/departure holding positions. Because this effort is not yet final, this EB provides advance notification of the potential changes to facilitate the decision-making process for interested stakeholders.

Attachment
ENGINEERING BRIEF #100
Holding Position Sign for Runway Approach/Departure Areas

1.0 Purpose.
This Engineering Brief (EB) announces a current Federal Aviation Administration (FAA) effort evaluating the suitability of the existing dimensional standards for the 40:1 departure surface. FAA is assessing whether the current 1,000-foot initial width is overly conservative based on present risk. Because any change to the initial width will alter the footprint of the departure surface, the FAA requests airports consider this potential change as they begin to assess and design the location of approach/departure (APCH-DEP) signage and marking. The FAA will update this Engineering Brief as updates become available.

2.0 Background.
FAA procedures require protection of select areas of the end of a runway for arriving and departing aircraft. The protected areas encompass the runway safety area, the obstacle free zone, and the approach and departure surfaces. Because the 40:1 departure surface (reference Table 3-2 of AC 150/5300-13A) is the largest and most restrictive surface, it currently influences the location of the APCH-DEP signage and marking. For some locations, this results in a very wide protected area off runway ends.

The FAA is currently assessing the hazards and risks associated with modifying the dimensional standards of the 40:1 departure surface. FAA believes there is potential to reduce the initial width based on this risk assessment.

3.0 Application
The FAA is providing this guidance for use by all public-use airports with airfield configurations requiring protection of approach-departure surfaces.

4.0 Related Advisory Circulars
Recent changes to Advisory Circulars 150/5340-1M, Standards for Airport Markings, and 150/5340-18G, Standards for Airfield Sign Systems, establish a uniform method for protection of runway approach and departure surfaces at U.S airports. As of July 1, 2020, the standards for all approach-departure holding position will be application of a Pattern B surface painted hold line marking and an APCH-DEP sign that identifies both runway designations.

The FAA anticipates any dimensional changes to the departure surface will result in a lesser surface area to protect. This will favor airport operations by moving APCH-DEP...
signs and marking closer to the extended centerline or possibly eliminating the need of a holding position. The FAA advises airports to consider this potential change before undertaking any improvements to meet the new standards for APCH-DEP signs and marking.

5.0 Questions
For questions pertaining to the departure surface, please contact Carlton Lambiasi at 847-294-7552 or by email at Carlton.Lambiasi@faa.gov. For questions pertaining to the approach departure signage and marking, please contact Mike Rottinghaus at 202-267-3622 or by email at Mike.Rottinghaus@faa.gov.

6.0 Effective Date
This EB becomes effective as of the date of the associated memorandum as signed by the Manager, FAA Airport Engineering Division, AAS-100.