

NOTICE

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION
Air Traffic Organization Policy

N JO 7210.746

Effective Date:
May 1, 2010

Cancellation Date:
March 10, 2011

SUBJ: Intersection Takeoffs

- 1. Purpose of This Notice.** This notice is prepared to increase awareness within the Air Traffic Organization (ATO) of the increased use of “declared distances” by airport services. These distances have no bearing on air traffic control procedures and must not be considered in any intersection takeoff operation.
- 2. Audience.** This notice applies to the Terminal Services organization and all associated air traffic control facilities.
- 3. Where Can I Find This Notice?** This notice is available on the MYFAA employee Web site at https://employees.faa.gov/tools_resources/orders_notices/ and on the air traffic publications Web site at http://www.faa.gov/air_traffic/publications.
- 4. Procedures.** Add a Note to Federal Aviation Administration Order JO 7210.3, Facility Operation and Administration, Paragraph 2-1-12, Intersection Takeoffs to read as follows:

2-1-12. INTERSECTION TAKEOFFS

Air traffic managers at ATCTs and at AFSS/FSS facilities that provide LAA will prepare an airport diagram showing intersection takeoff information as follows:

- a.** Indicate the actual remaining runway length from each intersection; round all actual measurements “down” to the nearest 50 feet. Obtain measurements from an authentic source and record them on the diagram.

NOTE-

Some airports publish “declared distances” for a particular runway. These are published in the Airport/Facility Directive (A/FD) or the Aeronautical Information Publication (AIP) and there is no requirement that facility personnel be made aware of them. These distances are a means of satisfying airport design criteria and are intended to be used by pilots and/or operators for preflight performance planning only. There are no special markings, signage, or lighting associated with declared distances and they do not limit the actual runway available for use by an aircraft. Therefore, they cannot be used for any air traffic control purpose. If pilots inquire about the existence of declared distances, refer them to the A/FD or the AIP.

No further changes to paragraph.

- 5. Distribution.** This notice is distributed to the following ATO service units: Terminal, En Route and Oceanic, and System Operations Services; the ATO Office of Safety; service center offices; the Air Traffic Safety Oversight Service; the William J. Hughes Technical Center; and the Mike Monroney Aeronautical Center.

6. Background. Declared distances are used in cases of constrained airports where it is impracticable to provide the runway safety area (RSA), the runway object free area (ROFA), or the runway protection zone (RPZ) in accordance with the design standards in AC 150/5300-13, Airport Design, Chapters 2 and 3. Previously, the RSA ended at the ungraded point on the surface at the end of runways which were no longer constructed to specific FAA standards. At airports where an RSA did not meet dimensional standards, the airport authority requested, and generally received, a modification to standards demonstrating an acceptable level of safety for that particular runway. Today, modifications to standards no longer apply to RSAs and FAA regional offices are required to maintain a written determination of the best practicable alternative for improving nonstandard RSAs.

One way to achieve this is to designate an RSA a portion of the active runway. The remaining portion of the runway is then “declared” as distances available for takeoff, stopping, or landing computations. It is important to understand that “computations” as they apply to declared distances are used by pilots and aircraft operators for preflight performance planning purposes only. There are no markings or lighting associated with declared distances; so, in actual operations, the entire runway is available to the flightcrew as lighted and marked. Air traffic control (ATC) cannot use declared distances to separate intersecting runway operations or for Land and Hold Short Operations (LAHSO). This is similar to the concept of reserve fuel. Federal regulations state that aircraft operators must plan to takeoff with enough fuel to fly to the planned destination, then to an alternate if required, and then have a specified amount of reserve fuel. Once airborne, there is no required landing fuel, and pilots may use the reserve fuel as necessary for that particular flight.

The concept of declared distances is a technique used by airports to satisfy airport design criteria and has no bearing on ATC procedures. They are published in the A/FD and should be considered by the pilot or aircraft operator prior to departure. In the case of an intersection departure, the controller’s only responsibility is to issue the total measured distance remaining in accordance with FAA Order JO 7110.65, Chapter 3, Section 7, without regard to any declared distance. If ATC is aware that declared distances are listed for a specific runway, a controller may advise the pilot that declared distances are published for a given runway, but it is not an ATC responsibility to provide those values to the pilot.

It is critical to understand that these distances are used for distance “computations” only. They do NOT limit the actual runway available for use by an aircraft. Consequently, there are no special markings, signing, or lighting to indicate to a pilot that any portion of the runway is unavailable for *use*. As a specific example, declared distance concepts cannot be used in lieu of LAHSO, or to separate intersecting runways since the landing runway is available up to the point where the runway end is properly marked and lighted as such.



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Date Signed