U.S. Department of Transportation
Federal Aviation Administration

InFO

Information for Operators

InFO 26004
DATE: 01/26/26

Flight Standards Service
Washington, DC

http://www.faa.gov/other_visit/aviation_industry/airline_operators/airline_safety/info/all_infos

An InFO contains valuable information for operators that should help them meet certain administrative, regulatory, or operational requirements, with relatively low urgency or impact on safety. This is a guidance document. Its content is not legally binding in its own right and will not be relied upon by the Department as a separate basis for affirmative enforcement action or other administrative penalty. Conformity with the guidance document is voluntary only. Nonconformity will not affect rights and obligations under existing statutes and regulations.

Subject: Runway Data Publication Sources and Use of Runway Length Data to Prevent Overruns.

Purpose: This InFO provides information to airplane operators, program managers, and pilots of the potential for misapplication or misinterpretation of published runway length data sources.

Background: A recent discussion with flight training instructors and program managers has highlighted the issue that many operators or pilots are referencing or using the wrong runway length source data when performing takeoff and landing data calculations. This data application error during preflight planning or in-flight landing distance assessments could lead to inaccurate aircraft performance calculations and a possible "runway overrun."

Published runway data regarding physical length, operational lengths, or declared distances varies among providers. For example, the Federal Aviation Administration (FAA) publishes runway information in the Chart Supplement (formerly known as the Airport/Facility Directory). This information includes the runway length and width, including any threshold displacement.

The runway information may also include runway declared distances. Declared distances are the distances that an airport declares available for use in meeting an airplane's regulatory performance requirements (Takeoff Distance Available (TODA), Takeoff Run Available (TORA), Accelerate-Stop Distance Available (ASDA) and Landing Distance Available (LDA)). If declared distances are not separately recorded in the Chart Supplement entry, they are assumed to be equal to runway's length, except for LDA, which is equal to the runway's length less any threshold displacement (ref: Aeronautical Information Manual (AIM) para. 4-3-6). All Title 14 of the Code of Federal Regulations (14 CFR) part 139 airports report declared distances for each runway with some possible exceptions in Alaska. Their use is regulatory for part 121 passenger aircraft where published.

Airplane operating rules or airplane operating limitations establish minimum distance requirements for takeoff and landing and are based on performance data supplied in the Airplane Flight Manual (AFM) or Pilot's Operating Handbook (POH). The calculated minimum distances required for takeoff and landing must, per 14 CFR part 91, §§ 91.103 and 91.605, as well Subpart I of parts 121 and 135, fall within the applicable declared distances before a pilot can accept that runway for takeoff or landing.

Discussion: Pilots and operators must consider certain runway information as laid out in §§ 91.103 and 91.605, as well as Subpart I of parts 121 and 135. If using a commercially produced flight publication to obtain this information, the pilot or operator should know the runway length terminology referenced in those products. Pilots and operators should also know the limitations of the products involving pre-flight takeoff and landing performance planning or in-flight landing distance assessments.

For example, Jeppesen publishes a number of operational runway lengths, components, and values on their planview, as well as within a matrix of other runway information, lighting, and usable lengths which is within the Additional Runway Information band. These can be found on the 10-9/10-9A or similar charts. The planview of this product depicts the physical length of the whole runway, the displaced landing threshold locations, as well as stopways, overruns, Engineered Material Arresting System (EMAS), and other runway information. In the Additional Runway Information band, Usable Lengths: Landing Beyond Threshold, Take-Off and Landing Beyond Glide Slope are shown, when different from the whole runway length. Thus, a Jeppesen user should be aware that runway declared distances are not provided on the Jeppesen 10-9 or 10-9A chart. However, Jeppesen does provide declared distance information via their performance-planning group (Jeppesen OpsData).

Additionally, operators should be aware that these commercially developed flight publications do not require an immediate notification to the user of any changes to the airport information page(s) through a chart revision, including runway length changes that fall within a specified range. Airport diagrams or airport information pages are designed to facilitate ground movement of aircraft, not for obtaining accurate runway distance information for performance planning. Pilots should also use caution when obtaining runway length information from the on-board airport database or performance computation functions within the flight management system (FMS) or area navigation system. The airport and navigation databases for these systems often do not include the runway's declared distances. Performance calculations produced through the FMS might not reflect the actual runway available for takeoff and landing performance calculations and might calculate performance weight or distance limits that are in error.

Lastly, although some runway elements (such as stopway length and clearway length) might be available on commercially produced flight publications, operators and pilots should, per §§ 91.103 and 91.605, as well as Subpart I of parts 121 and 135, use the declared distances reported by the airport operator and not attempt to independently calculate declared distances by adding those runway elements to the reported physical length of the runway. Regardless of what flight publications are utilized by the operator, it is strongly recommended that all operators reference the appropriate FAA Chart Supplement for runway declared distance information for preflight planning or in-flight landing distance assessments. This data is taken directly from the FAA Form 5010 Airport Master Record.

Recommended Action: Directors of Safety, Operations, and Training (part 121); Directors of Operations and Training (parts 125 and 135); program managers (part 91K); and flightcrews and pilots (parts 91/91k/121/135) should only use published declared distances to ensure compliance with operating rules pertaining to airplane performance for takeoff or landing. Operators should ensure that these calculations are performed with reference to the declared distances published in the Chart Supplement or other equivalent source information (e.g., operator prepared or commercially obtained and approved airport runway analysis products).

Additionally, operators and pilots should understand the limitations of any product(s) used for takeoff data calculation and inflight landing distance assessment (i.e., commercial data, flight management computer distance data, etc.) and should only use published declared distances as updated by the United States (U.S.) Notice to Airmen (NOTAM) system for these purposes.

Further information (discussions and training videos) on this matter can be found in the following:

- Aeronautical Information Manual (AIM) paragraph 4-3-6, Use of Runways/Declared Distances
- FAA Declared Distances Video (TAPP Performance Planning Training Videos) https://www.faa.gov/about/office_org/headquarters_offices/avs/offices/afx/afs/afs400/afs410/obstacle/
- https://nbaa.org/aircraft-operations/safety/in-flight-safety/runway-safety/webinar-probes-takeofflanding-performance-obstacle-issues/

Contact: Direct questions or comments regarding this InFO to the Flight Technologies and Procedure Division at 9-AWA-AVS-AFS410@faa.gov.