



Federal Aviation
Administration

Intersecting & Non-Intersecting Runways

Update to Airport Design – AC 150/5300-13A

Industry Day

Presented to: Aviation Industry Representatives

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Administration

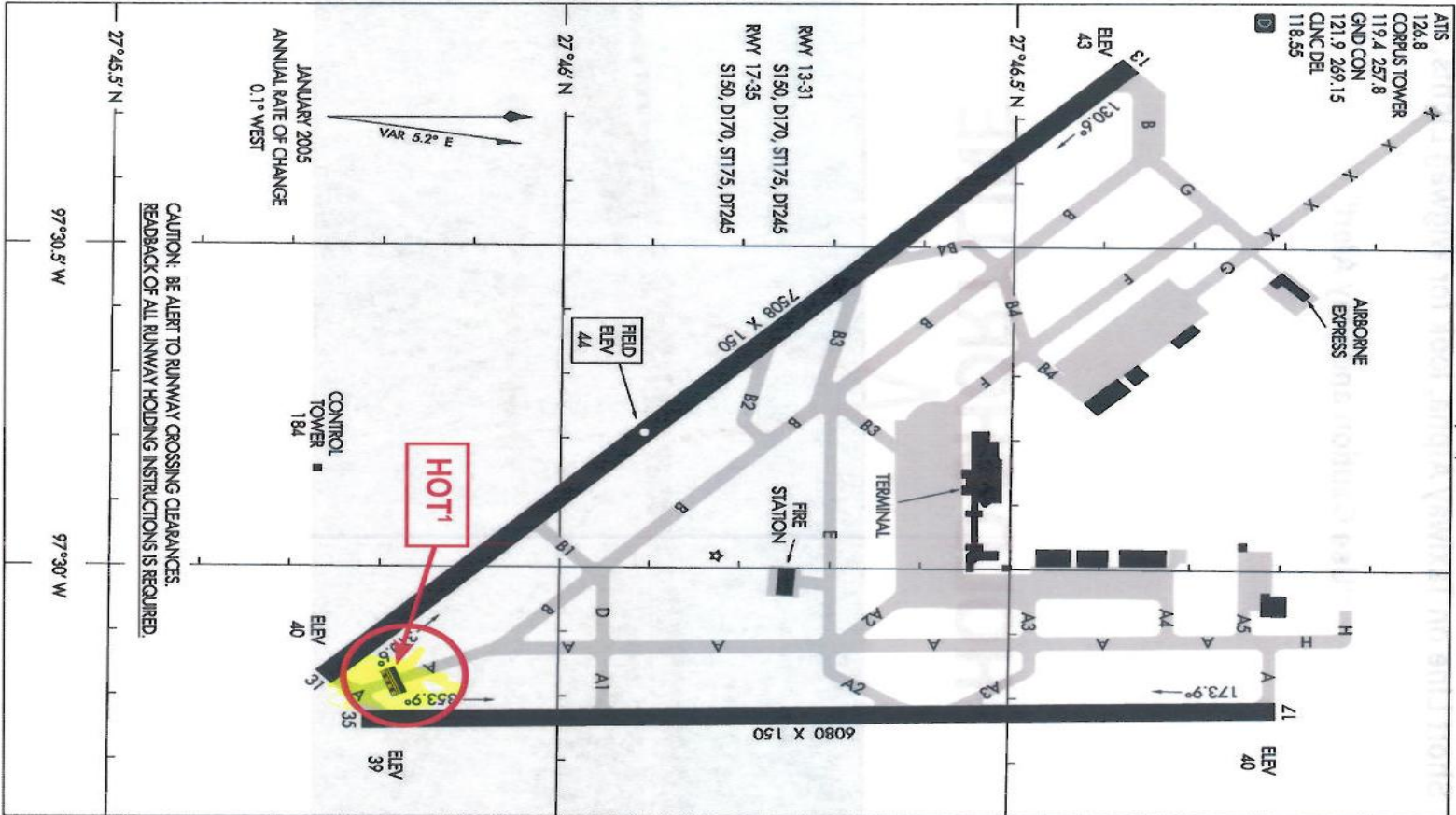
Non - Intersecting Runways

Design Guidance:

- Runway Safety Area (RSA) requirements should be considered
- RSA's should not overlap:
 - Decrease the chances of Runway Incursion
 - Decrease the chances of confusing marking & lighting
- Configurations with close runway thresholds should be avoided
- Extended centerline angle between two runways should not be less than 30 degrees.



Open V



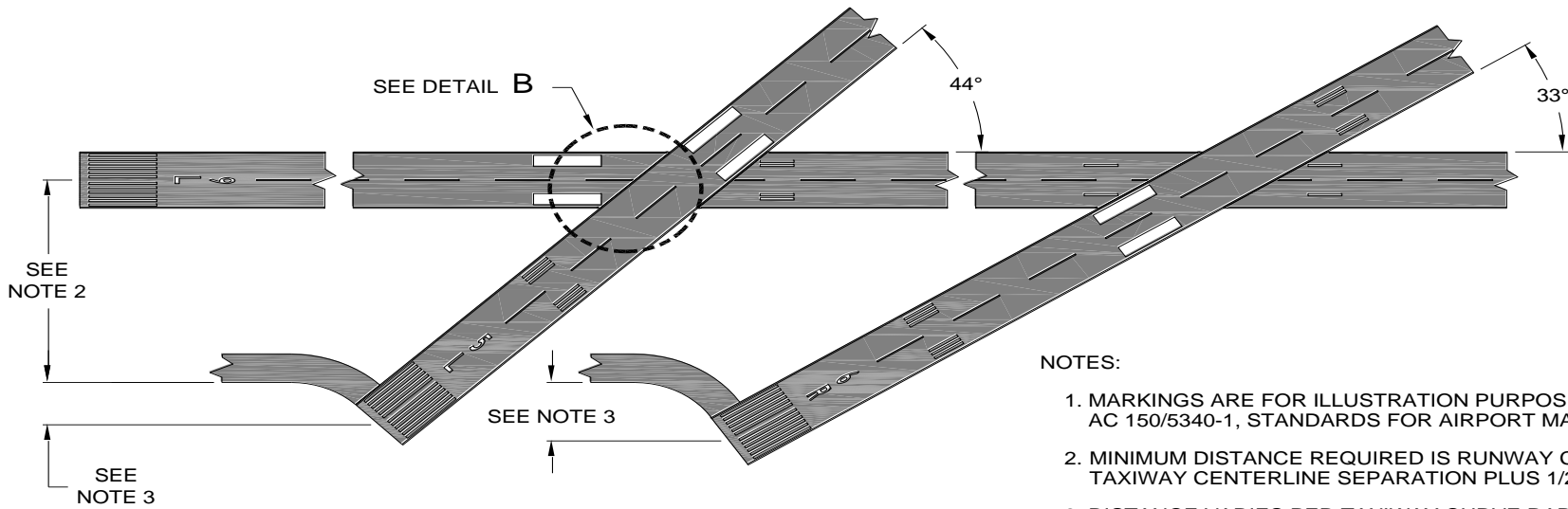
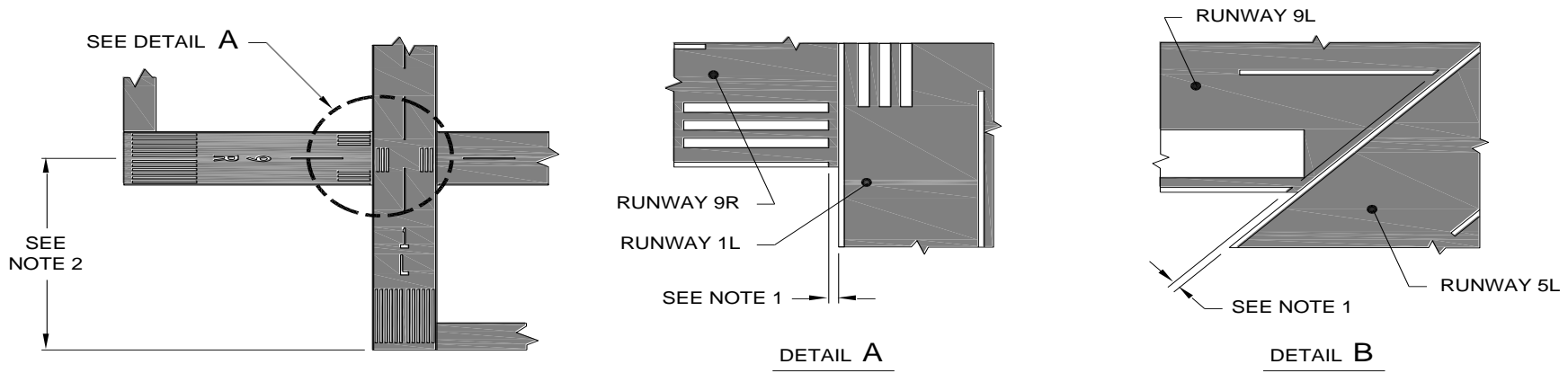
Intersecting Runways

Guidance on intersecting geometry:

- Proper application of runway marking standards
 - Enhances pilot's perception and reduce incursions
- Minimum distance between center line of Primary runway and threshold of intersecting runway
 - Minimize Runway Incursion incidents.



Proposed New Guidance

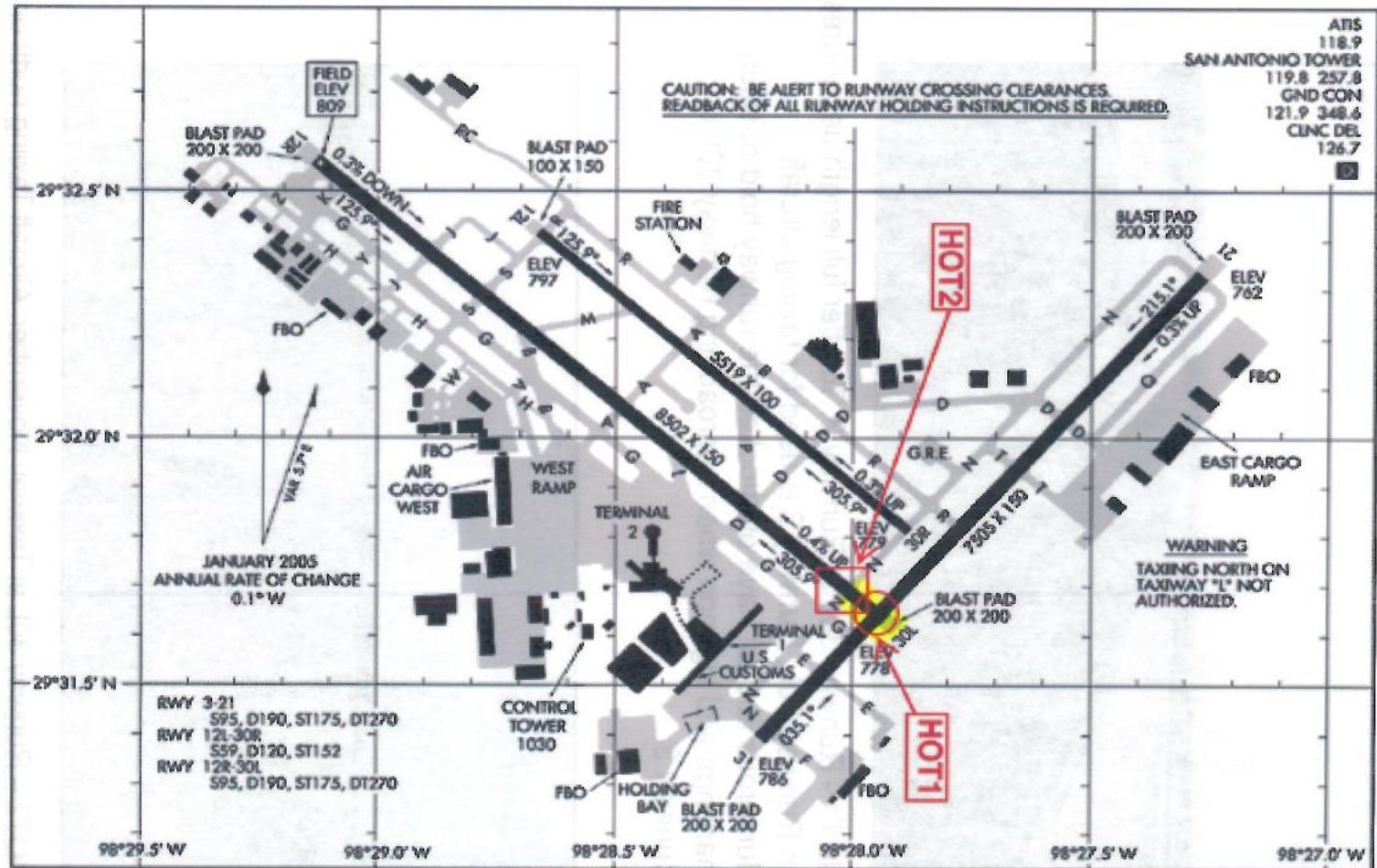


NOTES:

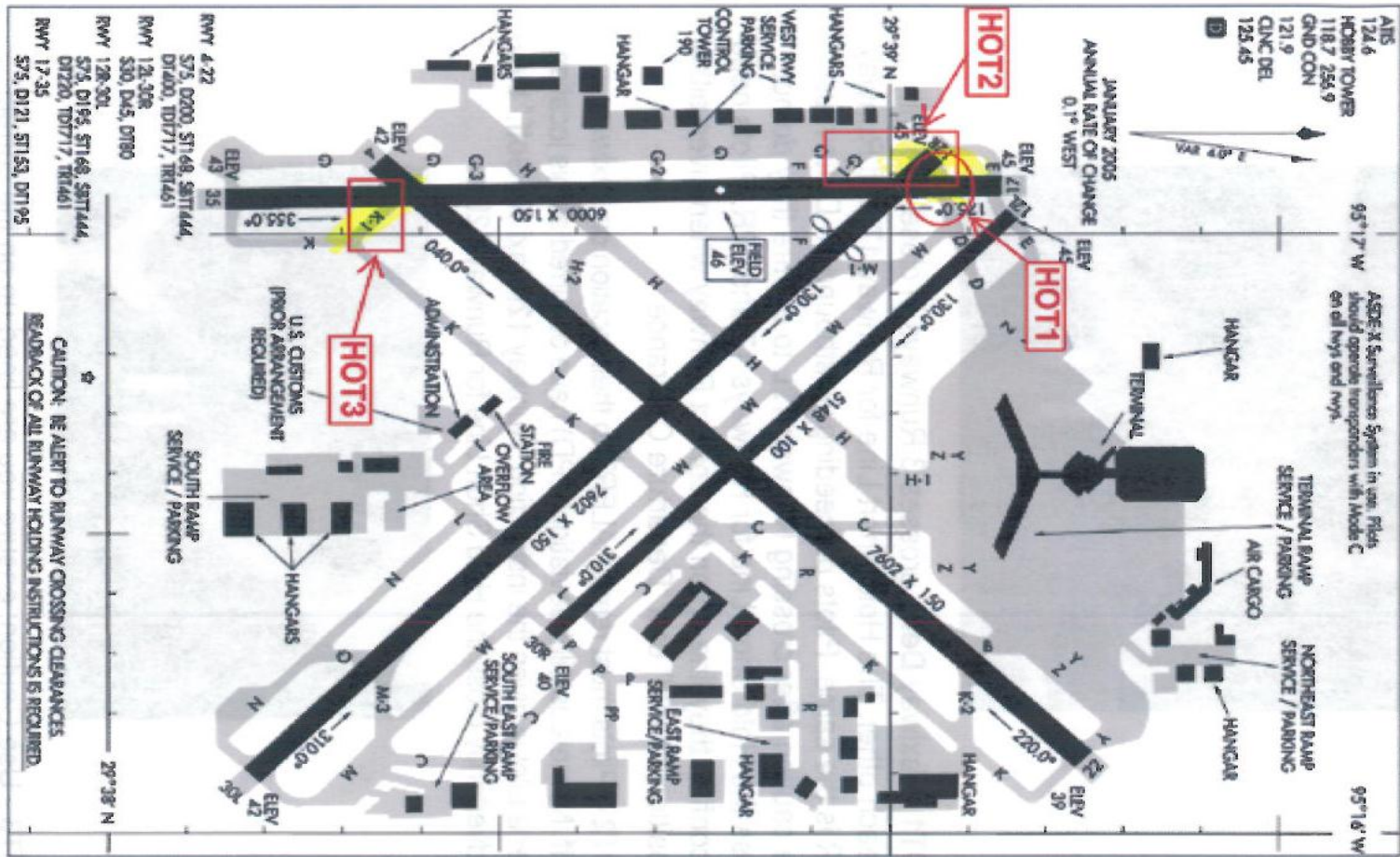
1. MARKINGS ARE FOR ILLUSTRATION PURPOSES ONLY, SEE AC AC 150/5340-1, STANDARDS FOR AIRPORT MARKINGS.
2. MINIMUM DISTANCE REQUIRED IS RUNWAY CENTERLINE TO TAXIWAY CENTERLINE SEPARATION PLUS 1/2 TAXIWAY WIDTH.
3. DISTANCE VARIES PER TAXIWAY CURVE RADIUS.



T - Configuration



Intersections with Hot Spots



Questions

