

Federal Aviation Agency



CHANGE

Cancelled See 2A
AC NO:

AC 150/5330-2 CH 1

AIRPORTS

EFFECTIVE :

11/15/66

SUBJECT : CH 1 TO ADVISORY CIRCULAR NO. 150/5330-2,
SUBJECT: RUNWAY/TAXIWAY WIDTHS AND CLEARANCES

1. PURPOSE. This change transmits a revision to Table No. 1 on page 2.

2. CHANGES.

- a. Revises the footnote regarding runway lengths to indicate that the landing or takeoff length, whichever is greater, will be used and defines the basis for determining landing runway length.
- b. Adds a footnote allowing a minimum of 60-foot wide taxiways for two- and three-engine jet powered air carrier airplanes in consideration of their size and general configuration.

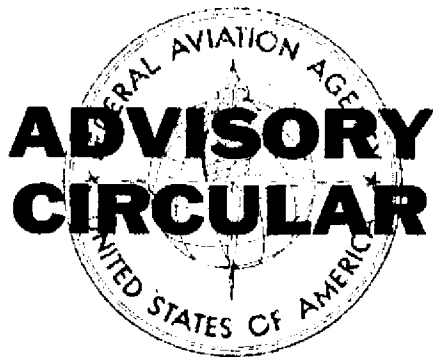
3. PAGE CONTROL CHART.

PAGE CONTROL CHART

Remove Pages	Dated	Insert Pages	Dated
1 and 2	8/16/65	1	8/16/65
		2	11/15/66

Chester G. Bowers, Acting Director
Airports Service

Federal Aviation Agency



AC NO: AC 150/5330-2

AIRPORTS

EFFECTIVE :

8/16/65

SUBJECT : RUNWAY/TAXIWAY WIDTHS AND CLEARANCES

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1. PURPOSE. This advisory circular presents the Federal Aviation Agency (FAA) recommendations for landing strip, runway, and taxiway widths and clearances. The use of these standards is required for project activity under the Federal-aid Airport Program.
 2. CANCELLATION. This circular cancels material on page 9 (paragraphs regarding parallel runways) and page 17 (Table No. 1) of the FAA publication Airport Design, 1961, including the Supplement No. 1, 1962.
 3. REFERENCES. The publications identified below should, as appropriate, be used in conjunction with this advisory circular. The following publications and additional copies of this circular may be obtained from the FAA, Distribution Section, HQ-438, Washington, D.C. 20553. Identify the advisory circulars by number and title and indicate the number of copies needed.
 - a. AC 150/5100-1, Information on Federal-aid Airport Program (FAAP).
 - b. AC 150/5300-1, VFR Airports.
 - c. AC 150/5335-1, Airport Taxiways.
 4. BACKGROUND. These standards were formerly contained in the FAA publication Airport Design, 1961, including the Supplement No. 1, 1962, copies of which are no longer available. No major change has been made to this material in its conversion to the directives system format except to include the appropriate criteria relating to AC 150/5100-1, Information on Federal-aid Airport Program (FAAP), and AC 150/5300-1, VFR Airports.
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TABLE 1. RUNWAY/TAXIWAY WIDTH AND LATERAL CLEARANCE RECOMMENDATIONS

* Width of:	VFR AIR- PORTS	BASIC UTILITY AIRPORTS				GENERAL UTILITY AIRPORTS		ALL OTHER AIRPORTS RUNWAY LENGTH <u>2/</u>	
	MINIMUM DIMEN- SIONS	Stage I		Stage II		A B		3,201 to 4,200 Feet	4,201 Feet or More
		A	B	A	B	A	B		
		<u>1/</u>		<u>1/</u>		<u>1/</u>			
Landing Strip	100	100	120	120	150	150	200	400	500
Runway	50	50	60	60	75	75	100	100	150
Taxiway	20	20	20	30	30	40	40	50	75 <u>3/</u>
Taxiway Centerline to:									
Runway Centerline	100	150	175	150	175	200	225	250	400
Parallel Taxiway Centerline	---	---	---	---	---	---	---	200	300
Aircraft Parking Area	---	100	100	100	100	100	100	175	250
Obstacle (See note)	---	75	75	75	75	75	75	100	200
Runway Centerline to:									
Aircraft Parking Area	140	250	275	250	275	300	325	425	650
Obstacle (See note) <u>4/</u>	100	125	125	125	125	125	125	200	250
Runway Centerline to Building Line:									
Instrument Runway	---	---	---	---	---	---	---	750	750
Non-Instrument Runway	200	250	275	250	275	300	320	500	750

Note: Exceptions are made for certain navigational, meteorological, and visual aids approved by the Administrator, the location and height of which are fixed by their functional purposes.

- 1/ A = Less than 5,000' Elevation, and less than 15 mph (13 knots) crosswind 95% of time.
B = Greater than 5,000' Elevation, or greater than 15 mph (13 knots) crosswind 5% of time.
- 2/ These runway lengths are for large airplanes based on requirements for either landing or takeoff whichever is greater. Lengths determined for takeoff are for SL, zero effective runway gradient, and I.S.A. (SL 59°F)+41°F. Landing lengths are for destination airport, SL, and dry runway conditions.
- 3/ For two- and three-engine turbojet air carrier airplanes, a minimum of 60 feet is recommended. The recommended taxiway width is 60 feet for airports used exclusively for general aviation operations.
- 4/ For an ILS runway, this lateral clearance is 500 feet.

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8/16/65

5. WIDTH AND CLEARANCE RECOMMENDATIONS. To assure maximum safety and efficient use of the airport, the widths of runways, taxiways, and landing strips should be considered along with the clearance between various aircraft operating areas. Table 1 on page 2 indicates the runway/taxiway width and clearance recommendations for airports. Proper use of this Table will enable the designer to determine the correct dimensional criteria for his design.
6. PARALLEL RUNWAY SEPARATION.
- a. For simultaneous ILS or precision approaches, the minimum separation between centerlines of parallel runways is 5,000 feet. For actual operations under these conditions, specific electronic navigational aids and monitoring equipment, Air Traffic Service control, and approved procedures are required by the FAA.
 - b. For simultaneous VFR landings or takeoffs, the minimum separation between centerlines of parallel runways for each airplane category is:
 - (1) 300 feet when the airplanes involved are light weight single-engine propeller driven.
 - (2) 500 feet when the airplanes are twin-engine propeller driven.
 - (3) 700 feet for all others.
 - (4) If airplanes of different categories are involved, use the separation required for the larger airplane.


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