

degree turn should never be executed in the traffic pattern or when receiving radar service without first advising the controller.

#### **4–3–6. Use of Runways/Declared Distances**

- a.** Runways are identified by numbers that indicate the nearest 10-degree increment of the azimuth of the runway centerline. For example, where the magnetic azimuth is 183 degrees, the runway designation would be 18; for a magnetic azimuth of 87 degrees, the runway designation would be 9. For a magnetic azimuth ending in the number 5, such as 185, the runway designation could be either 18 or 19. Wind direction issued by the tower is also magnetic and wind velocity is in knots.

**NOTE—**

- 1.** At airports with multiple parallel runways whose magnetic azimuths are identical, each runway number will be supplemented by a letter and shown from left to right when viewed from the direction of approach.
- 2.** When multiple parallel runways at the same airport are separated by a large distance, such as by a central terminal or several terminals, the runways may be designated as non-parallel runways to avoid pilot confusion.

**REFERENCE—**

AC 150/5340–1, *Standards for Airport Markings*, Para 2.3.5, Characteristics.

- b.** Airport proprietors are responsible for taking the lead in local aviation noise control. Accordingly, they may propose specific noise abatement plans to the FAA. If approved, these plans are applied in the form of Formal or Informal Runway Use Programs for noise abatement purposes.

**REFERENCE—**

Pilot/Controller Glossary Term—Runway Use Program.

- 1.** ATC will assign the runway/s most nearly aligned with the wind when 5 knots or more, or the “calm wind” runway when less than 5 knots unless:

- (a)** Use of another runway is operationally advantageous, or
- (b)** A Runway Use Program is in effect.

**NOTE—**

*Tailwind and crosswind considerations take precedence over delay/capacity considerations, and noise abatement operations/procedures.*

**REFERENCE—**

FAA Order JO 7110.65, Para 3–5–1, Selection.

- c.** If a pilot prefers to use a runway different from that specified, the pilot is expected to advise ATC. ATC may honor such requests as soon as is operationally practicable. ATC will advise pilots when the requested runway is noise sensitive. When use of a runway other than the one assigned is requested, pilot cooperation is encouraged to preclude disruption of traffic flows or the creation of conflicting patterns.

**REFERENCE—**

FAA Order JO 7110.65, Para 3–5–1, Selection.

**d. Declared Distances.**

- 1.** Declared distances for a runway represent the maximum distances available and suitable for meeting takeoff and landing distance performance requirements. These distances are determined in accordance with FAA runway design standards by adding to the physical length of paved runway any clearway or stopway and subtracting from that sum any lengths necessary to obtain the standard runway safety areas, runway object free areas, or runway protection zones. As a result of these additions and subtractions, the declared distances for a runway may be more or less than the physical length of the runway as depicted on aeronautical charts and related publications, or available in electronic navigation databases provided by either the U.S. Government or commercial companies.

- 2.** All 14 CFR Part 139 airports report declared distances for each runway. Other airports may also report declared distances for a runway if necessary to meet runway design standards or to indicate the presence of a clearway or stopway. Where reported, declared distances for each runway end are published in the Chart