



# Federal Aviation Administration

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## Memorandum

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Date: AUG 5 2010  
To: Randall Fiertz, Director, Airport Compliance & Field Operations, ACO-1  
Original Signed By  
From: Rick Marinelli, Manager, Airport Engineering Division, AAS-100  
Subject: Airport Design Standards to Glider and Parachute Operations

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We have recently been made aware of some possible confusion regarding the application of airport design standards to glider and parachute operations. We offer the following in way of clarification:

In FAA advisory circular 150/5300-13, paragraph 207, Parallel Runway Separation – Simultaneous VFR Operations, states "For simultaneous landings and takeoffs using visual flight rules (VFR), the minimum separation between centerlines of parallel runways is 700 feet (214 m)." This separation is required for independent operations on parallel runways. Dependent operations on parallel runways, where aircraft using each runway are not taking off and/or landing simultaneously, only require that Runway Safety Area and Obstacle Free Zone standards be met.

Also, paragraph 307, Object Free Area (OFA), provides clearing standards for the OFA. Specifically, it is permissible to taxi and hold aircraft in the OFA. This includes gliders and/or tow aircraft maneuvering before takeoff or after landing. In addition, Flight Standards has determined that it is acceptable for parachutists to land in the OFA.

Title 14 of the Code of Federal Regulations part 157, Notice of Construction, Alteration, Activation, and Deactivation of Airports, requires notification when an airport operator intends to "construct, realign, alter, or activate any runway or other aircraft landing or takeoff area of an airport". As the runway end coordinates are a critical parameter in the subsequent aeronautical study, a turf runway parallel to a paved runway must be treated as a separate runway.

Finally, a parachutist is not considered to be an "aircraft" and the establishment of a parachute drop zone does not require notification under part 157. The establishment of a drop zones is to be evaluated for safety as any other change to an airport layout plan.