

Runway Protection Zone (RPZ)

For both runways at GCD, arrival and departure RPZs have identical dimensions. The total area of the existing RPZs at each end of the runways is currently 13.77 acres. The new design standards have similar dimensions for RPZs.

As depicted on **Figure 4-3**, the RPZs for Runway 17-35 and the Runway 27 end are penetrated by Airport Road. The FAA considers this an incompatible land use within an RPZ.

Recommendations: It is recommended that the dimensions of existing RPZs be maintained to meet future B-II design standards. It is also recommended that any incompatible land use within the RPZs be avoided. When possible, the portions of the RPZs not currently under the airport control should be acquired via fee simple acquisition or protected by an avigation easement. Disposition of RPZ penetrations and dimensions are discussed in **Chapter 6, Alternatives Analysis**.

Runway Separation Standards

Runway separation standards ensure operational safety at the airport. They are based on the Runway Design Code. The runway separation standards include the runway centerline to parallel taxiway centerline separation, the runway centerline to holdline separation and the runway centerline to edge of aircraft parking separation.

Runway/Taxiway Separation

The current separation distance between Runway 17-35 and parallel Taxiway A is 250 feet. The future required separation between any runway at GCD and a parallel taxiway is 240 feet. This separation prevents any part of an aircraft from penetrating the ROFZ.

Recommendations: It is recommended that the existing separation between Taxiway A and Runway 17-35 be maintained. All future parallel taxiway should be built at a minimum of 240 feet from the runway centerline.

Runway Centerline to Holding Position Distance

The current runway centerline to holding position distance is 200 feet for all runways at GCD. It meets the future requirements of 200 feet for RDC B-II-VIS and RDC B-II-5000.

Recommendations: It is recommended that the existing separation between the holding lines and runway centerlines at GCD be maintained. All future holding position markings should be located a minimum of 200 feet from a runway centerline.

