

## Taxiway. FAC: 1121

CATCODE: 112211

OPR: AFCEC/COS

OCR: AF/A30-A

1.1. **Description.** Taxiways are the pavements provided for the ground movement of aircraft. Taxiways connect the parking and maintenance areas of the airfield with the runways and provide access to hangars, docks, and various parking aprons and pads. Taxiways are normally parallel to runways to facilitate aircraft ground movement on the taxiways during landings and take offs on the runway.

1.2. **Requirements Determination.** Provided for all runways. (See **CATCODE 11111**). Consult UFC 3-260-01 for widths, grades, configuration, and clearance distances; and UFC 3-260-02 for pavement design requirements.

1.3. **Scope Determination.** See **CATCODE 11111**.

1.4. **Dimensions.** See Table 1 and 2. Geometric criteria for taxiways are specified in Table 5-1 of UFC 3-260-01.

1.4.1. **Taxiway Width.** Taxiway widths of 15.2 m (50 ft) and 22.9 m (75 ft) are standard for Class A and B runways, respectively, with exceptions noted in Table 1 below.

1.4.2. **Taxiway Shoulders.** Taxiway shoulder widths of 7.5 m (25 ft) and 15.2 m (50 ft) are standard for Class A and B airfields, respectively, with exceptions noted in Table 2. Airfields supporting wide-bodied aircraft may require soil stabilization beneath outer engines.

**Table 1. Taxiway Widths.**

Category	Taxiway Widths
Landing Zone 1	9 m (30 ft) with a turning radius of 21.3 m (70 ft) for C-130 and 18.5 m (50 ft) for C-17, with turning radii of 21.5 m (70 ft) and 27.5 m (90 ft), respectively. See Note 2.
ACR	10.7 m (35 ft); C-17 - 18.5 m (60 ft)
Rotary Wing	15 m (50 ft)
Taxiways Supporting Towed Aircraft Only	Outside gear width of towed mission aircraft plus 3 m (10 ft)
NOTES: 1. See ETL 09-6. 2. C-17 aircraft can execute "star turns" which require forward and reverse taxi within 27.5 m (90 ft). However, for normal 180-degree turn maneuvers, the C-17 turn radius is 35 m (116 ft).	

**Table 2. Taxiway Shoulders.**

Category	Taxiway Shoulders
Landing Zone, Auxiliary Airfield, and Helicopter	7.5 m (25 ft)
ACR	1.2 m (4 ft)

**1.5. Design Considerations.**

**1.5.1. Taxiway Pavement Strength.** All taxiways are built of heavy-load, medium-load, light-load, landing zone-load, or ACR pavement, as specified in this chapter. The strength of pavement in segments of a taxiway system varies according to the requirements of the critical aircraft. For example, on a base supporting heavy bomber, cargo, and fighter aircraft, the principal taxiways are heavy-load pavement; at aircraft facilities restricted to cargo or fighter aircraft by their dimensions and location, taxiways are medium-load strength. Refer to UFC 3-260-02 for technical design criteria.

**1.5.2. Treatment of Shoulders.** For Class A airfield taxiways, the entire 7.5 m (25 ft) shoulder width is paved. For Class B airfields, shoulders are paved depending on the intended use. For fighter and trainer aircraft, the first 3 m (10 ft) is paved. For cargo mission taxiways, the first 7.5 m (25 ft) is paved. For taxiways intended for B-52 operations or for C-5, E-4, and 747 aircraft where vegetation cannot be established, pave the full 15 m (50 ft).