

Safety Issues being Addressed

Unusually High Number of Runway Overruns

Commitment to City Council

- Recommended solution would not permit bigger airplanes to operate from ARB that don't already operate at ARB
- Maintain same airport runway design classification B-II
 - “B” refers to airplane approach category speed of greater than 91 knots and less than 121 knots
 - “II” refers to airplane design group wingspan more than 49 feet and less than 79 feet
- Maintain same airport runway environment characteristics
 - no precision instrument approach
 - retain runway width- 75'
 - retain runway/taxiway separation
 - retain runway/taxiway/ramp weight bearing capacity of 20,000 lb

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- How did you arrive at the recommended 800' runway safety margin extension?
 - FAA AC 150/5300-13 Airport Design, Figure A8-1
 - FAA AC 150/5325-A2 Runway Length Requirements for Airport Design, Figure 2.2
- Given the commitment to City Council and FAA advisory circulars, 800' was the recommended additional runway safety margin length that should reduce the risk of overruns by about 85% and achieve the goal of not permitting larger airplanes from operating from at ARB that do not already.

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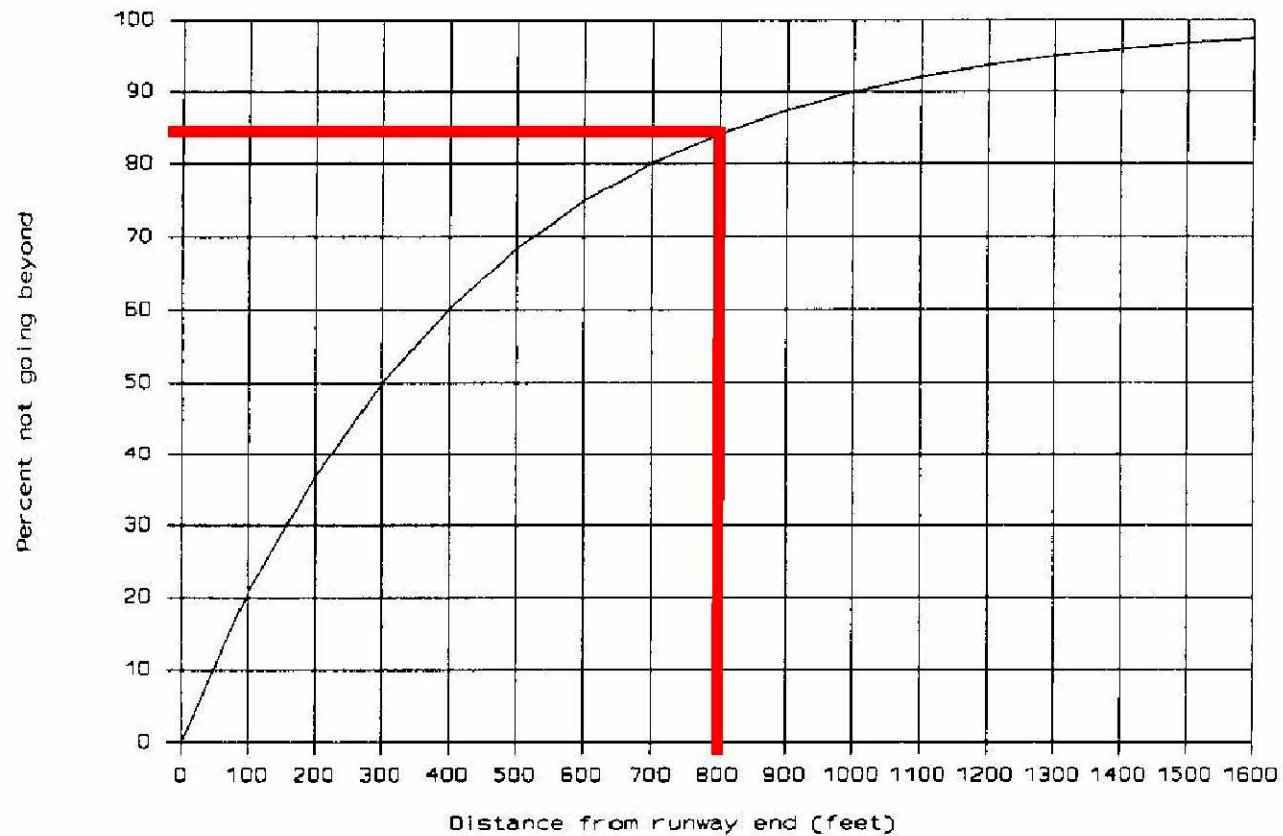


Figure A8-1. Approximate distance airplanes undershoot and overrun the runway end

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AC 150/5325-4B

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Figure 2-2. Small Airplanes Having 10 or More Passenger Seats
(Excludes Pilot and Co-pilot)

