Stan/Eval Newsletter

CIVIL AIR PATROL
UNITED STATES AIR FORCE AUXILIARY
105 S. Hansell Street
Maxwell AFB, AL 36112

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Mystical Secrets of Runway Length Revealed!
I recently watched a video that answered the question of how much a ship weighed. The answer was a lot more complicated than I thought as it went into various ways of measuring a ship's weight that included displacement, gross weight tonnage, and a few others. In other words, which weight do you want? Well, we have a similar situation when we talk about runway distance.

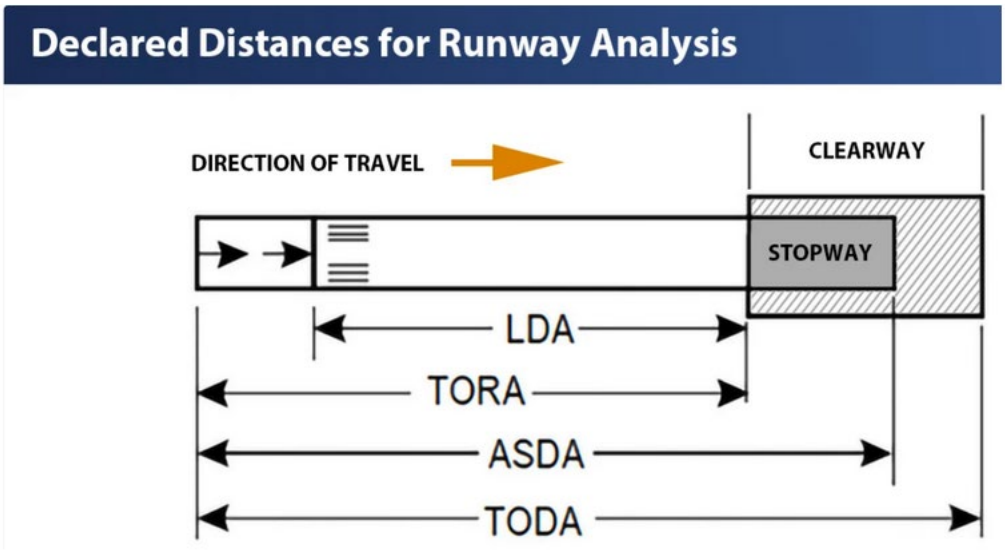
Runway distance generally refers to the length of the runway available for an aircraft to take off or land safely. It's measured from one end of the paved surface to the other, in feet or meters (unless of course it's grass or gravel!). In aviation, we break it down into specific types of runway distances, because not all of the runway can always be used for every phase of flight.

🧭 **2. The Four Standard Runway Distances (ICAO / FAA Definitions)**

Term	Abbreviation	Meaning	Used for
Takeoff Run Available	**TORA**	The length of runway declared suitable for the ground run of a takeoff.	How far the plane can roll before liftoff.
Takeoff Distance Available	**TODA**	TORA **plus** any clearway beyond the runway (an obstacle-free area).	Total distance a plane can use for takeoff, including the clearway.
Accelerate-Stop Distance Available	**ASDA**	The length of runway (and possibly stop-way) is available for a rejected takeoff.	How much room the plane has to accelerate, then stop safely.
Landing Distance Available	**LDA**	The length of runway declared suitable for landing rollout (after touchdown).	How much runway remains to decelerate and stop after landing.

Although you can get all of these from the Airport Facility Directory, how do these correspond to the numbers you see on an approach chart or on an airport diagram? And which one do you use when comparing your expected landing distance or takeoff distance? Let's look at the approach plate for the RNAV13 Approach into KCYS (Cheyenne).

Note at the top of the plate the "Rwy lnd" is 4830' while the diagram at the bottom of the plate shows a runway length of 6690'. Big difference! The "Rwy lnd" corresponds to the LDA or landing distance available. It is the total distance available and does not consider landing on the landing markers. It assumes you are putting the wheels down right at the threshold. If you land on the landing markers, you only have 3830' of landing distance. This is the number to compare your expected landing distance to. The 6690' is the TODA which includes flying over a stop-way. That's not what you want to compare to your expected takeoff distance. You should use the TORA for that. The TORA is the total length available for the ground roll for takeoff.



So, what does this all mean? In means in part, just looking at a runway diagram may not be sufficient to determine how much runway is available for takeoff and landing. Some runways are simple and TORA=TODA=LDA=ASDA. But when a runway has a displaced threshold, clearway, or a stop-way, you need to take a second look.

Be careful out there!

Noise Abatement for General Aviation (Maj L. Mateos, CAWG)

Airports can be found in urban, suburban, and rural areas. Many have been in existence for decades or more. As general aviation pilots, we are fortunate to be able to use them, visit new places near and far, and have many excuses to fly our aircraft. But those airports are in or near communities of people, the vast majority of whom are not pilots. In some communities, there are vocal proponents of severely limiting operations at their nearby airports or even of closing those airports. Claims of excessive noise, pollution, or even increased traffic are often used as justifications for such proposals. For our favorite airports to coexist with these communities of people, we need to be good neighbors. Using our skills and volunteering our services to the benefit of our neighbors is one way to build support. Another is to do our best to limit operations that lead to claims of excessive noise and pollution. Thus, we have voluntary noise abatement procedures.

At your home airport, these are often discussed within the pilot community and generally taught to new student pilots as well. But what can you do about noise abatement as a visitor? How can you find out about those voluntary procedures and plan your flights to support that airport in its community?

First, look at the FAA Chart Supplement—many airport listings now have a section "**Noise**" about noise abatement. For example, looking at the Auburn Muni (KAUN) entry (at https://aeronav.faa.gov/Upload_313-d/supplements/CS_SW_20251002.pdf), we see:

***NOISE**: Rwy 25 no straight out added VFR dep. At end of rwy track 230 over self-storage fac to avoid noise sensitive areas. Turn on crs after reaching 2500 MSL. Rwy 07 turn on crs after reaching 2500 MSL. Avoid noise-sensitive areas. See noise abatement brochure.*

Unfortunately, some of the listings are quite vague at best. So, an internet search as part of your flight planning may be useful. Some airports have an easily found and current official website.

For example, the San Carlos (KSQL) website at https://www.smcgov.org/publicworks/san-carlos-airport, includes a section on Noise Abatement at the bottom (next to the section on Filing a Noise Complaint). The beginning of the linked procedures looks like this:

VOLUNTARY NOISE ABATEMENT PROCEDURES

RUNWAY 30 DEPARTURES

Hillsdale Departure

Fly straight out, parallel Highway 101 for 2.75 NM. until abeam the Hillsdale Mall (37° 32.72'N 122° 17.32'W). Begin left turn to a southwesterly heading. **Remain clear of the SFO Class B Airspace.**

Oracle Departure

Fly straight out until just past the diamond-shaped waterway, then turn right crosswind, follow the Belmont Slough out towards the Bay. Avoid overflying homes on either side of the Belmont Slough. For obstacle avoidance and to avoid inbound traffic, keep KNBR RadioTower off to your right.

Coyote Hills Departure

Fly straight out until just past the diamond-shaped waterway, then turn right downwind. At midfield, turn left towards Coyote Hills. **Use caution for aircraft inbound from Coyote Hills.**

Woodside Departure

Fly straight out until just past the diamond-shaped waterway, then turn right downwind. Continue downwind until abeam Woodside Road, then turn right toward southwest.

RUNWAY 12 DEPARTURES

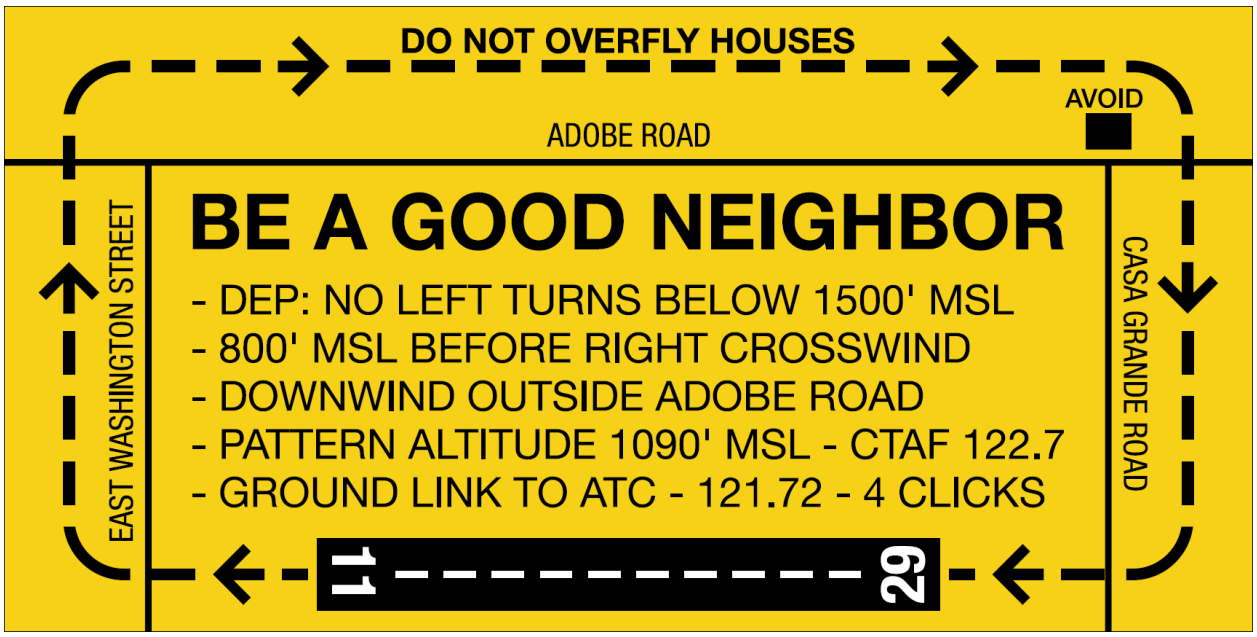
All aircraft departing Runway 12 should turn left 20° to a heading of 100° as soon as safe for noise abatement.

I like to download any such procedures and save them in my ForeFlight documents—but I do need to double check that they are current as part of my flight planning.

Speaking of Electronic Flight Bags, you can sometimes find information on noise abatement in Remarks or Comments. For instance, in ForeFlight, the University Airport (KEDU) entry declares “Noise abatement, noise sensitive area N of airport.” in the Remarks section, which happens to be the same as the entry in the Chart Supplement. However, the Comments section includes some additional details: “Avoid flying over the campus east of the field, and the neighborhood north of the field for noise abatement procedures.”

Another source can be ATIS/AWOS or Clearance Delivery/Ground Control. For example, I've heard Van Nuys (KNVY) ATIS often includes a statement such as: "Noise abatement procedures in effect. Jet departures use Van Nuys Four or Loop Six Departure." If in any doubt, at towered airports, feel free to ask Clearance or Ground before taxi.

Sometimes these procedures are posted in a legible manner near the run-up area or just to the side of the runway hold short lines. This might be the most easily found source at a non-towered airport, such as at Petaluma (O69):

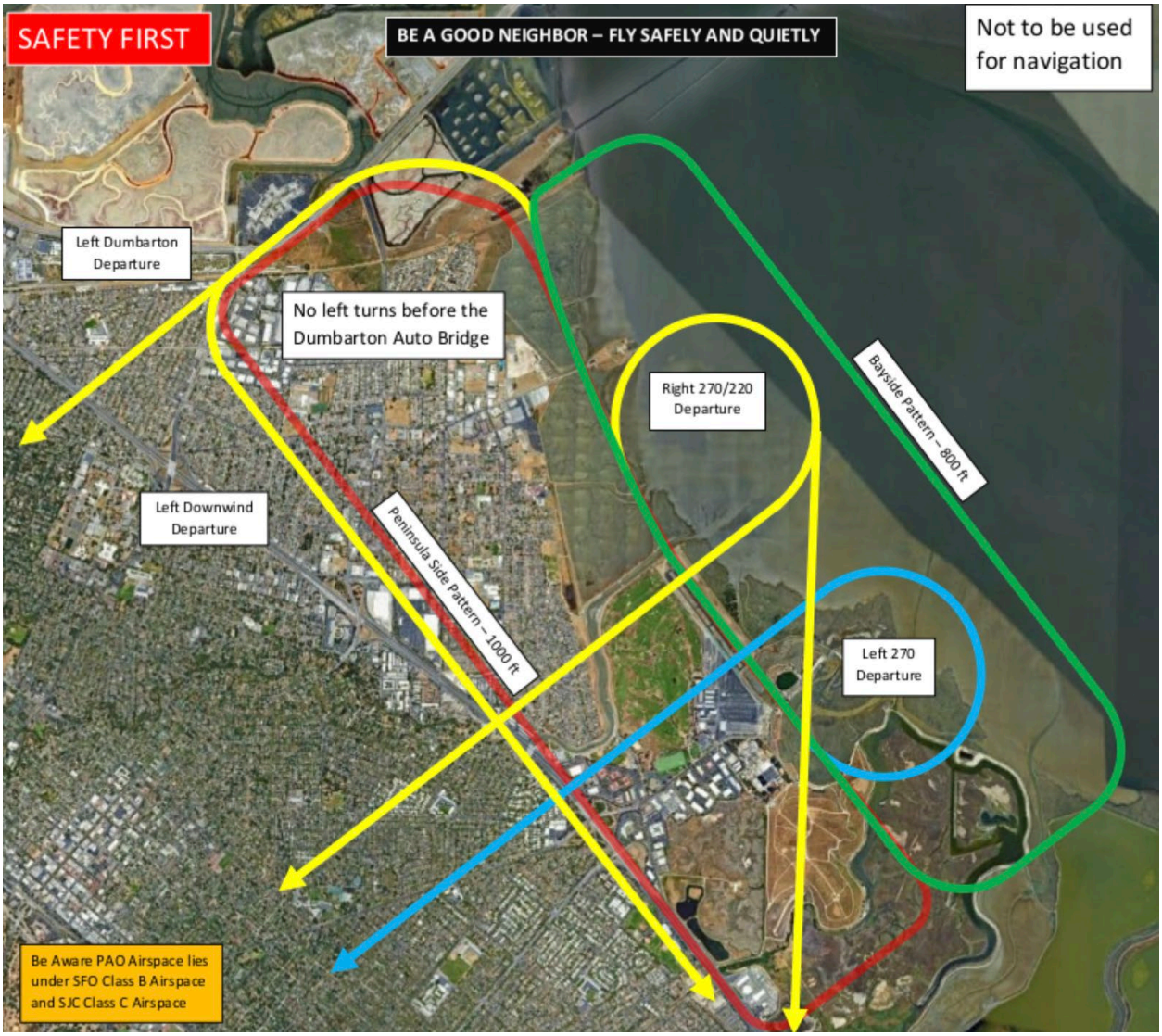


Finally, at some airports, you can find flyers or posters at one of the FBOs, flight schools, flying clubs, or the terminal that depict noise abatement procedures. Sometimes these graphics can be found online—not necessarily at the official airport site, but at a website run by a local pilot group or FBO. For instance, at Palo Alto (KPAO), the official website has great information here: https://www.cityofpaloalto.org/files/assets/public/v/1/public-works/palo-alto-airport/noise-sensitive-area-map-pao.pdf but the Palo Alto Airport Association has a useful diagram here: https://paloaltoairport.org/noise-abatement/ (see next page).

Recommendations

1. Fly the noise abatement procedure if you can. Follow the recommended track (crab into a crosswind if needed to maintain the track). Communicate your intention to do so appropriately. At a towered airport, you may need to confirm your plan with the local controller.
2. If ATC instructions conflict with the noise abatement procedures, follow the ATC instructions.
3. Take the opportunity to educate visiting pilots on the procedures at your airport and ask local pilots about procedures when you are the visitor.

Fortunately, most of these procedures are voluntary. However, in some communities, the local government has incorporated the procedures into a local ordinance, which puts violators at risk of a penalty such as a fine. They might be using cameras to take pictures of offending aircraft or use ADSB to track tail numbers and send complaints and/or notice of penalties to the aircraft operator.



Ultimately, it's to our benefit and should also be to the benefit of the adjacent communities to keep our airports open and useful. We can do our part by being a good neighbor, when it is safe to do so.

Can you have the Talk? (J. Proctor, Mooney Flyer)
Normally, I like to write articles that have some humor, an entertainment factor and then in the end have a valid safety point. This article won't have much of the first item, maybe a little on the second and finally end strong on the valid safety point. It also has one more factor; that being, this is not easy.

About two months ago, my wife, Co-Pilot and I were returning from a pleasure flight. It was a good day in Arizona. It was clear and a little windy. Most would consider it an excellent flying day. As we approached my home airport, which is a dual use military and civil airport, UNICOM was busy with the chatter of planes returning to base. The tower is not open on weekends, so it reverts to non-tower operations.

To summarize, there were five airplanes converging at various distances from the airport. We have an exceptionally long 12000-foot runway and the most used is RW 26 with right traffic. With my Mooney, I usually get ahead of the other traffic. So, I became number one on downwind. There were a lot of radio calls as we all tried to sequence ourselves. While I knew most of the voices, one unknown person was trying to do a practice RNAV to RW 8. I politely informed him there are four others about to land RW 26. He said he would circle around until all of us had landed. Good.

There was a Cherokee falling in behind me and then an older gentleman kept making calls not really acknowledging other traffic. It was as if he was often making calls in the blind. When he first checked in, he said he was also going to land on RW 8. I was able to get him to acknowledge that the active runway was RW 26. Since I was first, I made sure I had a short pattern and after I landed, the older gentleman in a V tail Bonanza landed quickly behind me. I had hardly exited the active! "Whoa", was my first reaction! He should have at least been number three. While he was on downwind and base he kept saying, "Anyone on final?". I replied" Yes" three times, but he never responded.

We all got down fine, but the friend that should have been number two came to my hanger and said, boy Charlie (made up name of the gentlemen with the V tail) did his usual and just plowed in the pattern and landed regardless of others. My friend said he took the safety step of breaking out of the pattern to let Charlie pass. Then my friend said, "Yes, he usually does this, so we just give way to him."

Red lights went off in my head. While I know Charlie, I have never been in the pattern at the same time he was. This was quite disturbing. Being one of several CFIs at the airport, I knew it was my duty to "Have the talk".

I went over to Charlie's hangar and while one or two others were around, I asked him to step aside with me. There, with a firm yet not derogatory tone, I explained to him in detail what he had done, how he didn't seem to acknowledge or understand the context of the radio transmissions. Because of his apparent lack of situational awareness, other pilots had to get out of his way for

his and their own safety. It was far from a pleasant conversation for either of us, but more so for him. He apologized and a few days later I saw him flying with another CFI.

As hard as this was, I knew I couldn't live with myself if he had ever caused an incident or accident, and I was wishing I would have talked with him.

You don't have to be a CFI to give this talk. When you see it and it seems to be a pattern, do the right thing for everyone: Have the talk!

Speaking of safety, there is no better place to increase your safety and pilot skills than the Mooney Pilot Proficiency Program. You won't regret it.

Articles for the National Stan Eval Newsletter
These articles have been written to present ideas, techniques, and concepts of interest to CAP aircrews rather than provide any direction. The articles in this newsletter should in no way be considered CAP policy. We are always looking for brief articles of interest to CAP aircrews to include in this newsletter. CAP has many very experienced pilots and aircrew who have useful techniques, experiences, and tips to share. Please send your contribution to stephen.hertz@vawg.cap.gov. You can view past issues here.