

ATTACHMENT C TO State letter AN 4/1.1.57-17/44

PROPOSED AMENDMENT TO

PANS-AERODROMES (Doc 9981)

NOTES ON THE PRESENTATION OF THE PROPOSED AMENDMENT

The text of the amendment is arranged to show deleted text with a line through it and new text highlighted with grey shading, as shown below:

~~Text to be deleted is shown with a line through it.~~

text to be deleted

New text to be inserted is highlighted with grey shading.

new text to be inserted

~~Text to be deleted is shown with a line through it followed by the replacement text which is highlighted with grey shading.~~

new text to replace existing text

INITIAL PROPOSAL 1

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**CHAPTER 4
AERODROME COMPATIBILITY**

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**Appendix to Chapter 4
PHYSICAL CHARACTERISTICS OF AERODROMES**

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8. TAXIWAY SHOULDERS

Introduction

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8.2 The taxiway shoulder dimensions are based on current information regarding the width of the ~~outer~~ inner engine exhaust plume for breakaway thrust. Furthermore, the surface of taxiway shoulders is prepared so as to resist erosion and ingestion of the surface material by aeroplane engines.

Note.— Guidance material is contained in Doc 9157, Part 2.

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Origin: ARCTF/3-DP/17, 18 ADWG/16	Rationale: The widths of taxiway shoulders, protecting aeroplanes against jet blast erosion and foreign object damage (FOD) ingestion, are currently based on the location of outer engines, for 4-engined aeroplanes. The Aerodrome Reference Code Task Force (ARCTF) considers that they should be related to inner engines, which are closer to the ground. An analysis of the outer engines of 4-engined aeroplanes reveals that their height is such that the jet blast at engine idle or breakaway power touching the ground, has an acceptable velocity, thus the outer engine can extend beyond the shoulder edge, due to the outer engine height.
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