



**EAA Chapter 100
June 2019 Newsletter**
<http://eaa100.org>

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EAA Chapter 100 is a nonprofit association involved in the promotion of aviation through adult and youth education, hands-on training, building and maintenance of experimental aircraft, and through community awareness programs.

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Reader submissions and comments are strongly encouraged.

EAA Chapter 100 Upcoming Events:



See <http://RSTGA.44rf.com> for detailed information on local GA events including EAA Chapter 100 events. Below is a summary of our EAA events.



**EAA Chapter 100 Fly-in meeting
Saturday, June 8th 9am. Dodge Center**
Pancake breakfast planning and a hoping for a ramp full of airplanes.



**Aviation Pathways Scholarship Celebration
Saturday, June 8th 5:30pm. Rochester Airport**
Social hour 5:30, Dinner 6:30 followed by aerobatic performer Julie Clark. Please visit <https://aviationpathways.us> for more information. Ticket purchase deadline is May 31st.



**IMC Club meeting
Wednesday, June 12th 7pm**
(2nd Wed of the month) 1153 Tompkins Dr NE
Byron, MN (Premier Security training facility)
Thanks, Dan Walker



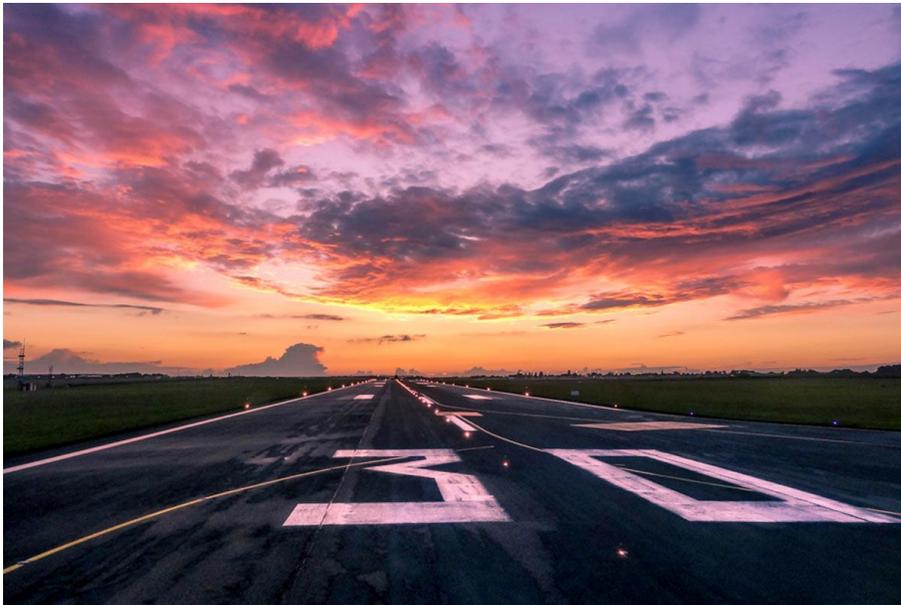
**EAA Chapter 100 pancake breakfast.
Sunday, June 16th 7am- Noon, Dodge Center**
Please consider helping with the setup Saturday, June 15th 8am.

Each Runway Stripe Is 120 Feet Long. Here's What Else Runway Markings Can Tell You...

By [Swayne Martin](#)

Do you know how runway markings can help your everyday flying? These are great facts to memorize.

The following information comes from the FAA's most recent [Airfield Standards](#) publication. At some airports around the country, you'll find non-standard markings, even on runways.



[GolfCharlie232](#)

Centerline Stripes And Gaps Make Great Distance Markers

Each runway centerline stripe is 120 feet long and 36 inches wide. The gaps between each stripe are 80 feet.

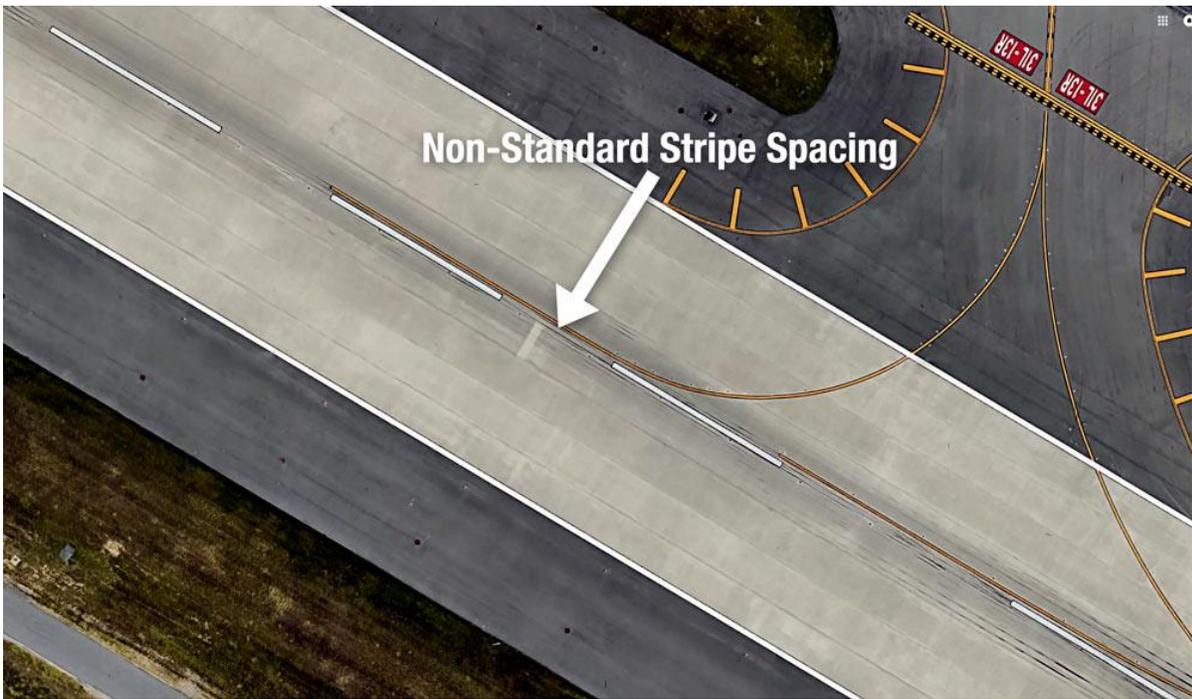
This is one of the best aids in determining your landing point, or how far you've floated down the runway. Remember the FAA's ACS Standards for short field landings? Private pilot applicants need to land within 200 feet of

their chosen landing point. Commercial pilot applicants have tighter standards, and need to land within 100 feet of their designated landing point.

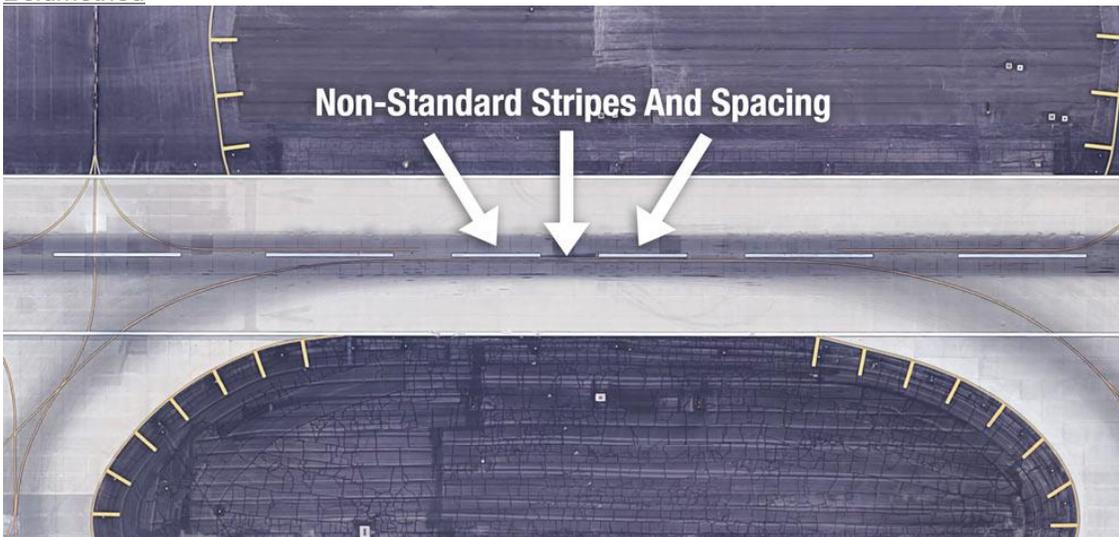
For example, let's say you made the beginning of a runway stripe the designated touchdown point for a private pilot short field landing. **You need to land on that stripe, or within the gap beyond the stripe (120 feet + 80 feet).** If you remember the measurements, you can practice more effectively and hold yourself to the tightest of standards.



The one major exception to this rule is obvious. Not all runways have perfect stripe lengths. According to the FAA, "Adjustments to the length of the stripes and gaps, where necessary to accommodate the runway length, are made near the runway midpoint." Below are two examples, showing how centerline stripes and gaps are adjusted towards the runway's midpoint.



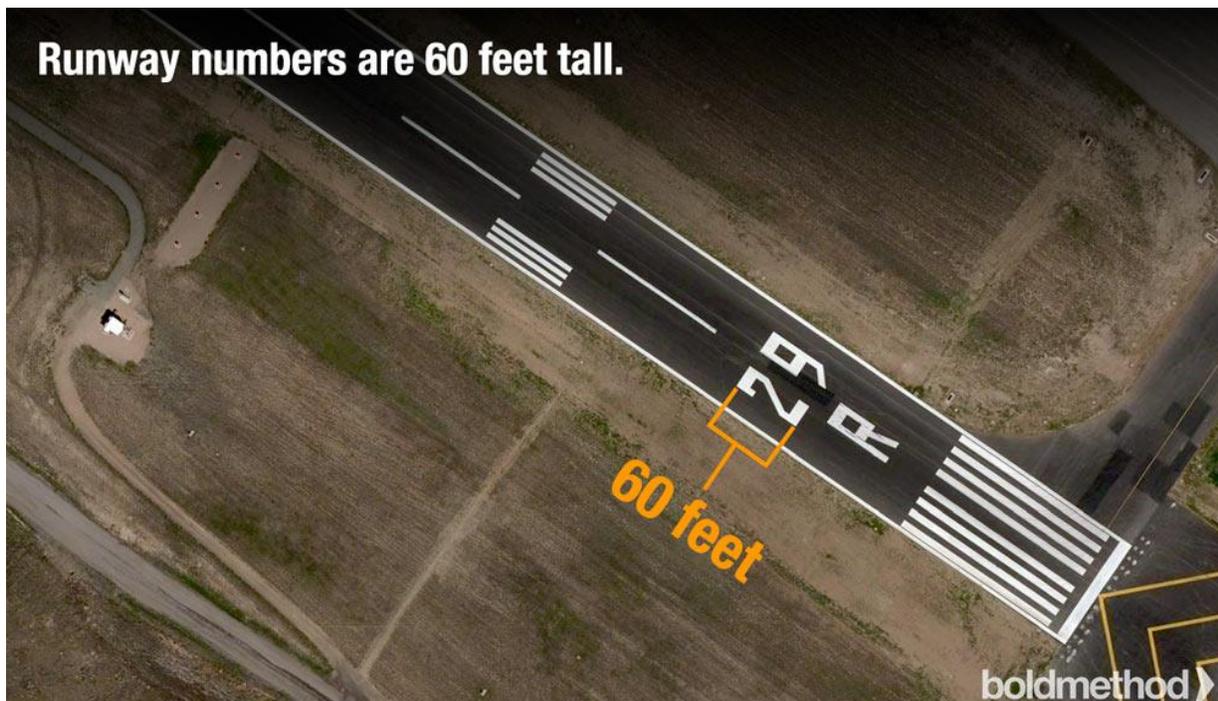
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Runway Number Height - Don't Land Short!

The runway's designation - the numbers identifying the runway direction - are 60 feet tall. If you're flying into a short runway, leave yourself a margin of error. Don't land short!



Threshold Markings For Runway Width

Have you ever wondered what the threshold markings mean on each runway? The number of markings represents the runway's width. The threshold markings are 150 feet long and 5.75 feet wide.

They're usually found on runways with instrument approaches, and are required on runways serving approach Category C and D airplanes. Threshold markings are also required on runways used by international commercial transport. Here's a breakdown of what the number of threshold markings means:

Threshold stripes indicate runway width.

Runway width	Number of stripes
60 feet	4
75 feet	6
100 feet	8
150 feet	12
200 feet	16



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Runway Instrument Approach Category

Just by looking at a runway, you can tell if it has instrument approaches available. There's a lot that goes into each specific marking, so check out the FAA chart below...

Runway Surface Marking Scheme	Threshold Approach Category		
	Visual Approach	Non-precision Approach (Approaches with vertical guidance not lower than 0.75 statute mile visibility)	Precision Approach (Approaches with vertical guidance lower than 0.75 statute mile visibility)
Runway diagram			
Landing Designator	Required	Required	Required
Centerline	Required	Required	Required
Threshold	Note 1	Required	Required
Aiming Point	Note 2	Note 3	Required
Touchdown Zone	(not applicable)	(not applicable)	Required
Edge Markings	Note 4	Note 4	Required

Notes:

1. Required on runways serving approach categories C and D airplanes and for runways used, or intended to be used by international commercial air transport.
2. Required on 4,200 foot or longer runways serving approach categories C and D airplanes.
3. Required on 4,200 foot or longer instrumented runways.
4. Used when the full runway pavement width may not be available for use as a runway.

FAA

Aiming Point Markers

The runway aiming points (commonly called the 1000 foot markers) are a perfect target to descend towards, and you should plan to touchdown on or just beyond them. If landing performance allows, having some of the runway prior to your point of landing will ensure that you don't land short. There's rarely a time when landing on the numbers is safer than landing near the aiming point. **The aiming points are 150 feet long and 20 feet wide. If a**

runway is shorter than 4,200 feet, the aiming points may be shortened to 100 feet in length.

In almost every case, following the VASI will give a single engine piston aircraft more than enough room to land and stop well before the end of the runway. It's much more likely for a single-engine piston to land short when aiming for the threshold than to overrun the runway after touching down near the aiming points.



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