


<b>CFS, CFFS, &amp; WAS SPECIFICATIONS</b>		<b>Chapter 2</b>	
	<b>RUNWAY DATA (RWY DATA) (LM)</b>	Rev 2 30 Nov 01	Page RWY DATA-5 of 8
<b>WARNING: THIS DOCUMENT IS ONLY CURRENT IF THE REVISION NUMBER AND DATE DISPLAYED AT THE TOP OF EACH PAGE IS THE CURRENT REVISION NUMBER AND DATE LISTED FOR THE AIS PROCEDURES MANUAL ON THE NAV CANADA INTRANET SITE, UNDER "APPLICATIONS", "NAIDS GMC", "AIS PUBLICATIONS".</b>			

**Arrestor Cable/Barrier: (LM)** Runway, type, location

The location of the arrestor cable from the end of the indicated runway(s) shall be provided in parentheses (values in feet).

e.g., (2000')

For a complete description of Canadian and foreign arresting systems, see the General Section of the CFS/CFFS.

**NOTE:** Systems that have a bi-directional capability and can be used for emergency approach end engagement shall be indicated by adding the letter "B" immediately following the system type.

**Gradient: (LM)**

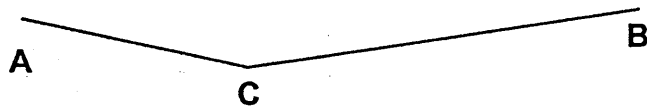
Runway gradient shall only be given when its value is 0.3% or greater. The value may be indicated as "down" or "up" slope.

For runways with a constant slope, the gradient is calculated as follows:

$$\frac{\text{Max runway end elev.} - \text{Min runway end elev.}}{\text{Runway length}} \times 100$$

e.g., Rwy 13 down 1.3%  
Rwy 35 down 0.71%

For uneven runways with slopes, two gradients may be calculated. Use the same formula, except that the difference between the maximum and minimum elevations will be divided by the distance between those two points.



e.g., Rwy 08 down 2%, Rwy 26 down 2%  
Rwy 08 down 2% with last 300' up 6%

**TWY: (LM)**

Information concerning taxiways: weight restrictions, access restrictions, width etc.

e.g., TWY

Twy K rstd to max AUW of 130,000 lbs. Twy J & W1 rstd to wingspans less than 118'. Twy K, M & W uncontrolled fr hold line to apron.