



Safety Brief #109 Braking Distance and landing KBJC 30L (10/27/2024)

Subject: When landing runway '30 Left' at KBJC, be careful trying to exit at Bravo...it is a short distance.

Pilots/Renters/Students,

As we use runway '30 Left' more and more at KBJC, it is a good time to talk about the landing distances that exist when attempting to 'land 30 Left and exit to the right on taxiway Bravo'.



After landing on runway '30 Left', exiting the runway onto taxiway Bravo is certainly the most efficient way to exit and return to parking. However, the distance available for rollout is considered short and often requires medium/heavy braking. It may be safest to continue the rollout to Delta-3 or Delta-4 and exit to the left.

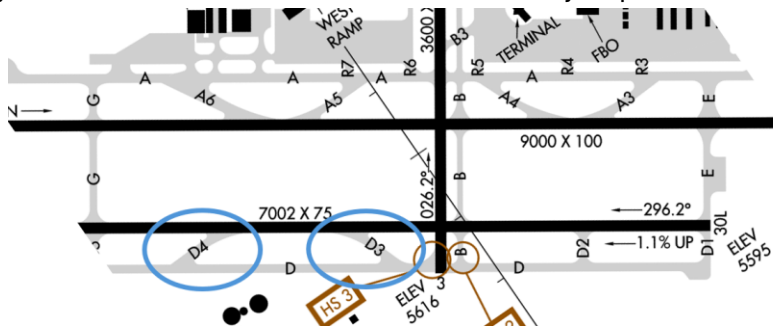
Here are some tips/cautions **when landing runway 30 Left and attempting to exit at 'taxiway Bravo'**:

- Consider it a short field landing and use the 'short field landing technique'.
 - Be on glide-path, fly the correct and appropriate airspeed, use the correct/appropriate flaps setting.
 - Verify location of the flap lever and retract the flaps (AFTER touchdown but BEFORE applying the brakes)
 - Ensure the control wheel is moving appropriately aft (smooth/slow application of back pressure)
 - Increase braking, apply the brakes with increasing force. Do not 'slam on the brakes'.

- Medium and heavy braking without using the 'short field technique' can lead to skidding (chirping) the tires....leading to **flat spots on the tires.**
- If you hear a 'chirp' or skidding when applying the brakes:
 - o Immediately release the brakes to eliminate the skidding.
 - o Continue straight ahead and adjust the amount of braking force to avoid skidding/chirping
 - o Revisit applying the 'short field technique' above
- Some pilots follow the VASI/PAPI to the 1000ft markers, some pilots aim for the 'numbers 30L'.
 - o Be mindful that a normal approach of aiming for the 1000ft markers reduces the available rollout distance to Taxiway Bravo.
 - o Aiming for the numbers provides more rollout distance but may not be your normal style of aiming and landing. Do not feel that exiting at 'taxiway Bravo' is a requirement. Fly your normal safe approach to landing and rollout normally and exit the runway later.

Safety Considerations:

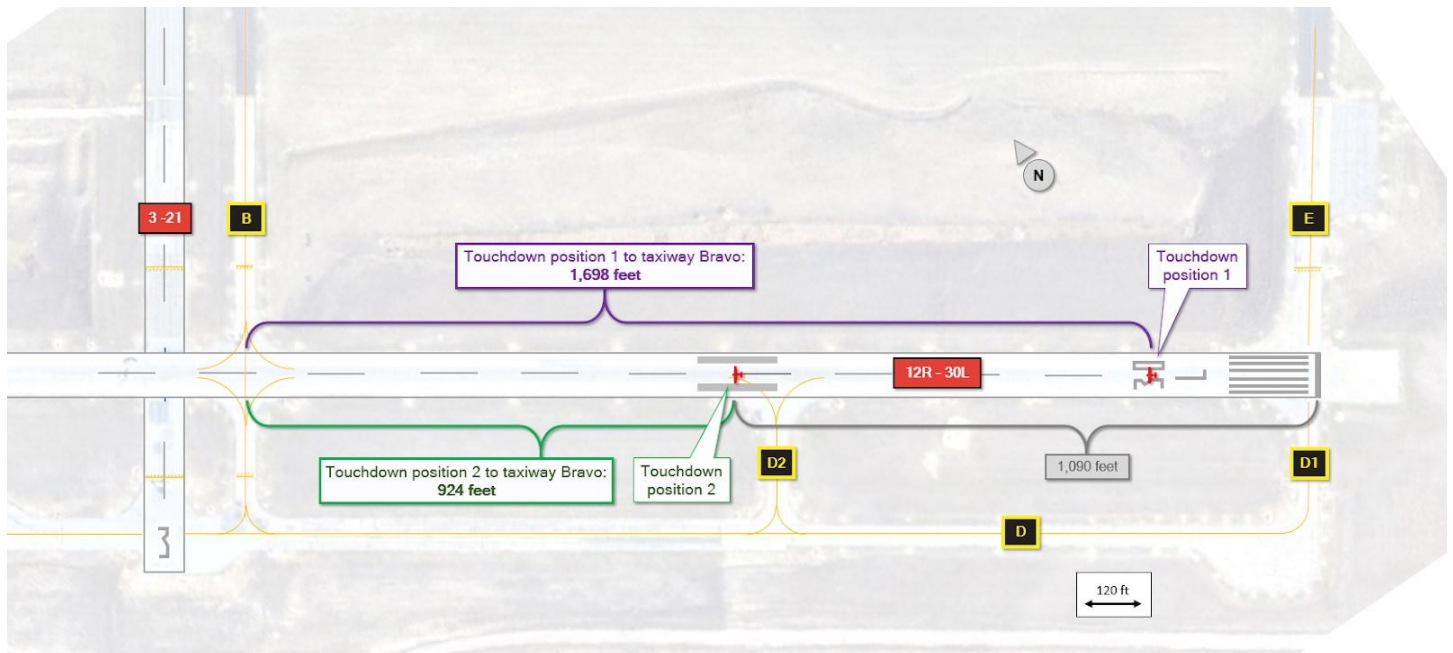
- Taxiway Delta-3 and Delta-4 make excellent default 'just plan for it' exits from '30 Left'



- ATC may look outside and feel you can make Bravo and say 'turn right at Bravo...?'.
 - o If you are unable, simply reply with 'unable Bravo...?'
 - o Unless you are confident you can accomplish the ask from ATC, **do not change your landing rollout procedure**, just state 'unable Bravo'.
- When looking at the data below, touching down at the correct airspeed and at the intended target and applying 'short field technique', exiting the runway '30 left' at taxiway Bravo can certainly be accomplished.
 - o If any of the approach aspects are not where you planned, then simply land and rollout to later exit.

The Numbers:

- The picture below shows the rollout distances from a couple touchdown points.
- Per POH on a typical KBJC day shows Cessna's and Pipers will require 700-1000ft of rollout distance when using the short field technique and flying the perfect airspeed and the perfect touchdown point.
 - o Example: Landing on the 1000ft markers leaves 924ft of rollout until 'Bravo'.
 - o Example: Landing on the '30' leaves 1698ft of rollout until 'Bravo'.
 - o Both are doable but landing on the 1000ft markers does require proper landing technique.



(credit director of art: Justin Sen)

(link to all Safety Briefings: <https://www.mattbeyer.com/safety/>)

Thanks,
Matt Beyer
Rocky Mountain Flight School
Director of Safety
303-517-7086
Matt.beyer@comcast.net
www.mattbeyer.com