ARRESTOR TRAMPLING OF RIGGED ARRESTOR CABLES
Information and Guidelines

Introduction

Some military aerodromes and civil airports are equipped with aircraft arrestor cables at both ends of the main runway.

Typically these systems consist of a raised (up and rigged) cable, under tension, with rubber spacers located equidistant along the cable, raising the cable off the runway surface.

The crossing of raised (up and rigged) arrestor cables is an operational concern for operators due to potential damage to the landing gear.

The following information is general operations information for airlines and airports regarding limit speed trampling of rigged (up and rigged) arrestor cables.

Information and Guidelines

Information relating to specific types, location and precautionary measures should be provided in the AIP/NOTAM's.

Arrestor cables are usually located approximately 457m (1500') to 600m (2000') from the end of the runway. In most joint-use airports, civil and military operations combined, runways are equipped with two arresting cable systems.

For ease of identification, yellow circles are painted across the runway along the cable.

During operations at dusk or during CET, obstacles should be marked and illuminated in accordance with ICAO Annex 14 recommendations - usually a lighted circle on the edge of the runway marks the location during darkness.

Pilots are advised to avoid crossing a raised arrestor cable, but, if this is not possible, to cross below the maximum speed of 60 knots.

Control towers and flight operations departments should inform aircraft, landing or taking off, of the position and status of an arrestor cable that is in place across either end of the intended runway. In general, they will also issue a caution to aircraft taxiing over an arrestor cable.

General Information

BAK-14 system consists of a cable able to rise above the runway surface or retract below the runway surface. This system is controlled by the control tower and pilots may cross it at high speed if the cable status is known as below the runway surface.

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BAK-12 system consists of a cable across the runway, usually suspended on rubber circular spacers. If these rubber circular spacers are in place then the cable is known as up and rigged. If the spacers are moved to one side with the cable resting on the surface, but still tensioned, it is considered down and rigged.
The take-off run should be started after any raised (up and rigged) cable or from a point such that the aircraft speed is below the maximum speed of 60 knots as it crosses the cable.

The cable must always be tense (rigged).

The following checks are recommended in the event of crossing a raised (up and rigged) arrestor cable at a speed at or above 60 knots:

- General Visual Inspection on Landing Gears and Landing Gear Doors as per chapter 05-27-10, 05-27-30 and 05-27-50 (only for A340 and A380) from the AMM.
- General Visual Inspection on Wheels and Tires as per chapter 32-41-00-210-002-A (for Single-Aisle), 32-41-00-210-803-A (for A330 and A380) or 32-41-00-210-802-A (for A340) from the AMM.

Operational Caution Notes

Check with the local Airport Authorities that they have not published any specific operating restrictions.

Landing beyond raised (up and rigged) cables reduces the possibility of damage.

Unless necessary do not cross the cables at maximum reverse thrust.

Take into account the above recommendations for the performance computation.

Carefully monitor the tire pressure of your aircraft to avoid rolling over raised (up and rigged) cables with underinflated tires.

Operations on airfields with raised (up and rigged) arrestor cables may lead to increase tire wears and/or damage.

Regularly inspect the landing gear and tires to detect any damage caused by the arresting device.

In the event of an incident linked to this kind of operation, contact Airbus.

Please contact Airbus Airport Operations at airport.compatibility@airbus.com for further information.

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