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MS. FRIEDA MARTSELOS
MLA, THEBACHA

Oral Question 12-19(2) Fort Smith Airport Infrastructure

This letter is in follow-up to the Oral Question raised on February 6, 2020, regarding recent changes to the runway at the Fort Smith Airport. I committed to providing you with a copy of the Transport Canada standard that states that a 30-metre runway is sufficient for this type of airport. Please see the attached Transport Canada publication TP312.

The Fort Smith Airport has an Airport Operations Manual which is approved by Transport Canada. The critical aircraft identified in the manual is the Boeing 737. Table 3.1.1.1 of the TP312 publication, with which airports are mandated to comply, states that the 737 requires a minimum runway width of 30 meters.

Should you have any questions, please do not hesitate to contact me.

Katrina Nokleby, P.Eng.
Minister, Infrastructure

Attachment

c. Clerk of the Legislative Assembly

Legislative Coordinator
Executive and Indigenous Affairs

CHAPTER 3. PHYSICAL CHARACTERISTICS

3.1 RUNWAYS

3.1.1 General

Width of Runways

3.1.1.1 The runway has the minimum width specified in Table 3.1.1.1, except where the aircraft is approved for operation on a narrower runway.

Table 3.1.1.1—Minimum Runway Width (in metres)	
Outer Main Gear Wheel Span (OMGWS)	Minimum Runway Width
Up to but not including 4.5 m	18 (1)
4.5 m up to but not including 6.0 m	23 (1)
6.0 m up to but not including 9.0 m	30
9.0 m up to but not including 15.0 m	45
(1) 30 m for a "Precision" runway	

Note 1) Some aircraft may require additional width to comply with their operational standards.

Note 2) The approval for operations on a narrow runway would be from the aircraft manufacturer or TCCA.

Separation of Parallel Runways

3.1.1.2 Where parallel runways are provided for simultaneous use under visual meteorological conditions only, the minimum distance between their centrelines is as specified in Table 3.1.1.2.

Table 3.1.1.2—Minimum Separation of Parallel Runway Centrelines (in metres)							
Aircraft Group Number	I	II	IIIA	IIIB	IV	V	VI
<i>Table 1-1 Column II</i>							
Separation	120	150	150	214	214	214	214

Note: Guidance on planning and conducting simultaneous operations on parallel or near-parallel instrument approach runways is contained in Criteria for the Development of Instrument Procedures, Volume 3 (TP 308).

3.1.2 Slopes on Runways

Longitudinal Runway Slopes

3.1.2.1 The maximum longitudinal slope along any portion of the runway is as specified in Table 3.1.2.1, except that for the first and last quarter of the length of the runway the longitudinal slope is a maximum of 0.8% where the runway is a category III precision runway.

Table 3.1.2.1—Maximum Longitudinal Runway Slope on Any Portion							
Aircraft Group Number	I	II	IIIA	IIIB	IV	V	VI
<i>Table 1-1 Column II</i>							
Maximum slope	2.0 %	2.0 %	2.0 %	1.5 %	1.25 %	1.25 %	1.25 %