

2-3-14. Aircraft Arresting Systems

a. Certain airports are equipped with a means of rapidly stopping military aircraft on a runway. This equipment, normally referred to as EMERGENCY ARRESTING GEAR, generally consists of pendant cables supported over the runway surface by rubber “donuts.” Although most devices are located in the overrun areas, a few of these arresting systems have cables stretched over the operational areas near the ends of a runway.

b. Arresting cables which cross over a runway require special markings on the runway to identify the cable location. These markings consist of 10 feet diameter solid circles painted “identification yellow,” 30 feet on center, perpendicular to the runway centerline across the entire runway width. Additional details are contained in AC 150/5220-9, Aircraft Arresting Systems for Joint Civil/Military Airports.

NOTE-

Aircraft operations on the runway are not restricted by the installation of aircraft arresting devices.

c. **Engineered Materials Arresting Systems (EMAS).** EMAS, which is constructed of high energy-absorbing materials of selected strength, is located in the safety area beyond the end of the runway. EMAS will be marked with yellow chevrons. EMAS is designed to crush under the weight of commercial aircraft and will exert deceleration forces on the landing gear. These systems do not affect the normal landing and takeoff of airplanes. More information concerning EMAS is in AC 150/5220-22, Engineered Materials Arresting Systems (EMAS) for Aircraft Overruns.

NOTE-

EMAS may be located as close as 35 feet beyond the end of the runway. Aircraft and ground vehicles should never taxi or drive across the EMAS or beyond the end of the runway if EMAS is present.

FIG 2-3-42

Engineered Materials Arresting System (EMAS)

