

N120EA Landing Distance Summary

According to the FAA Airport/Facility Directory runway 26 is 4,422 feet long, 150 feet wide and a displaced threshold of 734 feet giving this runway a usable landing distance of 3,688 feet. In a statement from the tower controller on duty at the time of the accident N120EA touched down approximately 100 feet past the intersection of runway 26 and taxiway D. The distance from the intersection of taxiway D and runway 26 to the end of runway 26 is 2,914 feet. Based on the controller's statement concerning the touchdown point of N120EA there was approximately 2,814 feet available for landing. FAA Airport/Facility Directory, under airport remarks, also states that runways 08 and 26 may be insufficient depending on type of aircraft.

According to the Aviation Routine Weather Report (METAR) at KDXR at the time of the accident the temperature was 28°C (82°F) and the wind direction was 350° at 6 knots. The airport elevation is approximately 450 feet. The pressure altitude needed to compute the landing distance was computed from the above information. The pressure altitude was approximately 330 feet.

The landing distance was calculated using the Uncorrected Landing Distance from 50ft chart in the Airplane Flight Manual for N120EA, serial number 199. For the purpose of this calculation a landing weight of 5,000 pounds was used, the pressure altitude was interpolated between 0 and 1,000 feet, and a temperature of 30°C was used. Based on all the above information N120EA needed approximately 3,063 feet available to land.

DANBURY MUNI (DXR)(KDXR) 3 SW UTC-5(-4DT) N41°22.29' W73°28.93'
457 B S4 **FUEL** 100LL, JET A OX 4 TPA—See Remarks NOTAM FILE DXR
RWY 08-26: H4422X150 (ASPH-GRVD) S-38, D-70, 2S-90 MIRL

NEW YORK
L-33B, 34I
IAP, AD

RWY 08: REIL. Thld dsplcd 367'. Trees.
RWY 26: REIL. Thld dsplcd 734'. Trees.
RWY 17-35: H3135X100 (ASPH) S-50, D-65, 2S-82
RWY 17: Thld dsplcd 223'. Pole.
RWY 35: Thld dsplcd 232'. Trees.

AIRPORT REMARKS: Attended 1200Z†-dusk. 24 hr self-serve fuel avbl. Deer and birds on and invof arpt. Rwy 17-35 CLOSED ngts. Arpt CLOSED to air carrier ops. Prohibited to ultralight and unregistered acft. Part 121 and 135 ops compute effective rwy lengths. All others be aware remaining rwy length avbl after clearing controlling obstruction. Rws 08 and 26 may be insufficient depending on type acft. Intersection tkfs, stop and go tkfs not authorized. Acft using Rwy 35 not visible from twr descending below 1300' on base leg until approaching 1/2 mile final due to natural terrain. TPA—1700 (1243), jet acft 2200 (1743). Noise abatement procedures in effect ctc arpt manager 203-797-4624. PPR for formation tkf/ldg, ctc arpt manager. Rotating bcn located one mile south of arpt on top of a hill. **ACTIVATE MIRL** Rwy 08-26 and REIL Rwy 08 and Rwy 26 when twr clsd-119.4.

AIRPORT MANAGER: 203-797-4624

WEATHER DATA SOURCES: ASOS 127.75 (203) 791-8227. LAWRS.

COMMUNICATIONS: CTAF 119.4 ATIS 127.75 UNICOM 122.95

Ⓡ NEW YORK APP/DEP CON 126.4

TOWER 119.4 (1200-0300Z†) **GND CON** 121.6 **CLNC DEL** 128.6 (When DXR twr clsd)

AIRSPACE: CLASS D svc 1200-0300Z† other times CLASS G.

RADIO AIDS TO NAVIGATION: NOTAM FILE ISP.

CARMEL (L) VOR/DME 116.6 CMK Chan 113 N41°16.81' W73°34.88' 051° 7.1 NM to fld. 694/12W.

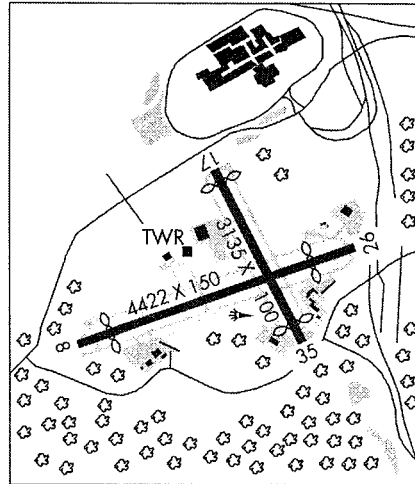
VOR unusable:

001°-141°

200°-225°

320°-330°

LOC/DME 111.55 I-DXR Chan 52(Y) Rwy 08. LOC unmonitored when ATCT clsd. Localizer offset angle 3.00 deg. LOC unusable byd 20° right side of course. DME unusable byd 10 NM; and 10° right of course and byd 20° left of course.



DANIELSON (LZD)(KLZD) 2 NW UTC-5(-4DT) N41°49.19' W71°54.06'
238 B S4 **FUEL** 100LL NOTAM FILE BDR
RWY 13-31: H2700X75 (ASPH) S-29 MIRL

NEW YORK
L-33C, 34J
IAP

RWY 13: Tree.
RWY 31: REIL. Tree.

AIRPORT REMARKS: Unattended. Self svc fuel, credit card rqrd. Parachute Jumping. Extensive parachute jumping activity SR-SS May thru Oct. Glider activity on and invof arpt. Deer on and invof arpt. Ldgs and tkfs on Rwy 13-31 only, no turf use authorized. Ldg fee for business, corporate and revenue producing acft.

AIRPORT MANAGER: (860) 445-8549

WEATHER DATA SOURCES: AWOS-3 119.125 (860) 779-7251.

COMMUNICATIONS: CTAF/UNICOM 123.0

PUTNAM RCO 122.1R 117.4T (BRIDGEPORT RADIO)

Ⓡ **PROVIDENCE APP/DEP CON** 123.675 (1045-0500Z†)

BOSTON CENTER APP/DEP CON 124.85 (0500-1045Z†)

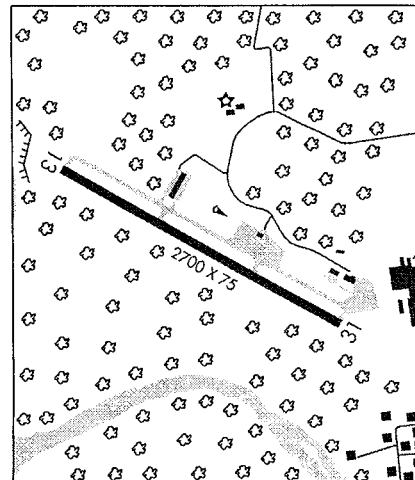
RADIO AIDS TO NAVIGATION: NOTAM FILE BDR.

PUTNAM (H) VOR/DME 117.4 PUT Chan 121 N41°57.33'

W71°50.65' 211° 8.5 NM to fld. 652/14W.

DME unusable:

265°-301° byd 36 NM blo 3,000'



NGLD-011-B

Uncorrected Landing Distance from 50 ft						
Flaps - LDG, ICE PROT - OFF or ENG, Dry Hard Runways						
Weight - lb	5600	5500	5000	4500	4000	
V _{REF} - KEAS - ADC1	94	93	89	85	80	
V _{TD} - KEAS - ADC1	78	77	76	74	72	
Press Alt - ft	OAT °C	Dist ft	Dist ft	Dist ft	Dist ft	Dist ft
-1000	-20	1989	1976	1914	1854	1798
	-10	2149	2133	2062	1992	1925
	0	2317	2299	2218	2137	2058
	10	2494	2475	2382	2290	2199
	20	2680	2659	2554	2450	2347
	30	2876	2852	2735	2619	2502
0	40	3081	3054	2925	2795	2664
	50	3296	3267	3124	2980	2834
	-20	2137	2122	2051	1982	1915
	-10	2311	2294	2212	2132	2053
	0	2494	2475	2382	2290	2199
	10	2688	2666	2561	2456	2352
1000	20	2891	2867	2749	2632	2514
	30	3104	3078	2947	2816	2683
	40	3328	3299	3154	3008	2860
	50	3563	3530	3371	3210	3046
	-20	2299	2282	2201	2122	2044
	-10	2489	2470	2377	2285	2195
2000	0	2689	2668	2563	2458	2354
	10	2900	2876	2758	2640	2521
	20	3123	3095	2964	2831	2697
	30	3356	3326	3180	3032	2882
	40	3601	3568	3406	3242	3076
	50	3857	3821	3643	3463	3278
2000	-20	2478	2458	2366	2275	2186
	-10	2685	2663	2559	2454	2350
	0	2904	2879	2761	2643	2524
	10	3135	3107	2975	2842	2707
	20	3378	3347	3200	3051	2899
	30	3633	3599	3436	3270	3101
2000	40	3900	3864	3683	3500	3313
	50	4181	4140	3943	3741	3534

Figure 5-83.1 Uncorrected Landing Distance

Station: Danbury_Municip CT US KDXR 5 41.37 -73.48 139 99999 238

ID	TIME	T	TD	RH	DIR	SPD	GST	ALT	SLP	VIS	CIL	COV	WX	MAX	MIN	PR6	PR24	SC
KDXR	2353	76	68	76	140	5		000	155	10	18	FEW		84	76			
KDXR	0053	75	69	82	150	6		002	160	10	13	FEW						
KDXR	0153	75	68	79	150	6		003	164	10	17	BKN						
KDXR	0253	75	68	79	140	8		003	163	10	20	OVC						
KDXR	0326	74	68	82	110	5		002		10	12	BKN						
KDXR	0353	74	68	82	130	7		001	158	10	12	OVC						
KDXR	0446	74	68	82	130	5		001		10	20	OVC						
KDXR	0453	74	69	85	150	5		001	156	10	16	OVC		84	73			
KDXR	0500	74	69	85	130	4		000		10	10	OVC						
KDXR	0529	74	69	85	140	8		999		10	22	BKN						
KDXR	0553	74	69	85	150	6		999	150	10	27	BKN		76	74			
KDXR	0641	74	69	85	160	5		998		9	14	BKN	R-					
KDXR	0648	73	70	89	160	5		998		8	21	BKN	R-					
KDXR	0653	74	69	85	160	5		998	147	8	65	BKN	R-					
KDXR	0753	74	69	85	0	3		998	146	8	100	BKN	R-					
KDXR	0756	74	69	85	0	3		998		8	16	BKN	R-					
KDXR	0810	74	69	85	0	0		998		7	11	OVC	R-					
KDXR	0843	74	69	85	140	5		998		10	13	OVC	R-					
KDXR	0853	74	69	85	110	6		997	144	10	42	OVC	R-					
KDXR	0924	74	69	85	0	3		998		4	18	OVC	R-					
KDXR	0928	74	70	87	110	5		998		2.0	12	OVC	R+					
KDXR	0934	74	70	87	120	6		998		2.0	16	OVC	R					
KDXR	0951	73	70	89	0	4		998		5	26	OVC	R-					
KDXR	0953	74	69	85	140	5		997	145	6	28	OVC	R-					
KDXR	1053	74	70	87	180	6		000	153	10	27	OVC						
KDXR	1101	73	69	87	240	11		001		5	9	OVC	R-					
KDXR	1153	67	61	81	0	3		004	169	10	9	OVC		74	66	0.24	0.24	
KDXR	1200	67	60	79	350	3		005		10	12	OVC						
KDXR	1253	66	60	81	40	4		006	174	10	17	OVC						
KDXR	1353	68	61	78	50	7		006	175	10	28	OVC						
KDXR	1403	69	61	75	50	5		007		10	30	OVC						
KDXR	1453	72	61	68	50	5		006	174	10	37	OVC						
KDXR	1553	76	59	56	30	6		006	176	10	39	BKN						
KDXR	1653	79	60	52	310	8		006	174	10	36	OVC						
KDXR	1753	80	59	49				004	169	10	36	SCT		81	66			
KDXR	1825	82	60	47	350	6		004		10		CLR						
KDXR	1853	80	60	51	270	4		003	165	10	75	BKN						
KDXR	1953	82	58	44	340	7		003	163	10		CLR						
KDXR	2053	82	57	42	310	6		003	163	10		CLR						
KDXR	2153	82	57	42	340	5		003	165	10		CLR						
KDXR	2253	80	56	44	350	4		004	168	10		CLR						

KDXR 211653Z 31008KT 280V340 10SM BKN036 OVC090 26/16 A3006 RMK AO2 SLP174
T02610156
KDXR 211753Z 10SM SCT036 27/15 A3004 RMK AO2 SLP169 T02670150 10272 20189
58005
KDXR 211825Z 35006KT 10SM CLR 28/16 A3004 RMK AO2 T02780156

KDXR 211853Z 27004KT 10SM BKN075 27/16 A3003 RMK AO2 SLP165 T02670156
KDXR 211953Z 34007KT 10SM CLR 28/14 A3003 RMK AO2 SLP163 T02780144
KDXR 212053Z 31006KT 10SM CLR 28/14 A3003 RMK AO2 SLP163 T02780139 55004
KDXR 212153Z 34005KT 10SM CLR 28/14 A3003 RMK AO2 SLP165 T02780139
KDXR 212253Z 35004KT 10SM CLR 27/13 A3004 RMK AO2 SLP168 T02670133