

WIDERØE COMMENT TO EASA NPA 2017-04

CS ADR-DSN.D.245 Width of taxiways

This CS stipulates that taxiway width for aircraft with OMGWS 9m up to but not including 15m shall be 23m.

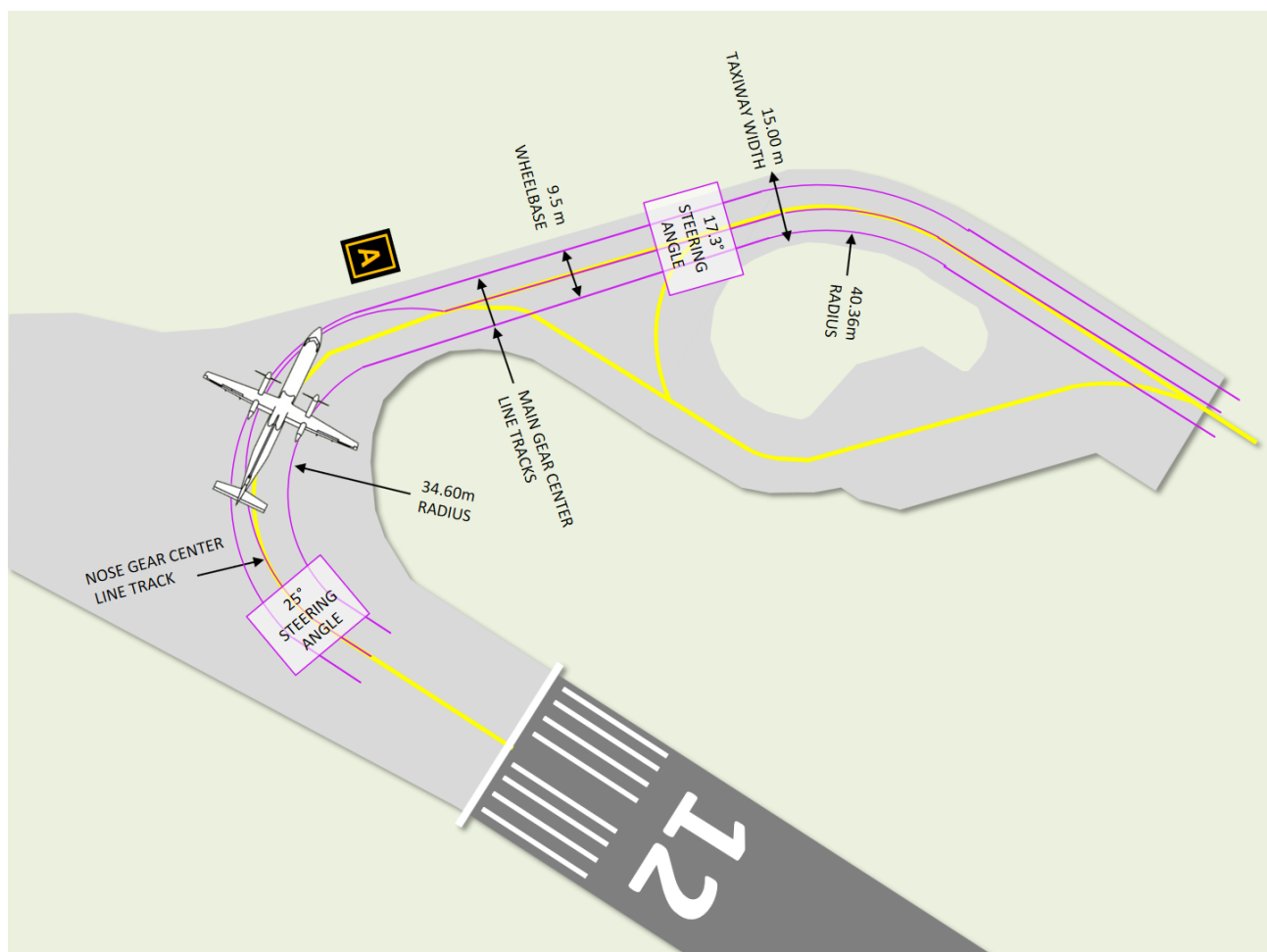
For the DHC-8-400 this is very restrictive. The DHC-8-400 OMGWS is 9.52m (while the distance between the main wheel axles is 8.8m). This means that minimum allowed taxiway width is 23m.

Widerøe has routinely operated the DHC-8-400 on 15m taxiways, which is unproblematic as shown on the below illustration.

The DHC-8-400 has a wheel base of 14.0m (nose gear to main gear distance), and therefore the main gear will stay well clear of taxiway edge.

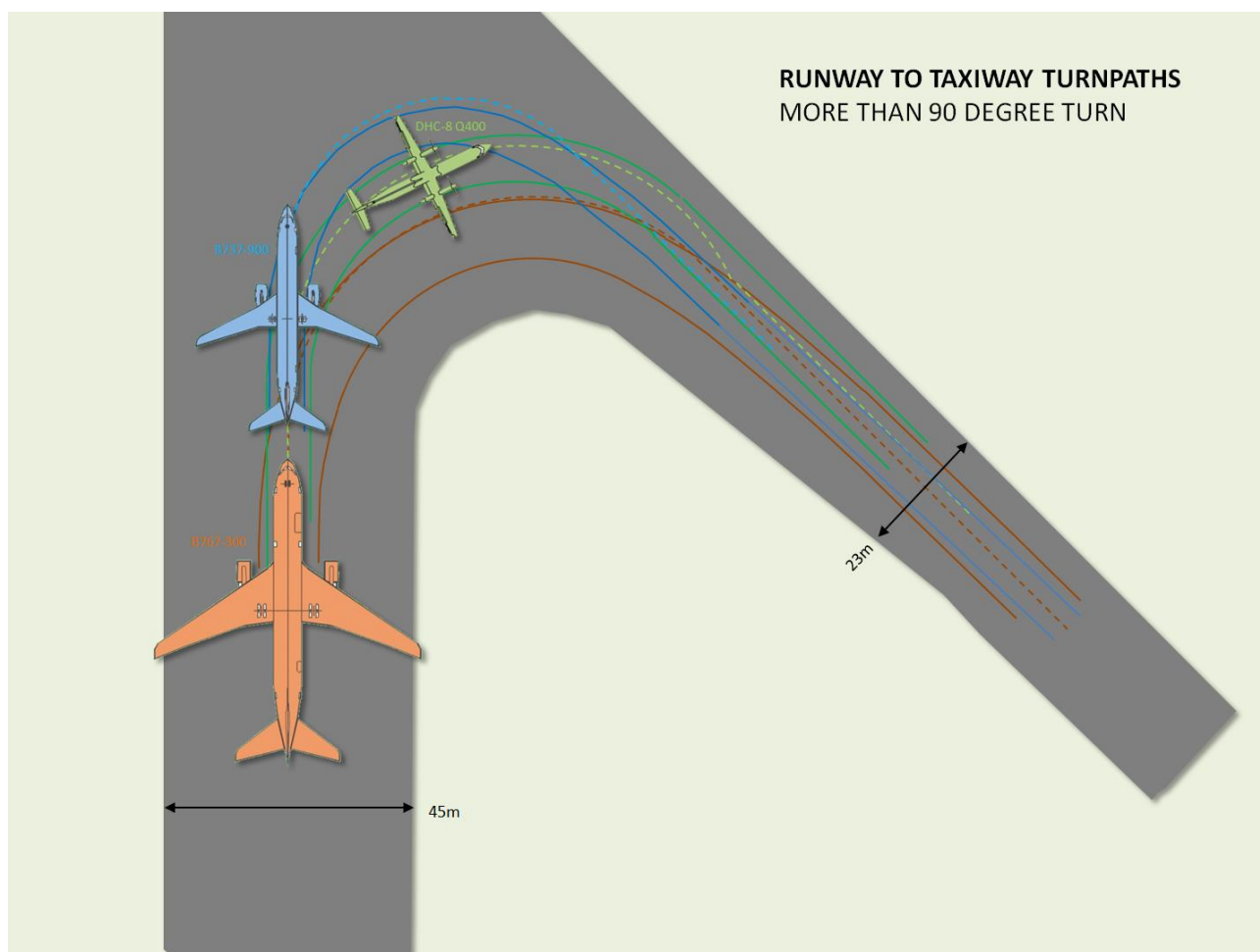
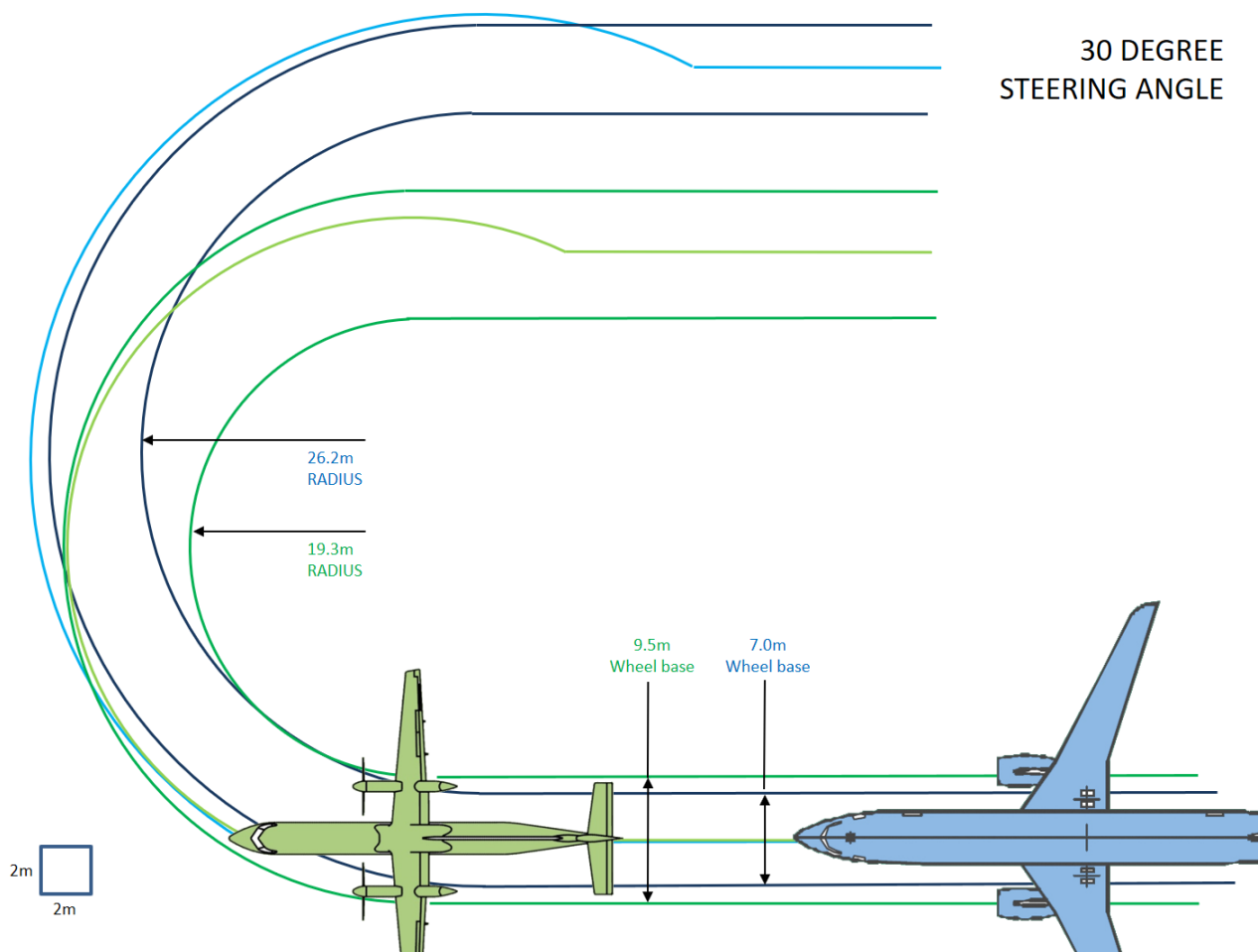
It is illogical that the DHC-8-400 should have the stricter requirements for taxiway width than e.g. the Boeing 757-300 which - according to ICAO PANS Aerodromes Doc 9981, 1st ed. 2015 - has a wheel span of 8.6m and a wheel base of 22.3m.

We would therefore suggest that the shorter wheel base for the DHC-8-400 could be credited to



allow operation on taxiway of 15m width.

Attached are sketches comparing the DHC-8-400 turns compared with larger aircraft.



Q400 wingspan
28.42m

737.900
35.8

