

Appendix I

Report of 11 documented overruns at Ann Arbor during the 10 year study period ending 2008.

SUMMARY OF OVERRUN DATA

Type of Incident	Reported?	Data Source	Report Number	Date of Overrun	Description	Aircraft
1 Overrun	Yes	ASRS	704271	July 2006	Skidded off the end of a wet runway.	Cessna 172
2 Overrun	Yes	ASRS	560005	September, 2002	I was finally able to stop the landing roll, but not before the nosewheel ran off the end of the runway pavement.	Piper PA34
3 Overrun	Yes	AIDS	20010525012489G	May 25, 2001	The aircraft came to rest 20 to 30 feet beyond the end of the runway.	Piper Cherokee
4 Overrun	Yes	ASRS	512267	May 2001	Runs off the end of the runway at ARB, MI.	Piper Cherokee
5 Overrun	Yes	ASRS	474645	June 2000	Instructor pilot of a Mooney M20 went off the end of the runway due to delayed braking during landing roll resulting in a prop strike on berm in the runway overrun area.	Mooney M20
6 Overrun	Yes	AIDS	19980224006309G	February 24, 1998	Couldn't stop at end of runway	Piper Cherokee
7 Overrun	No	Insurance report		May 2008		Piper 140
8 Overrun	No	Photo documentation				Citation 500
9 Overrun	No	Photo documentation				King Air
10 Overrun	No					Cirrus
11 Unknown		AIDs	20060816019519G	August 16, 2006	Headed for the grassy area at the edge of the runway, there he impacted with 3 runway edge lights, with his r/h propeller.	Cessna CE-414
12 Unknown		AIDS	20020312011749G	March 12, 2002	Lost control and went off runway into grass. Damage caused to propeller blade as result of striking runway light.	Piper Cherokee

Overrun #1

ASIAS BRIEF REPORT

GENERAL INFORMATION

Data Source:	AVIATION SAFETY REPORTING SYSTEM
Report Number:	704271
Local Date(Yr/Mon):	200607
Local Day:	
Local Quarter Time:	0601 To 1200
Facilty ID Nr Aircraft:	ARB.Airport
State of Facility Nr Acft:	MI
Magnetic Bearing (deg):	
Facility Distance (nm):	
Altitude AGL - LO(ft)	0
Altitude AGL - HI(ft)	500
Altitude MSL - LO(ft)	
Altitude MSL - HI(ft)	

Environmental/Location Information

Weather Conditions:	Marginal
Ceiling:	
Light Condition:	
Runway Vis - LO(ft):	
Runway Vis - HI(ft):	
Visual Range - LO (sm):	
Visual Range - HI (sm):	

SYNOPSIS

A C172 PLT MADE A PRECAUTIONARY LNDG TO AVOID TSTM AND RAN OFF THE RWY, DAMAGING THE ACFT AND SOME RWY LIGHTS.

NARRATIVE

THIS VFR FLT ORIGINATED (AND CONTINUED) IN MARGINAL WX, ACCOMPANIED BY AIRMETS FOR SEVERE TSTM ACTIVITY ALONG THE RTE OF FLT. 2/3 OF THE WAY INTO THE FLT, ATC RPTED RADAR RETURNS OF LEVEL #1 AND #2 STORMS DIRECTLY AHEAD, AND ASKED WHETHER I WANTED TO DIVERT FOR A PRECAUTIONARY LNDG. AMID INCREASING TURB, I DECIDED TO LAND. THE COMBINATION OF TURB, MVFR, THE IMMEDIATE THREAT OF TSTM AND THE NEED FOR A PRECAUTIONARY LNDG INCREASED

MY STRESS LEVEL, SUCH THAT I DID NOT PROPERLY CTL MY SPD OR ALT IN THE TFC PATTERN. I LANDED 'HIGH AND HOT' AND **SKIDDED OFF THE END OF A WET RWY,** STRIKING A REIL WITH MY LNDG GEAR STRUT (BREAKING OFF THE LIGHT). MINOR DAMAGE TO THE ACFT (STRUT), NO INJURIES. LAUNCHING INTO MVFR WAS NOT THE PROB, BUT CONTINUING INTO A VICINITY OF TSTMS WAS A CAUSATIVE FACTOR, AS IT INCREASED MY STRESS LEVEL. MY LEVEL OF STRESS ADVERSELY AFFECTED MY PERFORMANCE, AS IT CAUSED ME TO FORGET WHAT I KNEW TO BE THE CORRECT ALT/SPD COMBINATIONS FOR A SUCCESSFUL LNDG. I COULD HAVE AVOIDED THIS EVENT BY EITHER (OR BOTH): 1) AVOIDING A STRESSFUL SITUATION TO BEGIN WITH (IE, EXECUTE PRECAUTIONARY LNDG SOONER), OR 2) AS I NOTICE MY STRESS LEVEL RISING, REMEMBER TO THINK AND PROB SOLVE (PERHAPS EVEN BY 'TALKING OUT LOUD' TO THE EMPTY R SEAT NEXT TO ME).

Aircraft Information

Findings For Aircraft Sequence 1

General Info

Acft Make/Model Desc:	226.16
Crew Count:	1
Passenger Count:	
Aircraft Involved:	
Flight Conduct Rule:	Part 91
Flight Purpose:	Pleasure

Operation Type

Carrier Operation:	
GA Operation:	Personal
Other Operation:	

Phase of Flight

Climbout:	
Climbout Other:	
Cruise:	Level
Other Cruise:	
Descent:	Approach
Other Descent:	
Ground:	
Other Ground:	
Landing	
Other Landing:	
Other Flight Phase:	

Airspace Info

Class A:
 Class B:
 Class C:
 Class D: ARB.D
 Class E:
 Class G:
 Special Use:
 Temp Use:

Findings**Anomaly Descriptors**

Acft Equip Anomaly:
 ASP Anomaly:
 Alt Dev Anomaly:
 Cabin Event Anomaly:
 Conflict Anomaly:
 Excursion Anomaly: Runway
 Ground Encounter Anomaly:
 Incursion Anomaly:
 In-Flight Anomaly:
 Maintenance Anomaly:
 Non-Adherence Anomaly:
 Non-Adherence Other Anomaly:
 Other Anomaly: Unstabilized Approach
 Other Spatial Dev. Anomaly:

Anomaly Consequences

Consequence Desc:
 Other Consequence Desc: Aircraft Damaged
 Misc. Consequence Desc:

Anomaly Detected By

Controller A:
 Controller B:
 Crew A: 1

Crew B:

Anomaly Resolution

Aircraft:

Controller:

Crew:

Landed As Precaution

Other Action:

No Action:

Event Type:

Unique Event

Reporter Information

Findings For Reporter Sequence 1

Reporter Function

Controller:

Flight Attendant:

Flight Crew:

Single Pilot

Instructor:

Maintenance:

Observer:

Other Personell:

Oversight:

Reporter Activity:

Pilot Flying

Findings For Reporter Sequence 2

Reporter Function

Controller:

Local

Flight Attendant:

Flight Crew:

Instructor:

Maintenance:

Observer:

Other Personell:

Oversight:

Reporter Activity:

Controlling

END REPORT

Overrun #2

ASIAS BRIEF REPORT

GENERAL INFORMATION

Data Source:	AVIATION SAFETY REPORTING SYSTEM
Report Number:	560005
Local Date(Yr/Mon):	200209
Local Day:	
Local Quarter Time:	0601 To 1200
Facilty ID Nr Aircraft:	ARB.Airport
State of Facility Nr Acft:	MI
Magnetic Bearing (deg):	
Facility Distance (nm):	0
Altitude AGL - LO(ft)	
Altitude AGL - HI(ft)	
Altitude MSL - LO(ft)	
Altitude MSL - HI(ft)	

Environmental/Location Information

Weather Conditions:	VMC
Ceiling:	CLR
Light Condition:	Daylight
Runway Vis - LO(ft):	
Runway Vis - HI(ft):	
Visual Range - LO (sm):	
Visual Range - HI (sm):	

SYNOPSIS

PA34 PLT HAS MALFUNCTIONING BRAKES ON LNDG AND **DEPARTS END OF RWY AT ARB.**

NARRATIVE

THE BRAKE PADS AND ROTORS ON BOTH MAIN GEAR WERE REPLACED DURING THE WK OF AUG/MON/02. DURING A PREFLT OF THE AIRPLANE ON AUG/FRI/02, IT WAS NOTED THAT HYD FLUID WAS LEAKING FROM THE R BRAKE LINE. THE AIRPLANE WENT BACK INTO THE SHOP FOR REPAIRS ON SEP/TUE/02. THE AIRPLANE WAS FLOWN BY ANOTHER PLT ON SEP/THU/02. THIS PLT RPTED THAT, IN SPITE OF THE MOST RECENT MAINT, THE BRAKES WERE 'MUSHY' AND BRAKING ACTION WAS POOR. THE AIRPLANE WENT BACK INTO THE SHOP FOR CONTINUED MAINT ON THE BRAKES ON SEP/FRI/02. I WAS NOTIFIED

AT THE END OF THE DAY ON FRI THAT ALL NECESSARY MAINT WORK HAD BEEN COMPLETED AND THAT THE AIRPLANE WAS IN FLYING CONDITION. ON SEP/SAT/02, I TOOK OFF FROM PONTIAC (PTK) FOR ANN ARBOR (ARB). UPON ARRIVING IN THE ARB CLASS D AIRSPACE, I WAS CLRED TO LAND ON RWY 24. AFTER LNDG, I HAD DIFFICULTY IN STOPPING THE AIRPLANE BECAUSE THE BRAKES WERE NOT EFFECTIVE. AFTER PUMPING, AS WELL AS STANDING ON THE TOE BRAKES, I WAS FINALLY ABLE TO STOP THE LNDG ROLL, BUT NOT BEFORE THE NOSEWHEEL RAN OFF THE END OF THE RWY PAVEMENT. THE MAIN GEAR REMAINED ON THE RWY. WITH THE HELP OF A MAINT PERSON FROM THE LCL FBO, WE WERE ABLE TO PUSH THE NOSEWHEEL BACK ONTO THE PAVEMENT. I THEN RESTARTED THE ENGS AND TAXIED TO THE TERMINAL RAMP. THERE WAS NO DAMAGE TO THE AIRPLANE NOR WERE THERE ANY INJURIES ASSOCIATED WITH THIS EVENT.

Aircraft Information

Findings For Aircraft Sequence 1

General Info

Acft Make/Model Desc:	729.28
Crew Count:	1
Passenger Count:	
Aircraft Involved:	
Flight Conduct Rule:	Part 91
Flight Purpose:	Pleasure

Operation Type

Carrier Operation:	
GA Operation:	Personal
Other Operation:	

Phase of Flight

Climbout:	
Climbout Other:	
Cruise:	
Other Cruise:	
Descent:	
Other Descent:	
Ground:	
Other Ground:	
Landing	Roll
Other Landing:	
Other Flight Phase:	

Airspace Info

Class A:
 Class B:
 Class C:
 Class D:
 Class E:
 Class G:
 Special Use:
 Temp Use:

Findings**Anomaly Descriptors**

Acft Equip Anomaly:	Less Severe
ASP Anomaly:	
Alt Dev Anomaly:	
Cabin Event Anomaly:	
Conflict Anomaly:	
Excursion Anomaly:	Runway
Ground Encounter Anomaly:	
Incursion Anomaly:	
In-Flight Anomaly:	
Maintenance Anomaly:	Improper Maintenance
Non-Adherence Anomaly:	FAR
Non-Adherence Other Anomaly:	
Other Anomaly:	
Other Spatial Dev. Anomaly:	

Anomaly Consequences

Consequence Desc:	
Other Consequence Desc:	Maintenance Action
Misc. Consequence Desc:	

Anomaly Detected By

Controller A:
 Controller B:
 Crew A:

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