

What's On Your Runway?

FAA Airport Construction Advisory Council

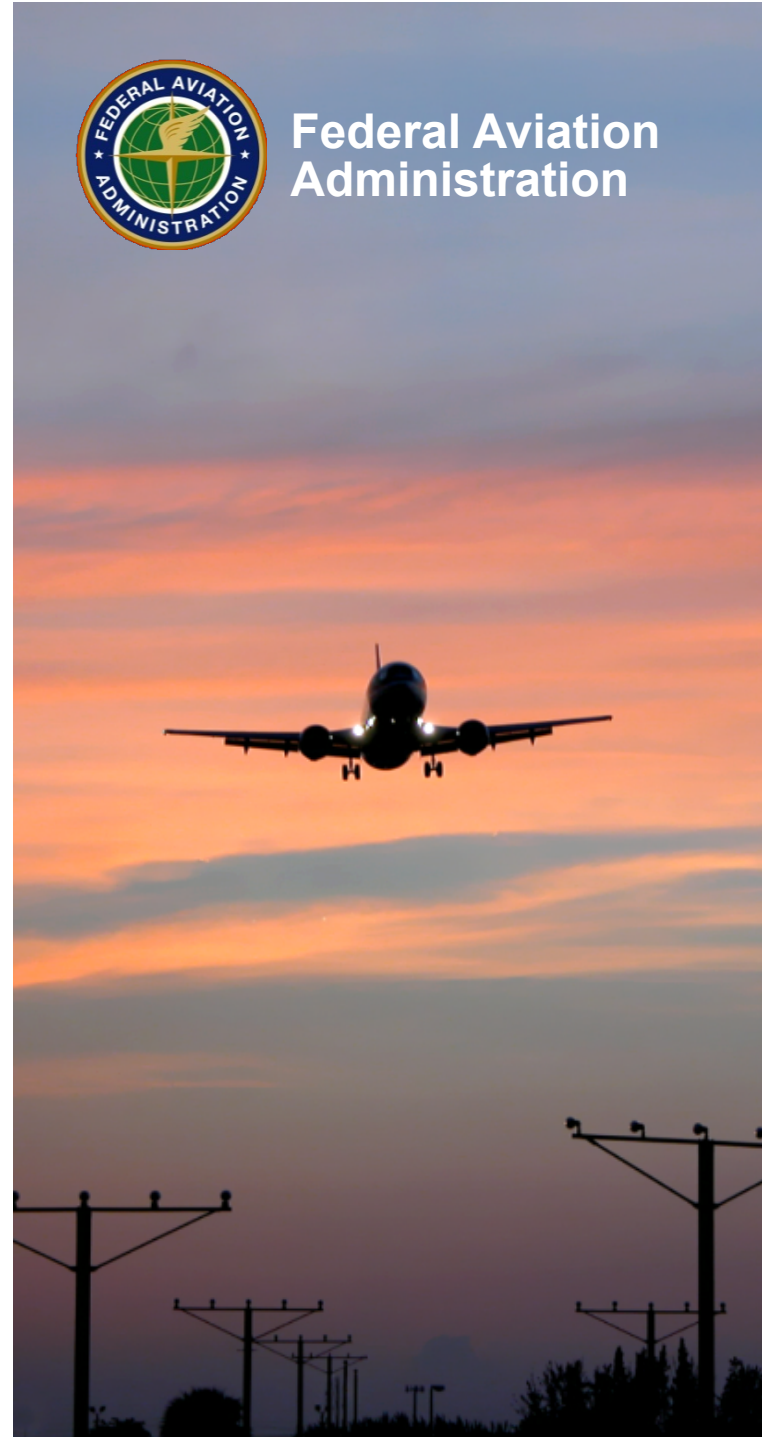
Presented to: Airline Dispatchers Federation

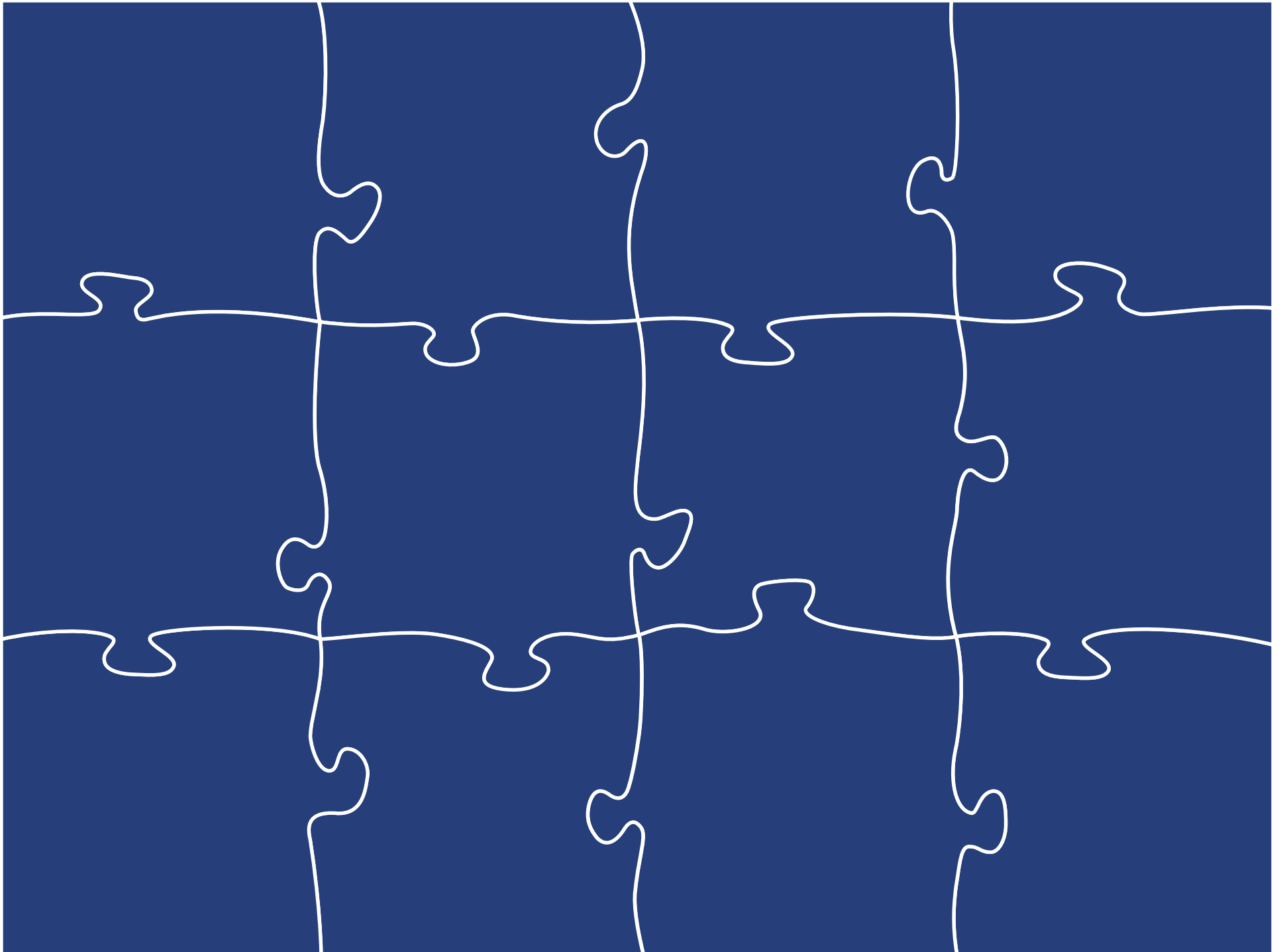
By: Jim Krieger

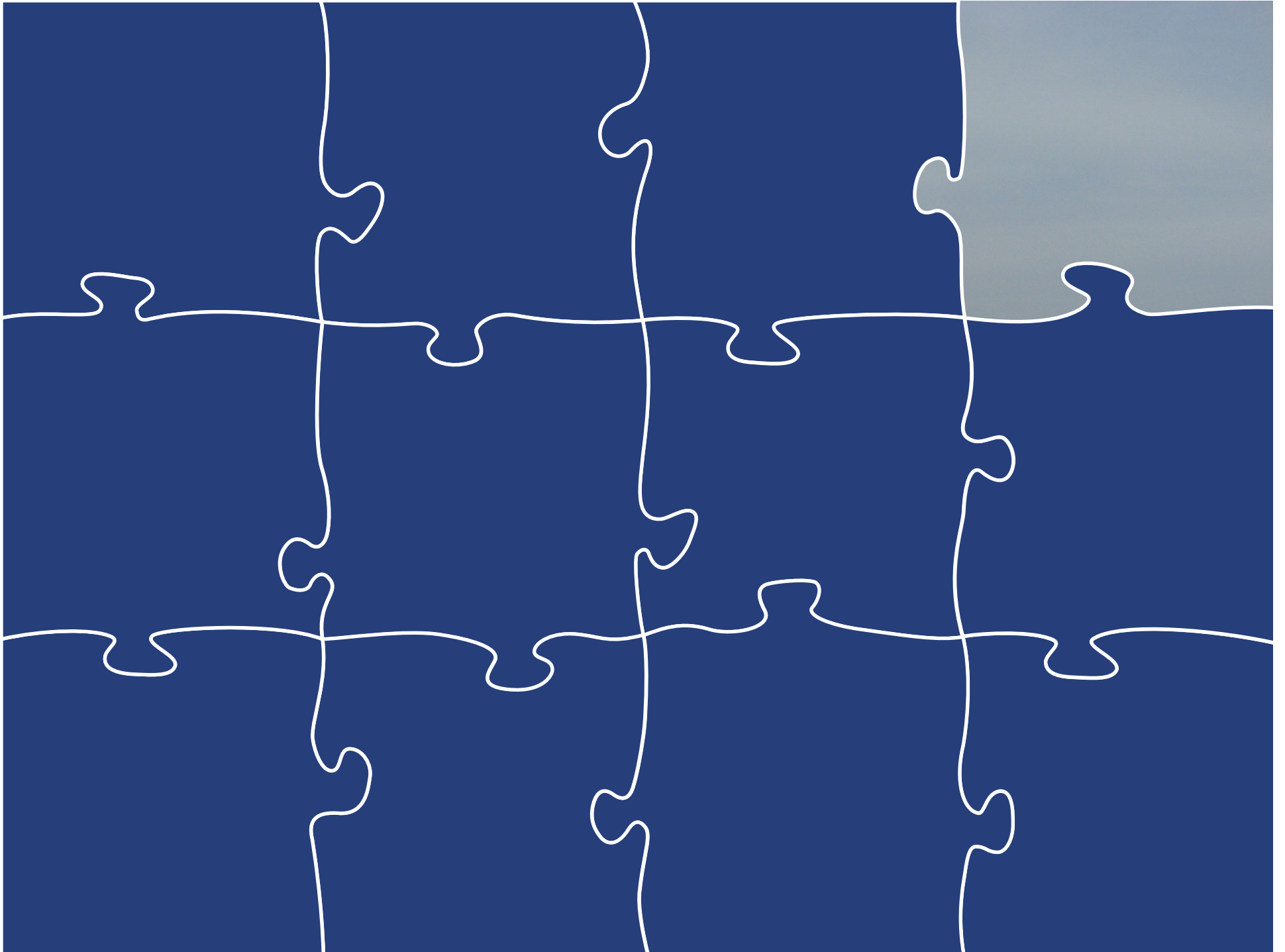
Date: October 11, 2012

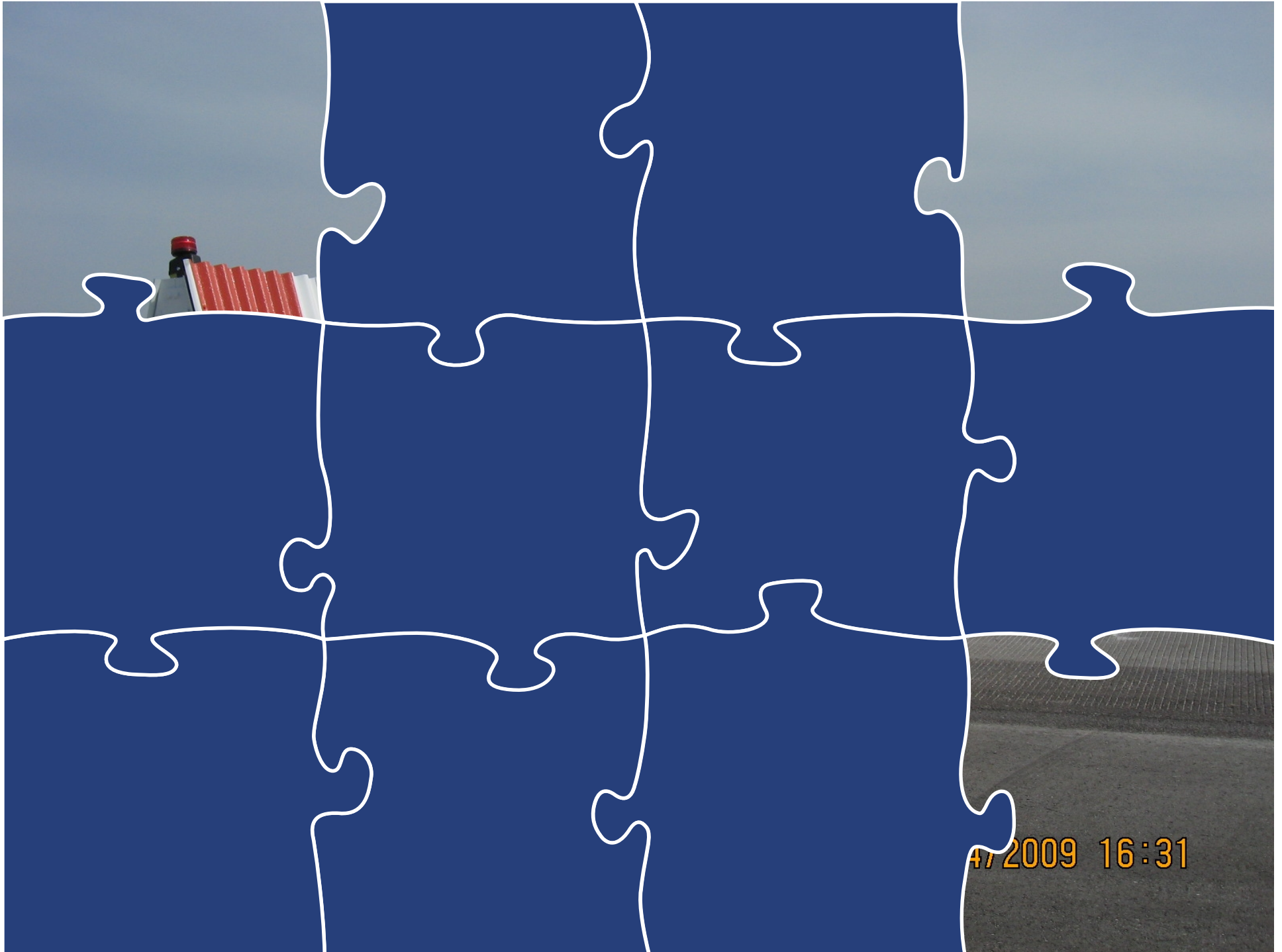


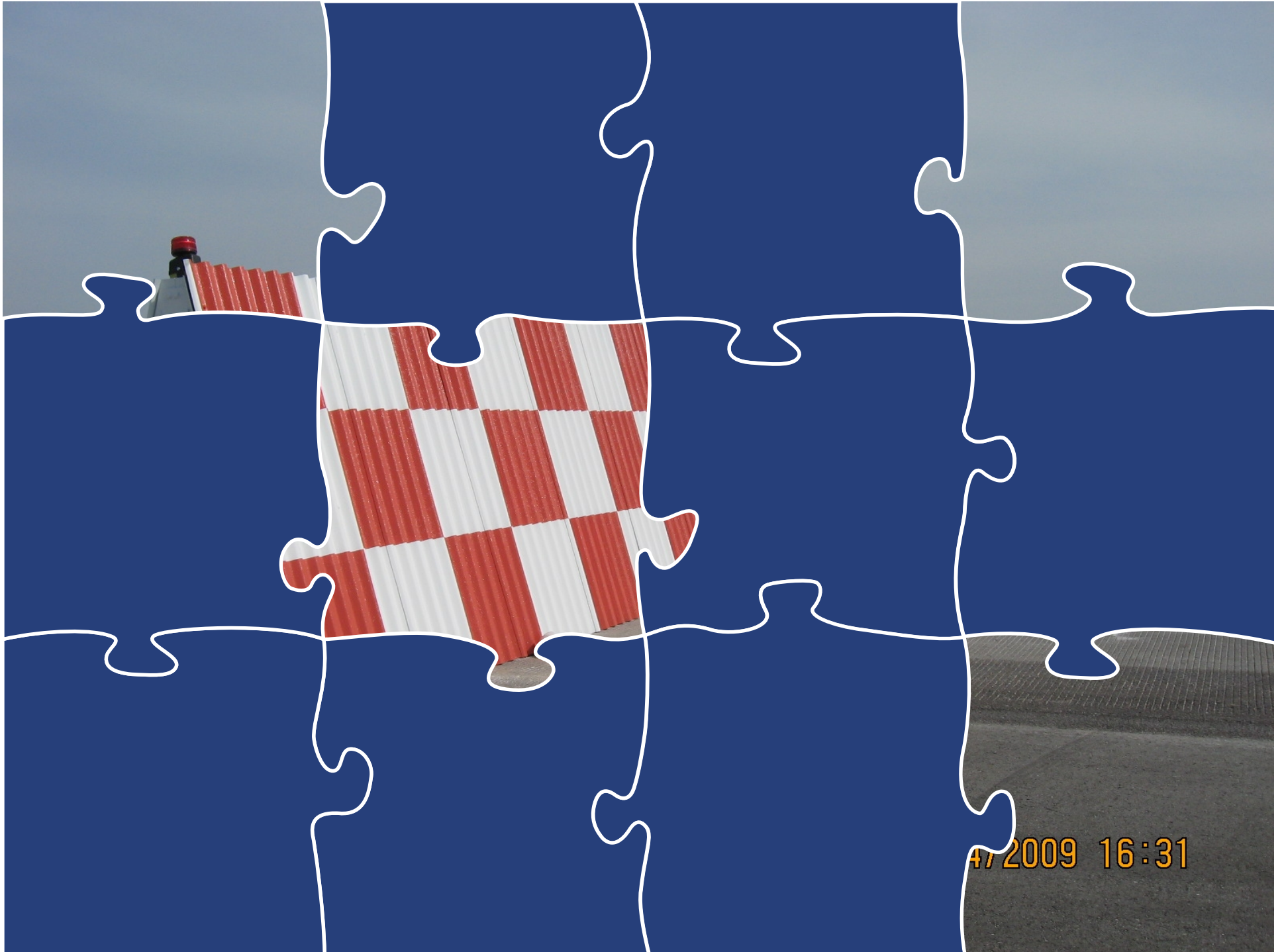
Federal Aviation
Administration

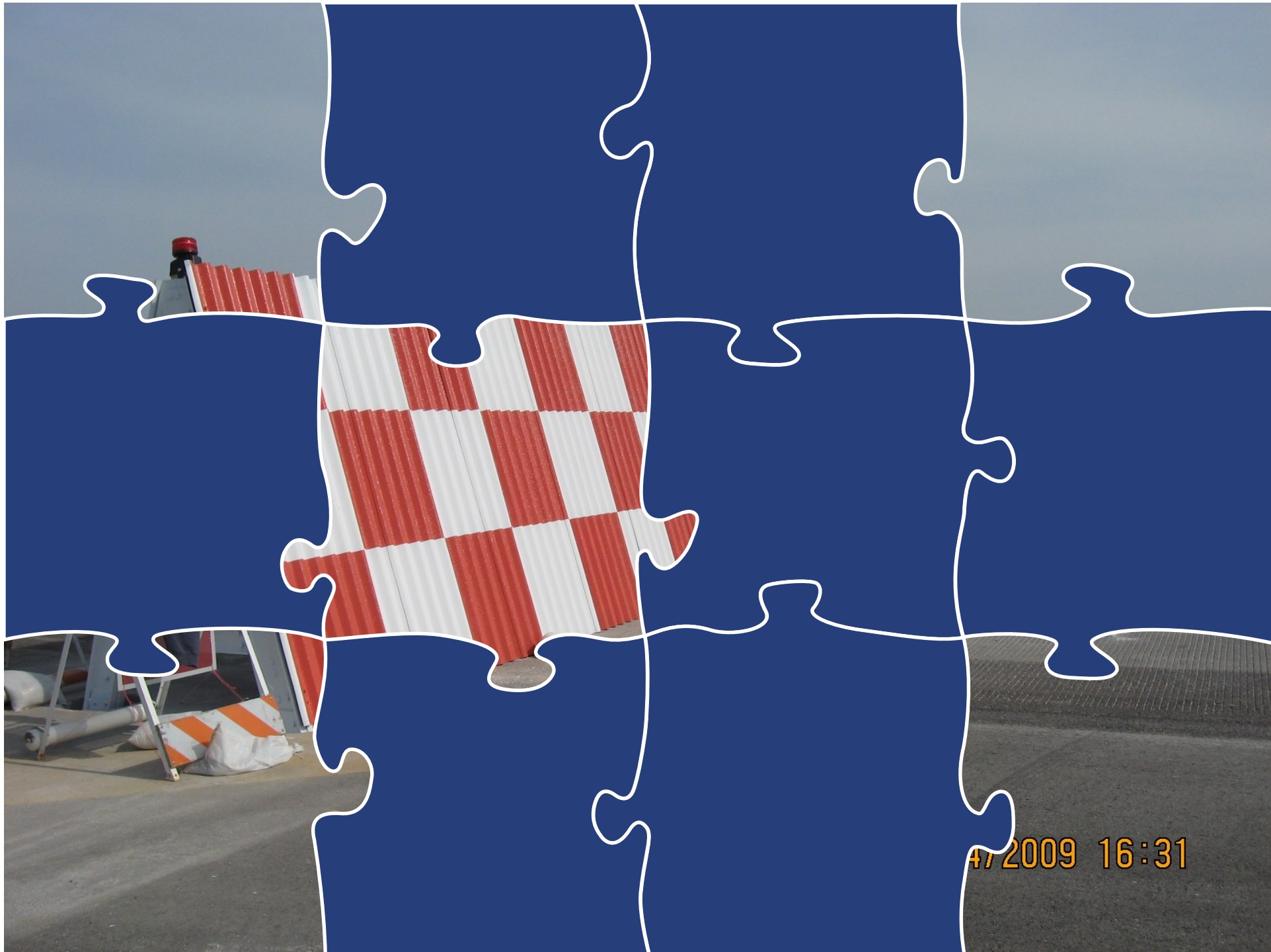


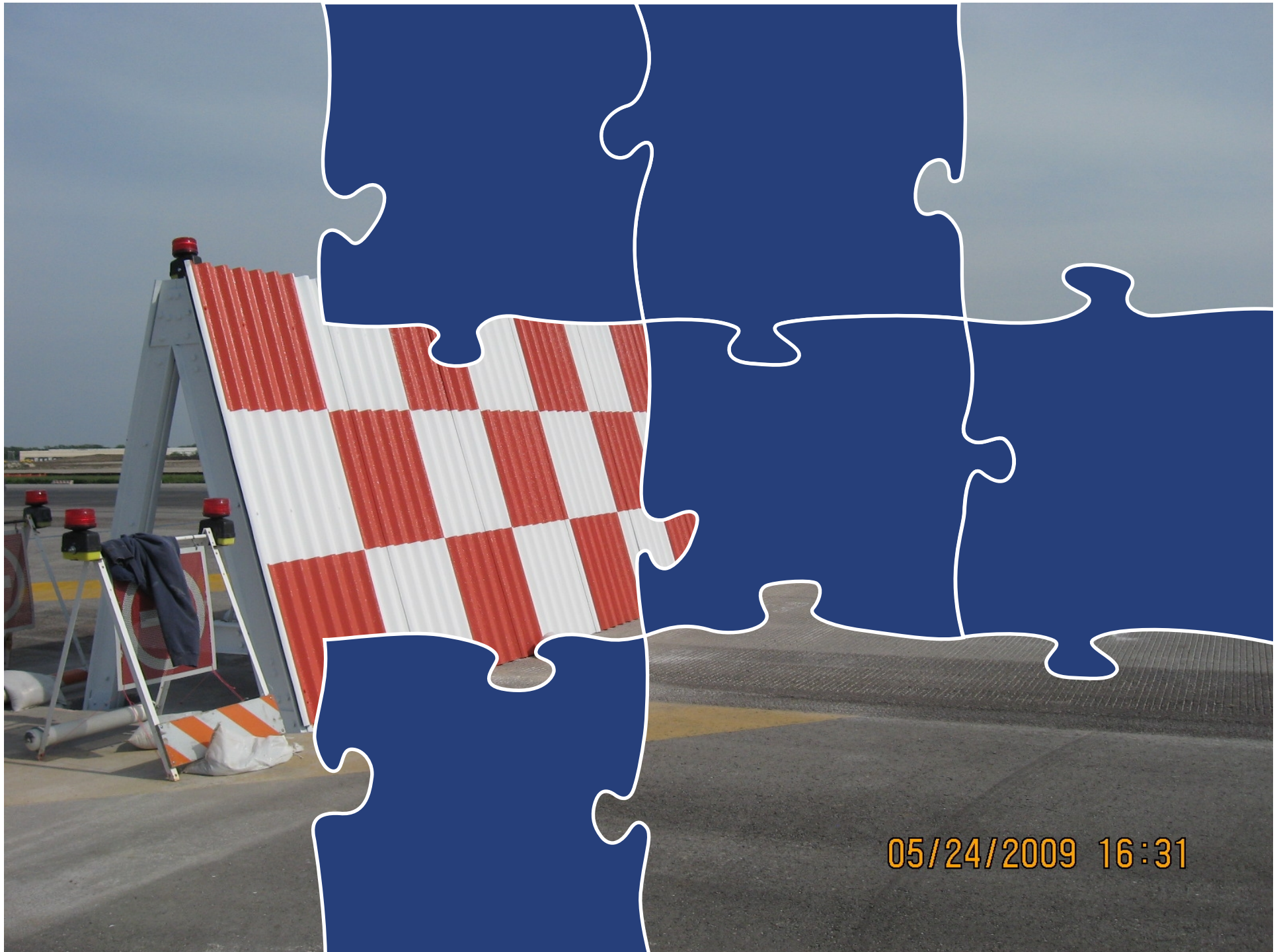




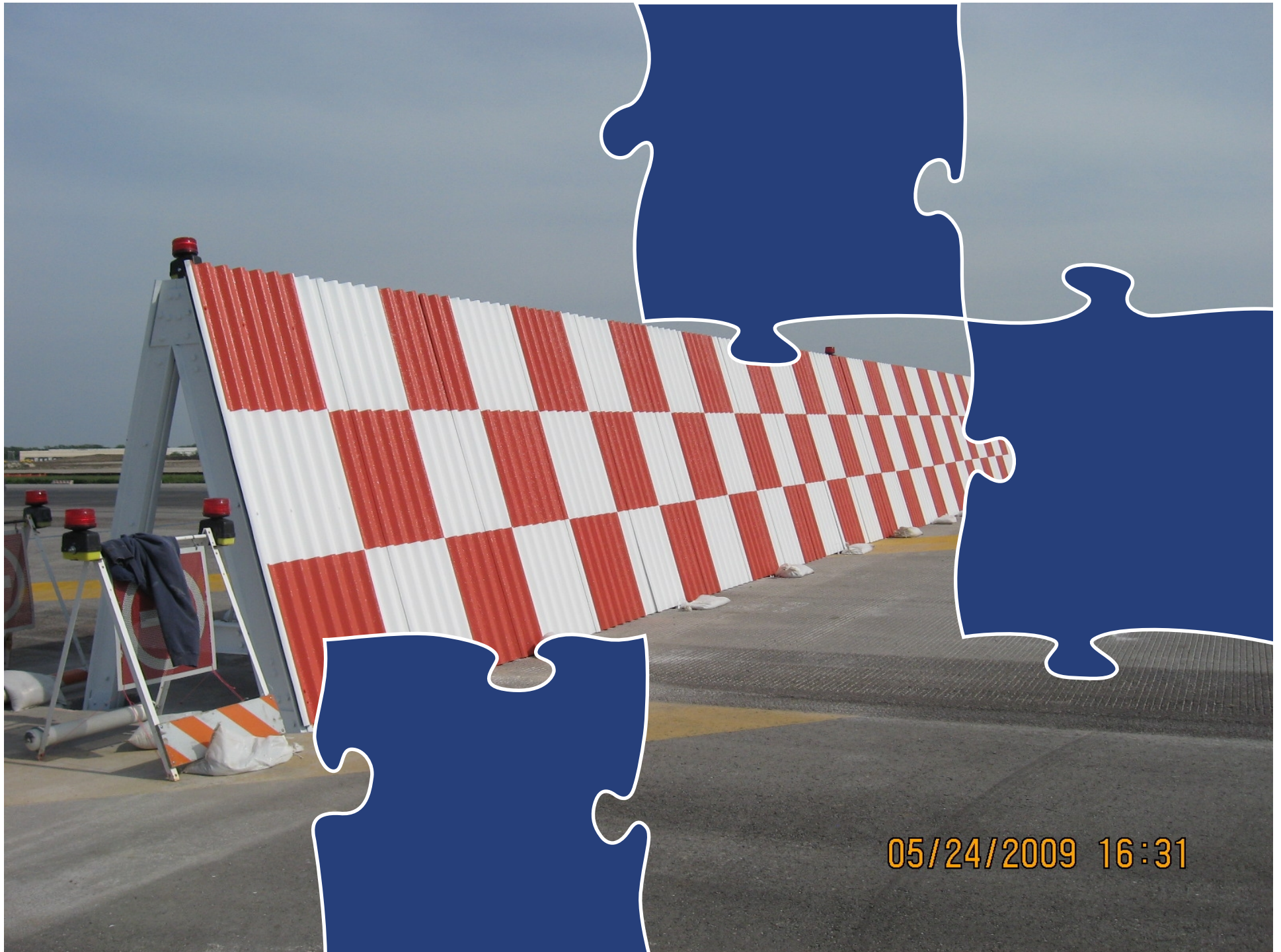








05/24/2009 16:31



05/24/2009 16:31



05/24/2009 16:31

What's on



your runway?

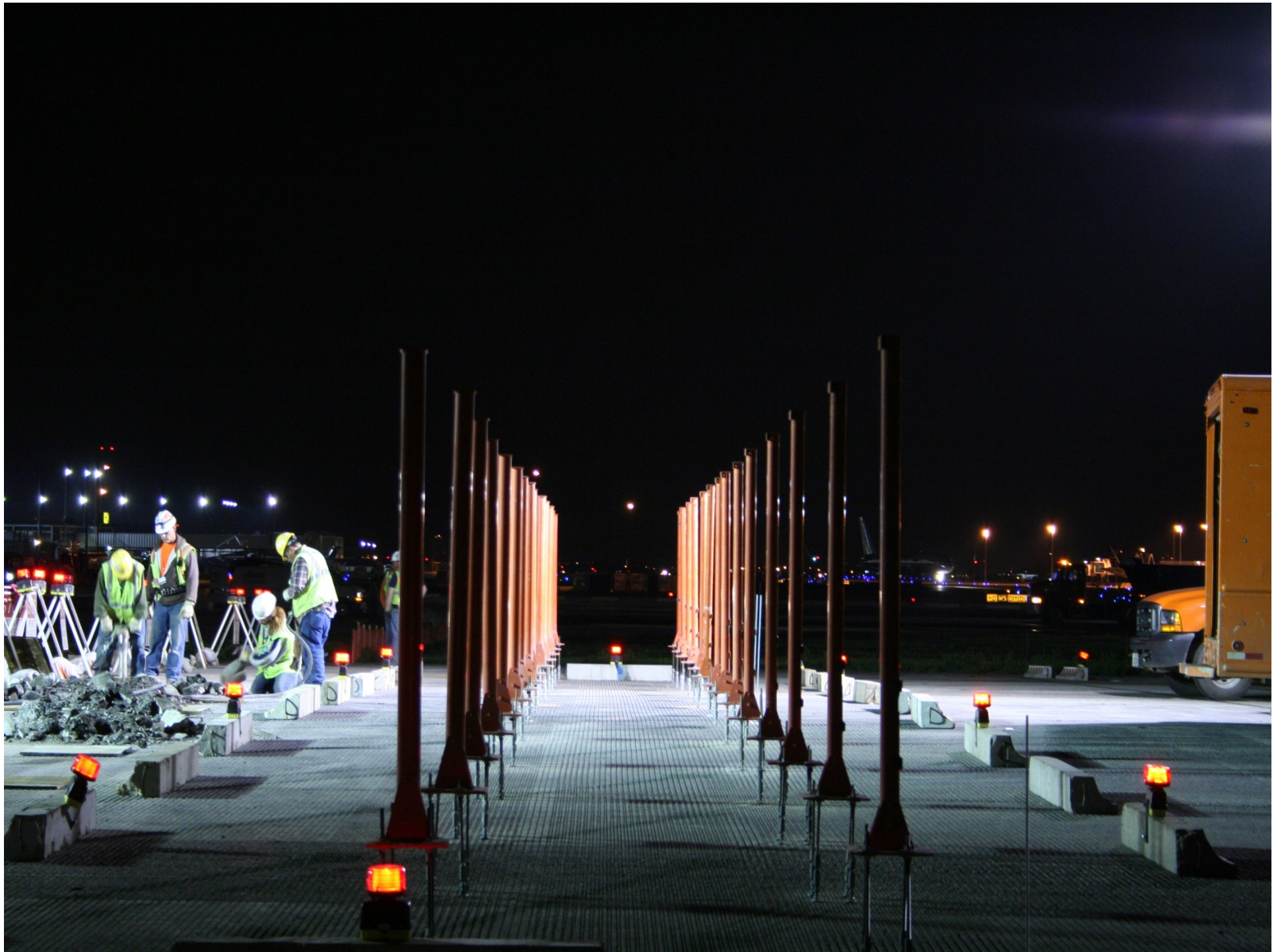
NBAA NATCA ATO Safety Flight Standards
AAAE ACI-NA Runway Safety
Airline Dispatchers Association
Flight Standards
Flight Safety Foundation
Airlines For America



Why?











05/24/2009 16:31



Embedded
aircraft part







10 incidents in
Vienna

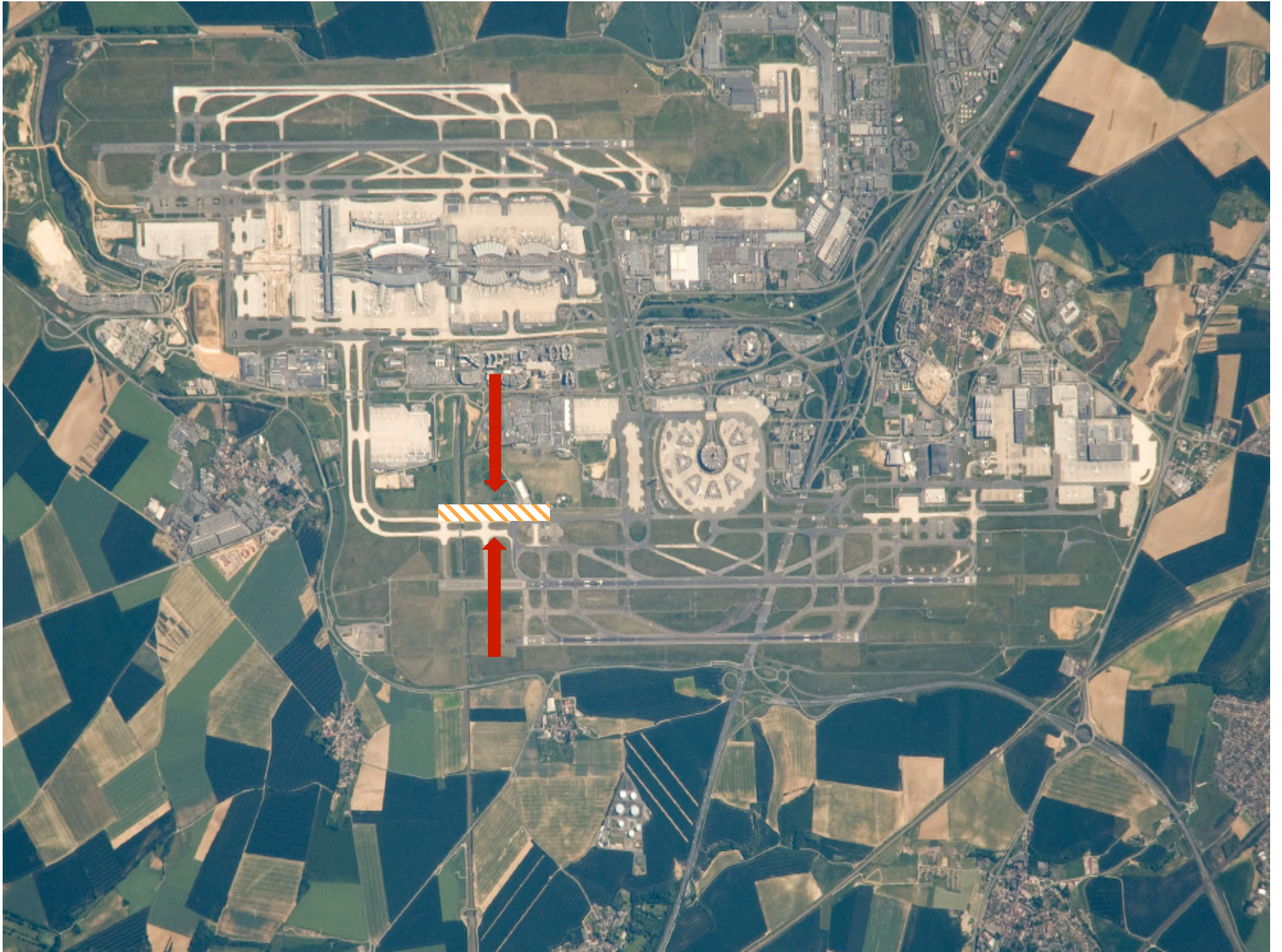
Plane lands on closed runway in Lucknow, passengers safe

The pilot of budget air-carrier
GoAir flight with 154
passengers on board allegedly
tried to land his aircraft twice
on a closed runway



Boeing 757 Nearly Lands on Closed Runway at Newark, but Air Traffic Controller Intercedes

**Tokyo air controllers 'forget'
runway closed.**

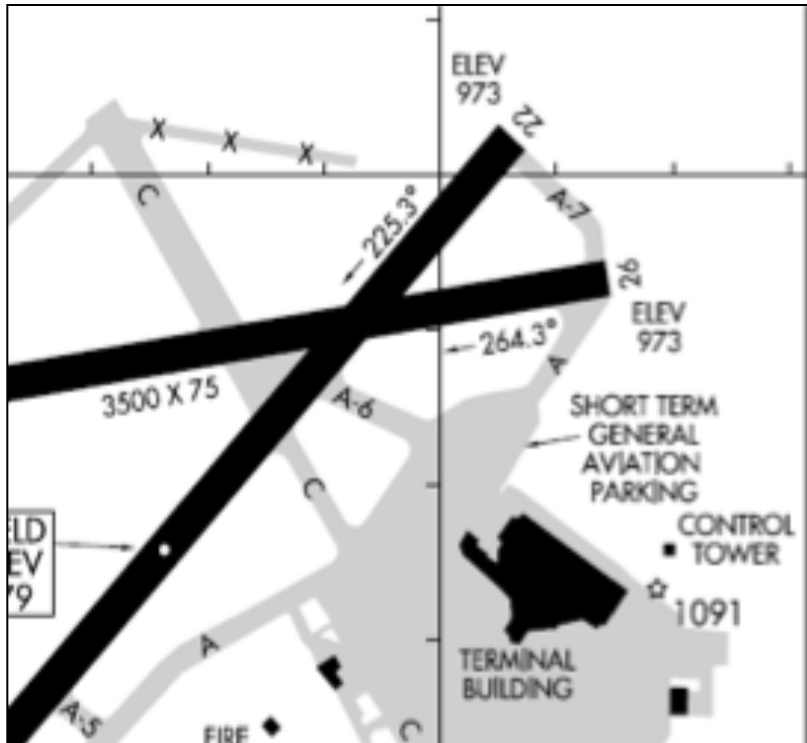


“Several cases of lack of consideration of reduced runway lengths for flight preparation, in particular for takeoff from runway 26R.”

How?

Everything made sense

*O'Hare International Airport information Hotel, one three five five Zulu weather. Wind zero three zero at eight, visibility five. Few clouds at one thousand five- hundred, one thousand eight hundred scattered, ceiling three thousand overcast, temperature one five, dew-point eight. Altimeter two niner eight seven. Arrivals expect vectors ILS runway four right approach, ILS runway niner right approach, ILS runway one zero approach, simultaneous and converging approaches in use, read back all runway hold short instructions. Departures, expect runway four left, niner right, three two right, three two left from Tango ten, eighty-eight hundred feet available. Notices to airmen:
..... Advise controller on initial contact that you have Hotel.*



AFD



JEPPESEN



Full length?

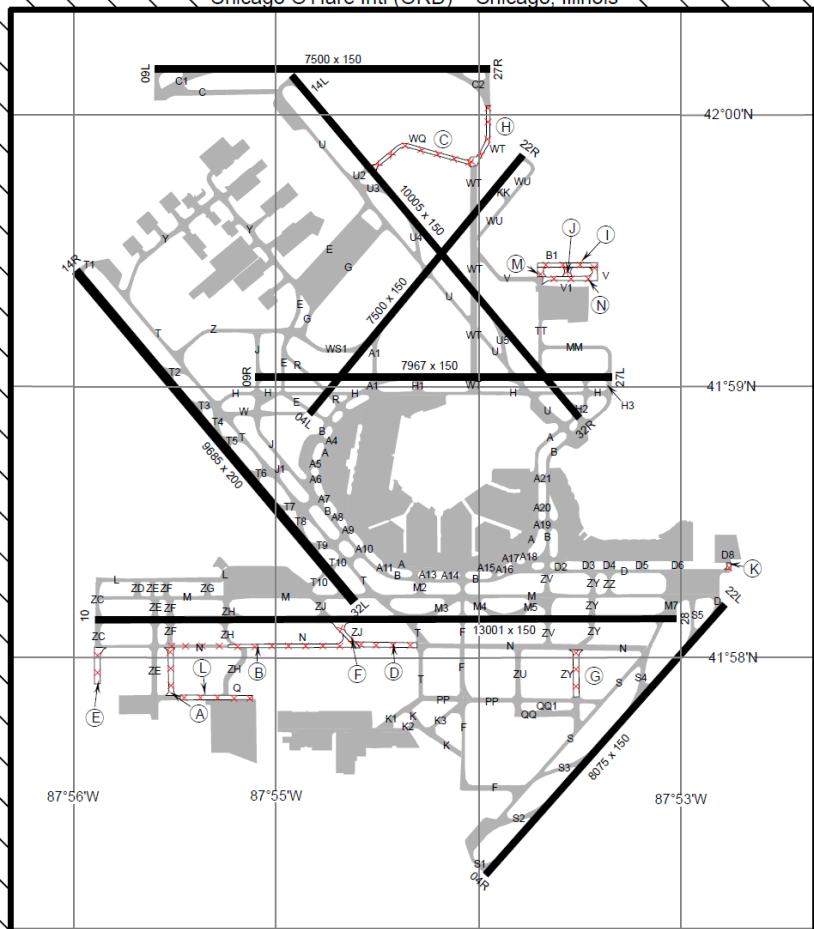
NUMRUS
UNPRITZD
NOTAMS

Everything made sense

Accomplishments

CONSTRUCTION NOTICE

Chicago O'Hare Intl (ORD) Chicago, Illinois



NOTAM		START DATE	FINISH DATE
(A) 10/145	TWY ZF CLSD S TWY N	OCT 6, 2011	JUN 1, 2015
(B) 03/295	TWY N CLSD BTN TWY ZH AND TWY ZJ	MAR 21, 2012	APR 15, 2013
(C) 10/134	TWY WQ CLSD	OCT 6, 2011	JUN 1, 2015
(D) 10/139	TWY N CLSD BTN TWY T AND TWY ZJ	OCT 6, 2011	JUN 1, 2015
(E) 02/224	TWY ZC CLSD S TWY N	FEB 14, 2012	JUN 1, 2015
(F) 03/294	TWY ZJ CLSD BTN RWY 10/28 AND TWY N	MAR 21, 2012	APR 15, 2013
(G) 05/455	TWY ZY BTN TWY N AND TWY PP CLSD	MAY 24, 2012	OCT 14, 2013
(H) 06/216	TWY WT CLSD BTN RWY 4L/22R AND TWY C2	JUN 11, 2012	JUN 18, 2012
(I) 05/644	TWY B1 CLSD	MAY 31, 2012	DEC 1, 2012
(J) 05/643	TWY V1 CLSD	MAY 31, 2012	NOV 30, 2012
(K) 06/181	TWY D8 CLSD	JUN 9, 2012	JUN 16, 2012
(L) 05/642	TWY Q CLSD	MAY 31, 2012	DEC 1, 2012
(M) 05/645	TWY TT CLSD BTN TWY V AND TWY B1	MAY 31, 2012	DEC 1, 2012
(N) 05/646	TWY V CLSD BTN TWY TT AND TWY B1	MAY 31, 2012	DEC 1, 2012

NOTE: This diagram is intended to display published NOTAMs and is checked and updated daily (Mon. - Fri. only; no holidays); temporary closures and openings of less than 24 hours are not depicted; runway length shown is maximum length (shortened distances are not depicted); diagrams containing new runway surfaces will be deleted after (FAA) revised airport diagrams are published. Always CHECK CURRENT NOTAMs.

Consult NOTAMS for Latest Information



HindSight15

The ability to accurately understand and judge an event or experience after it has occurred



Emergency and unusual situations in the air

This is a dangerous issue
by Professor Sidney Dekker

17 minutes
by John Barrass

The small technical
problem...
by Eileen Senger

Summer 2012

FEATURE ARTICLE

The Long and SHORTENED of It

Steve Jangelis, Chairman, ALPA Airport and Ground Environment

There have been many changes to ground operating procedures inside our National Airspace System lately, and we always have a never-ending job of trying to decipher the reasons for change. As the lone FAA-invited pilot representative to many Safety Risk Management Panels and working groups, I have the pleasure of saying that ALPA pilots do have a voice in the forming of these procedures and work to make sure they suit our needs and concerns. I would like to attribute this to the new culture of Safety Management Systems inside the FAA, but most importantly, I direct appreciation to the many inside the FAA who are trying to streamline operations and make them safer for us to do our jobs efficiently and responsibly.

One of the latest changes has garnered a few questions and scratching of heads about why there is a need to add the terminology of "shortened" to takeoff, landing, and line-up-and-wait clearances. Construction has been a part of airports and their maturing since the days of Orville and Wilbur, and it always introduces some form of risk. O'Hare airport (ORD) and its Modernization Program became the ground zero for why we needed this change. As ORD shortened 32L recently, NOTAMs were posted and construction began. Throughout the course of a few weeks, four airplanes either took off or landed inside the construction areas. The statistics showed that all airline demographics were involved. Air carrier, international, regional, and cargo were represented. Something needed to be done and done fast, as the risk matrices pointed to a catastrophic accident occurring rather quickly. The FAA convened a Safety Risk Management Panel that involved all stakeholders, and we put together a very robust case for why this change was needed.



If you hear the word "shortened" and are not sure of its meaning or reference, query ATC.

We are trusted to review our NOTAMs every flight, but as you well know, those NOTAMs become an eye chart at some airports, and important information like a runway being shortened (or cut back, in Delta verbiage) can be lost in the mix. Throughout these discussions and meetings, the common thread was always the

pilots making a human error and doing something they were warned not to do. The idea was that a "trigger" word needed to be inserted to add a subtle reminder to flight crews that "Hey! Something is not normal here." Human factors studies point to the need to alert pilots about something they aren't expecting.

The guidance listed below now backs up a pilot in case of a missed NOTAM or of a pop-up closure for such small, short, temporary projects as repainting or rubber removal. The use of "shortened" terminology can be used at any airport if they are working near or on the runway. The common question is "Why not close the runway?" This would be a great idea, but at airports with only one runway long enough for Delta jets, we would have to cancel flights and leave our passengers stranded, which affects our bottom line. If you close the last 500 feet of a 11,000-foot runway, is it necessary to shut the whole runway down? We considered all these points as we determined the risks in using this procedure or doing without it.

New ATC Phraseology during runway construction in US



ALPA International has issued an Operations Bulletin concerning ATC phraseology during runway construction works. A précis of the Bulletin is set out below:

Background

Effective Sep 22, 2011, ATC in the United States will begin using new phraseology during periods of runway construction. Runway construction activities result in changes to the runway environment and performance considerations, potentially increasing risk if the changes are not effectively communicated. Recent safety events revealed several common misunderstandings when air traffic clearances were given to pilots operating on runways shortened due to construction. The phraseology currently being used has led to misunderstanding regarding runway length, acceptable operating weight/speed conditions, and efficiency. As a result, the phraseology is being changed to improve the operating environment at those airports where runway construction works are underway, to avoid safety events as a result of runway construction, and to ensure that the available runway length is always known.

What to expect

➤ **ATIS** - When a runway length has been temporarily or permanently shortened, the word "WARNING" will preface the runway number, and the word "shortened" will be included in the text of the message. The ATIS will include the available runway length, as stated in the NOTAM, and must be broadcast for the duration of the construction project.

Example: "Warning, Runway One-Zero has been shortened, nine-thousand eight hundred and fifty feet available."

➤ **Departure Information** - ATC will not use the term "full length" when the runway length available for departures has been temporarily shortened. The use of the term "full length" could be interpreted by the pilot(s) as the available runway length prior to the runway being shortened. Whenever a runway length has been temporarily or permanently shortened, the word "shortened" will be used immediately following the runway number as part of the lineup and wait clearance.

*Example: "Airline 123, Runway Two-Seven shortened, line up and wait."
"Airline 123, Runway Two-Seven shortened, cleared for takeoff."*

Runway shortened guidance in the United States



As Chicago O'Hare (KORD) shortened Runway 32L, NOTAM's were posted and construction began. Throughout the course of a few weeks, four aircraft either took off or landed inside the construction areas. The FAA convened a Safety Risk Management Panel that involved all stakeholders, and ALPA-I put together a very robust case for why change was needed.

The guidance below now backs up a pilot in case of a missed NOTAM or of a pop-up closure for such small, short, temporary projects as repainting or rubber removal. The use of the new "shortened" runway terminology will be used at any US airport if they are working near or on the runway.

ATIS:

When a runway length has been temporarily or permanently shortened, the word "WARNING" will preface the runway number, and the word "shortened" will be included in the text of the message. The ATIS include available runway length, as stated in the NOTAM, and must be broadcast for the duration of the construction project.

➤ **Example:** "Warning, Runway One-Zero has been shortened, nine-thousand eight hundred and fifty feet available."

Departure Information:

ATC will not use the term "full length" when the runway length available for departures has been temporarily shortened. The

term "full length" could be interpreted by the pilot(s) as the available runway length prior to the runway's being shortened. Whenever a runway length has been temporarily or permanently shortened, the word "shortened" will be used immediately following the runway number as part of the line-up-and-wait clearance.

➤ **Example:** "Airline 123, Runway Two-Seven shortened, line up and wait"; "Airline 123, Runway Two-Seven shortened, cleared for takeoff."

Landing Information:

The addition of "shortened" must be included in the landing clearance for the duration of the construction project when the runway is temporarily shortened.

➤ **Example:** "Airline 789, Runway Two-Seven shortened, continue"; "Airline 789, Runway Two-Seven shortened, cleared to land."

ATC phraseology will include "warning" and "shortened" for operations on permanently shortened runways for at least 30 days or until the Airport/Facility Directory has been updated, whichever is longer.

IFALPA would like to thank First Officer Steve Langlois, Chairman of ALPA's Airport and Ground Environment Committee, for contributing this bulletin.

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AeroSafety WORLD



THE WRONG MEDICINE

Unnecessary medevac flight ends badly

BLOW HARD

Hurricanes, cyclones and flight

ILS INTERFERENCE

Glideslope signal distortion

SCREEN TEST

Detecting pilot health risk

RUNWAY CONSTRUCTION AND SAFETY WORKAROUND



THE JOURNAL OF FLIGHT SAFETY FOUNDATION

JULY 2012







Unfinished business

RWY 14 R SHOR TENED
TODA 9685 FEET







A BRF HIST OF THE AVATN NOTAM BGNS WI THE MARITIME INDSTRY. MARINERS NEEDED TO BE ADZD OF ANY RTE CHG/HAZ. A KNOWN HAZ/CHG IN RTE WAS PBLSHD IN WKLY NOTICES TO MARINERS FROM THE US NAVY. NOTICES TO MARINERS WERE EFF, USBL, /EASY TO READ BECAUSE THE RPRT WAS PBLSHD IN PLN LANGUAGE. AVATN ADPTD THE NOTICE TO MARINER INST WHICH BCM THE NOTAM. NOTAMS WERE FORMTD TO BE COMPTBL WITH TLTYPS FRM THE 1920' S. TLTYPS TRANSMITTED INFO SLWLY AND RQRD THE VOL OF TRANSMITTED CHRCTRS BE KEPT TO A MIN. THIS RSLTD IN CDD CNTRCTNS BCMNG PART OF THE NOTAM FORMT. AS TECHNOLOGY IMPRVD NEW DSTRBTN MTHDS WERE ADPTD BUT THE NOTAM FORMT RMND AS DVLPD FOR THE TLTYP.

http://notams.aim.faa.gov/notamSearch/

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UTC: Mon 13 Feb 2012 1159

NOTAM Search

Location search on location(s) DAL 1 to 25 of 25

Search By

- Location
- Accountability
- Geography

(Example: JFK, IAD)

DAL

Clear Search

Find / Filter

NOTAM #:

Condition Word:

Clear Fields Find

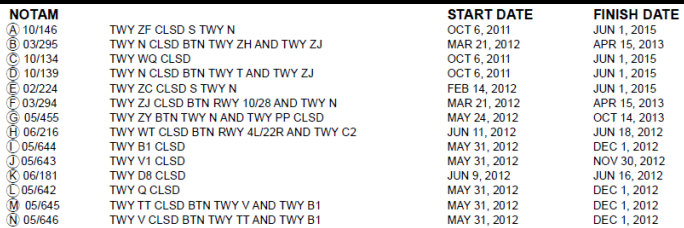
NOTAM Counts

<input checked="" type="checkbox"/> DAL	25
<input checked="" type="checkbox"/> All	Total: 25

Update

Location	NOTAM #	Class	Start Date UTC	End Date UTC	NOTAM Condition
DAL	N/A	Aerodrome	09/22/2011 0000		ON AIRPORT - SEE CONSTRUCTION GRAPHIC
DAL	2/8621	Procedure	02/10/2012 1638		FI/T SID DALLAS LOVE FIELD, DALLAS, TX. GARLAND THREE DEPARTURE HUBBARD SID
DAL	2/8447	Procedure	02/09/2012 1803		FI/T IAP DALLAS LOVE FIELD, DALLAS, TX. ILS RWY 13R, AMDT 4D... CHANGE NOTE TO
DAL	2/8446	Procedure	02/09/2012 1802		FI/T IAP DALLAS LOVE FIELD, DALLAS, TX. ILS RWY 13L, AMDT 31B... CHANGE NOTE TO
DAL	2/7161	Procedure	02/03/2012 2239		FI/T SID DALLAS LOVE FIELD, DALLAS, TX. BACHMAN SIX DEPARTURE TAKE-OFF MINIM
DAL	2/7147	Procedure	02/03/2012 2052		FI/T SID DALLAS LOVE FIELD, DALLAS, TX. KRUMM FOUR DEPARTURE, LOVE TWO DEP
DAL	2/7145	Procedure	02/03/2012 2052		FI/T IAP DALLAS LOVE FIELD, DALLAS, TX. ILS OR LOC RWY 31R, AMDT 4A... SIMULTANI
DAL	2/7144	Procedure	02/03/2012 2052		FI/T IAP DALLAS LOVE FIELD, DALLAS, TX. ILS OR LOC RWY 31L, AMDT 21A... SIMULTAN
DAL	2/6969	Route	02/02/2012 2037		FI/T SID DALLAS LOVE FIELD, DALLAS, TX. DALLAS NINE DEPARTURE TEXOMA ONE DE
DAL	1/5912	Procedure	07/19/2011 2055		FI/T IAP DALLAS LOVE FIELD, DALLAS, TX. ILS OR LOC RWY 31L, AMDT 21A... ENTRA FI
DAL	1/4503	Procedure	10/03/2011 1151		FI/T IAP DALLAS LOVE FIELD, DALLAS, TX. ILS RWY 13L, AMDT 31B... ILS RWY 13R, AMD
DAL	1/4502	Procedure	10/03/2011 1151		FI/T IAP DALLAS LOVE FIELD, DALLAS, TX. ILS OR LOC RWY 31R, AMDT 4A... BOKLE FIX
DAL	1/4499	Procedure	10/03/2011 1151		FI/T ODP DALLAS LOVE FIELD, DALLAS, TX. TAKEOFF MINIMUMS AND (OBSTACLE) DEP
DAL	1/0570	Procedure	10/27/2011 1322		FI/T IAP DALLAS LOVE FIELD, DALLAS, TX. RNAV (GPS) Y RWY 13L, ORIG... RNAV (GPS)
DAL	08/074	Aerodrome	08/23/2011 2130		TWY D CNTRLN LGTS OTS BTN TWYS A,B
DAL	08/073	Aerodrome	08/23/2011 2123		TWY N CNTRLN LGTS OTS
DAL	08/061	Aerodrome	08/17/2011 1803		TWY D CLSD BTN TWY B AND 150 S OF TWY D2
DAL	08/052	Aerodrome	08/16/2011 1452		TWY B5 CLSD BTN TWY B,D
DAL	08/051	Aerodrome	08/16/2011 1451		TWY D3 CLSD
DAL	08/045	Aerodrome	08/15/2011 2142		RWY 18/36 CENTERLINE RELOCATED 20 W WEF 1108152142
DAL	08/032	Aerodrome	08/15/2011 1251		RWY 18/36 CLSD
DAL	02/095	Aerodrome	02/16/2011 1632		TWY D2 CLSD

Chicago O'Hare Intl (ORD) Chicago, Illinois



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Consult NOTAMS for Latest Information



<https://notams.aim.faa.gov>
<http://nfdc.faa.gov>

Help wanted



What's on
your runway?

ALL POINTS/SAFETY
everyone. everywhere. everyday.

What's On Your Runway?
FAA Airport Construction Advisory Council



Federal Aviation
Administration

QUESTIONS?

