SAVED RUNWAY SAFETY PAGE POSTS 2019-2021

12/07/2020

On Wednesday 12/9/20 the FAA will have the Cable Airport runway closed from 8am-1pm, for an elevation test for the new vasi that was installed. A NOTAM should be filed by the FAA accordingly. Please spread the news to anyone else who might need to know.

If you have any questions please reach out to...

**Steven Cable**

Cable Airport

1749 W. 13th St.

Upland, CA. 91786

Office: 909-982-6021 Ext. 830

Cell: 909-938-2467

12/05/2020

***FAA Posts New Winter Weather Runway Safety Video  -*** INSTRUCTIONAL VIDEO ***-***From FAA -  Failure to properly prepare for and execute appropriate cold weather airport operations has led to runway incursions, resulting in collisions with snow removal or maintenance operators, and serious runway excursion accidents. To help address these issues, the FAA recently posted a new safety video that focuses on airport surface operations during winter weather. Risk factors like contaminated surfaces, strong winds, and snow drifts can severely impact a pilot’s ability to operate safely. This video highlights some of the systems and initiatives in place to help pilots better understand surface conditions at their airport, and how they could affect performance. These include Field Condition (FICON) NOTAMs, the Takeoff and Landing Performance Assessment (TALPA), and the Runway Condition Assessment Matrix (RCAM). It’s better to “know before you go,” so check out this video today: <https://youtu.be/VVNQICtVEK0>.

12/04/2020

**Towered Field Ops** - INSTRUCTIONAL - From *AVweb* - "What are the chances of pilots missing something critical or letting expectation bias hit? That risk is not just for the pilots, it is also shared by controllers as well."  Covers Non-Standard Instructions - **Runway Safety** - Phraseology - Expectation Bias - Wake Turbulence - Getting Help -  [Review these topics HERE](https://www.avweb.com/flight-safety/towered-field-ops/?MailingID=511).

12/02/2020

**LAX Runway Closures Scheduled for December 2020**  - [See the schedule HERE](http://clt1130649.bmetrack.com/c/v?e=118C7A1&c=114099&t=0&l=3BAA8199&email=cehaoSE4JD0NRasHeLBt%2BZq4wOJ2jUnu).

12/02/2020

**Airport gets lighting, safety improvements -** From Payson Roundup **- "**For years, the Payson Municipal Airport — Rich Henry Field has steadily been making changes to help it compete with other regional airports in the state. These improvements haven’t gone unnoticed. The airport has seen a steady increase in flights and recently, an increase in charter flights. Dennis Dueker, airport coordinator, said many of the pilots that fly or charter guests end up buying a home in Payson after flying in and seeing not only the beauty of the area, but the amenities the community has to offer." [Read More Here](https://www.paysonroundup.com/news/local/airport-gets-lighting-safety-improvements/article_2bda6fdf-3761-5209-873a-03249d7de91e.html).

11/04/2020

**Longer Runway Adds to Value, Benefits Provided by MD Airport**- RUNWAY NEWS - From Frederick, Maryland (Home of AOPA) - "The city of Frederick, MD understands the economic value that its local airport, Frederick Municipal Airport (FDK), brings to the city and surrounding county. - Already the second-busiest airport in Maryland, and a reliever to Baltimore-Washington International Thurgood Marshall Airport (BWI), a newly-opened 600-foot runway extension project at FDK brings the length of Runway 5-23 to 5,819 feet, adequate to accommodate many airplanes, including most larger business aircraft."  [Continue Reading Here](https://noplanenogain.org/longer-runway-adds-to-value-benefits-provided-by-maryland-airport/?MessageRunDetailID=3639886451&PostID=21557283&utm_medium=email&utm_source=rasa_io).

10/25/2020

**Want to build your own airport?** - Opinion / ARTICLE - From General Aviation News - "Building your own airport is an often-heard aviation goal that is achieved more often than you might imagine. Of the more than 19,000 airports listed in the U.S., more than 14,000 are privately owned. Knowing I wanted to build my own airstrip, I interviewed several individuals who owned or maintained grass airports in the Carolinas area where I fly, seeking their suggestions on building and maintaining my own airport."  [Continue Reading Here](https://generalaviationnews.com/2020/10/21/want-to-build-your-own-airport/?utm_source=ActiveCampaign&utm_medium=email&utm_content=%5BThe+Pulse+of+Aviation%5D+Want+to+build+your+own+airport%3F&utm_campaign=TPOA-20201022).

10/08/2020

***Big Data Helps Improve Runway Safety***- PR NEWS RELEASE - "The FAA’s Runway Safety Group has taken Big Data and safety risk management for the runway surface to the next level with their new Surface Safety Metric (SSM) monitoring tool. What’s revolutionary about this new resource is that it uses all available data on runway excursions, incursions, and other surface incidents to see, measure, and fix risks. The SSM can easily identify single “high risk” events such as injuries or fatalities on runways so that the Runway Safety Group can take action to prevent future accidents or incidents. For more on this new development, see the *FAA Safety Briefing* article “Big Data, Little Team” here: <http://bit.ly/SurfaceData>. Check out the entire issue at [www.faa.gov/news/safety\_briefing](http://www.faa.gov/news/safety_briefing)."

09/5/2020

**BIG DATA, Little Team -**How You Benefit from the FAA’s Surface Safety Metric - From FAA SafetyBriefing - *by Nick DeLotell, FAA Runway Safety Group*

"Big Data: “big data” — noun, extremely large data sets that may be analyzed computationally to reveal patterns, trends, and associations, especially relating to human behavior and interactions. *(Oxford Dictionary)*

It wasn’t long into his flying career when Wilbur Wright was quoted as saying, “In flying I have learned that carelessness and overconfidence are usually far more dangerous than deliberately accepted risks.”

Merely eleven years before Wilbur and his brother made their famous flight, Sir Arthur Conan Doyle released another of his Sherlock Holmes short stories, *The Adventure of the Copper Beeches*. In it, when he’s frustrated at the lack of evidence, Holmes is quoted as saying, “Data! Data! Data! I Can't make bricks without clay."   [Click Here for the, "Rest of the Story."](https://medium.com/faa/big-data-little-team-994501057ff)

09/04/2020

**Mojave Air & Space Port (MHV) - ANNUAL RSAT**

Greetings,

Runway incursions remain a serious concern nationally. One important component of our ongoing efforts to improve surface safety at Mojave Air & Space Port (MHV)  involves conducting an annual RSAT meeting. This year, in response to COVID-19 concerns, we will conduct a “virtual” RSAT meeting on September 25, 2020, 9am-1pm.

The purpose of this RSAT meeting is to unite those individuals and organizations actively involved in air traffic operations and the movement of aircraft, vehicles, and equipment within MHV’s Airport Operations Area (AOA). We look forward to participation from all major airport interests including our military partners, tenants, airport operations and maintenance personnel.  Participants are asked to help develop recommendations and solutions to enhance surface safety. Your recommendations serve as the foundation for a site-specific Runway Safety Action Plan. Please join us using the Zoom meeting information below.

Topic: Runway Safety Action Team - Time: Sep 25, 2020 09:00 AM Pacific Time (US and Canada)  Join Zoom Meeting

<https://us02web.zoom.us/j/88474500526?pwd=aWFVNzNWZjJlSWJ4L0NtUkpoVGxqUT09>

For Meeting ID and Passcode Info, please contact: John Himes - Director of Operations - Mojave Air and Space Port - 1434 Flightline - Mojave, CA 93501  at:   [john@mojaveairport.com](mailto:john@mojaveairport.com)

Thanks!!

09/02/2020

**"Prepare Now for Winter Operations"   - From NBAA**

Boll recommends that pilots should start their winter preparations now by watching NBAA’s Takeoff and Landing Performance Assessment (TALPA) videos (nbaa.org/talpa) to refresh their winter mindset.

“Pilots should also review the Runway Condition Assessment Matrix and know how to assess runway contamination based on its runway condition codes, which range from 0 to 6,” said Boll. Pilots who fly aircraft whose manufacturer has not provided TALPA-compliant performance data can find the correction factors in two FAA documents: (1) SAFO 19001, Landing Performance Assessment at Time of Arrival and (2) SAFO 19003, Turbojet Braking Performance on Wet Runways.  [Read it Here.](https://nbaa.org/news/business-aviation-insider/2020-sept-oct/prepare-now-winter-operations/?MessageRunDetailID=3262098091&PostID=19095260&utm_medium=email&utm_source=rasa_io)

08/09/2020

**Free Recipe and One-Stop Shopping**  
Notice Number: NOTC0250

Here’s a free recipe on behalf of the Runway Safety Group so you’re sure to make it to those summer fly-ins, barbeques, and reunions safely.

1. Take 1 pilot (any amount of seasoning will do)
2. Add [AIM Chapter 2 Section 3](https://www.faa.gov/air_traffic/publications/atpubs/aim_html/chap2_section_3.html)
3. Stir in [PHAK Chapter 14](https://www.faa.gov/regulations_policies/handbooks_manuals/aviation/phak/)
4. Let rest, marinating for 24-48 hours
5. Gently fold in [AC 91-73](https://www.faa.gov/regulations_policies/advisory_circulars/index.cfm/go/document.information/documentID/1020226) and/or [AC 120-74](https://www.faa.gov/regulations_policies/advisory_circulars/index.cfm/go/document.information/documentID/1020233) based on taste
6. Pour batter (knowledge) into scenario-based training with the [Runway Safety Simulator](https://www.runwaysafetysimulator.com/)
7. After baking, earn WINGS Credit with course [ALC-573](https://faasafety.gov/gslac/ALC/course_content.aspx?enroll=true&cID=573)
8. Garnish with [AC 61-98](https://www.faa.gov/regulations_policies/advisory_circulars/index.cfm/go/document.information/documentID/1033391) to complete a Flight Review or IPC

Yields 1 expert in Runway Incursion Avoidance and serves many.

**One-stop shopping for Runway Safety ingredients:**

* [AIM 2-3](https://www.faa.gov/air_traffic/publications/atpubs/aim_html/chap2_section_3.html)
  + (<https://www.faa.gov/air_traffic/publications/atpubs/aim_html/chap2_section_3.html>)
* [PHAK 14](https://www.faa.gov/regulations_policies/handbooks_manuals/aviation/phak/)
  + (<https://www.faa.gov/regulations_policies/handbooks_manuals/aviation/phak/>)
* [AC 61-98](https://www.faa.gov/regulations_policies/advisory_circulars/index.cfm/go/document.information/documentID/1033391)
  + (<https://www.faa.gov/regulations_policies/advisory_circulars/index.cfm/go/document.information/documentID/1033391>)
* [AC 91-73](https://www.faa.gov/regulations_policies/advisory_circulars/index.cfm/go/document.information/documentID/1020226)
  + (<https://www.faa.gov/regulations_policies/advisory_circulars/index.cfm/go/document.information/documentID/1020226>)
* [AC 120-74](https://www.faa.gov/regulations_policies/advisory_circulars/index.cfm/go/document.information/documentID/1020233)
  + (<https://www.faa.gov/regulations_policies/advisory_circulars/index.cfm/go/document.information/documentID/1020233>)
* [SAFO(s)](https://www.faa.gov/other_visit/aviation_industry/airline_operators/airline_safety/safo/all_safos/) 18009, 17010, 17011, 17012, 16008, 16009, 15001, 13007, 11011, 11004, 10005, 10008
  + (<https://www.faa.gov/other_visit/aviation_industry/airline_operators/airline_safety/safo/all_safos/>)
* [InFO(s)](https://www.faa.gov/other_visit/aviation_industry/airline_operators/airline_safety/info/all_infos/) 17009, 15016, 11003, 11015, 10003, 10011, 10014
  + (<https://www.faa.gov/other_visit/aviation_industry/airline_operators/airline_safety/info/all_infos/>)
* [Runway Safety Pilot Simulator](https://www.runwaysafetysimulator.com/)
  + (<https://www.runwaysafetysimulator.com/>)
* [From the Flight Deck](https://www.faa.gov/airports/runway_safety/videos/)
  + (<https://www.faa.gov/airports/runway_safety/videos/>)
* [Runway Excursions](https://runwayexcursions.faa.gov/)
  + (<https://runwayexcursions.faa.gov/>)
* [Airport Construction Notices/Diagrams](https://www.faa.gov/air_traffic/flight_info/aeronav/aero_data/Apt_Constr_Notices/)
  + (<https://www.faa.gov/air_traffic/flight_info/aeronav/aero_data/Apt_Constr_Notices/>)

*NOTE:  List may not be inclusive, and some “ingredients” may change or have expiration dates.*

Fly Safe,

Nick DeLotell

FAA General Aviation and Commercial Division

[nicholas.delotell@faa.gov](mailto:nicholas.delotell@faa.gov)

06/14/2020

**Runway Safety Video Focus: CNO**

Runway Safety in general plus the Hotspots at CNO are featured.  [Click Here to view it!](https://www.youtube.com/watch?v=cO2r5ko7XIo)

06/04/2020

**Surface Safety & Pilot-Controller Communications**  
Notice Number: NOTC0153

Several recent Runway Incursions have been attributed to communications. The most important concept in pilot-controller communications is understanding. Pilots must acknowledge each radio communication with Air Traffic Control (ATC) by using the appropriate aircraft call sign and confirming all hold short instructions. Brevity is important, and transmissions should be as concise as possible while still ensuring that the controller understands what you want to do. Also, you must understand exactly what ATC wants you to do. The Aeronautical Information Manual's Pilot/Controller Glossary can help you learn what certain words or phrases mean. Good phraseology enhances safety, and is the mark of a professional pilot. Jargon, chatter, and "CB" slang have no place in ATC communications.

Here are some general tips for good aviation radio technique:

•           Listen before you transmit. Except for a few situations where some frequency overlap occurs, if you hear someone else talking, attempting to transmit will be futile. You will probably jam ("step on") someone else's attempt to transmit, causing a need to repeat the call. If you have just changed frequencies, first pause and listen to make sure the frequency is clear.

•           Think before keying your transmitter. Know what you want to say and, if it is lengthy, (e.g., a flight plan or IFR position report), jot it down so you do not waste transmission time trying to remember what you need to say.

•           Position the microphone very close to your lips. After pressing the mike button, a slight pause may be necessary to be sure that the first word is transmitted. Speak in a normal conversational tone.

•           Be patient. When you release the transmit button, wait a few seconds before calling again. The controller may be jotting down your number, looking for your flight plan, transmitting on a different frequency, or selecting the transmitter to your frequency.

•           Be alert to the sounds, or lack of sounds, in your receiver. Check your volume, recheck your frequency, and make sure your microphone is not stuck in the transmit position. Frequency blockage can occur for extended periods of time due to unintentional transmitter operation. This type of interference is commonly referred to as "stuck mike," and controllers may refer to it in this manner when attempting to assign an alternate frequency.

Fly Safe,

Nick DeLotell

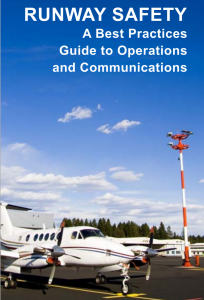
FAA Commercial Operations Branch

[Nicholas.DeLotell@faa.gov](mailto:Nicholas.DeLotell@faa.gov)

05/17/2020

**A Best Practices Guide to Operations and Communications**

*From FAA Runway Safety:*

[](http://scauwg.org/wp-content/uploads/2020/05/runway-safety.png)Runway Safety is a significant challenge and a top priority for everyone in aviation. In the United States, an average of three runway incursions\* occur daily. Each of these incidents has the potential to cause significant damage to both persons and property. A pilot or flight crew member is expected to taxi an airplane safely whether moving to or from a runway, or otherwise moving about the airport.  Scenarios including bad weather, low visibility, construction, unfamiliarity, time of day, distractions and miscommunications with air traffic control add greatly to the challenge.

This Best Practices Guide is intended to provide airmen with basic information with respect to safely operating on the surface of both towered and untowered airports. The publication focuses on five areas that are the essence of safe surface operations.

Although the guide is aimed at surface movements for single-pilot operations, all of the information also is relevant for flight crew operations. Another excellent resource is the FAA’s Office of Runway Safety’s website at http://www.faa.gov/airports/runway\_safety/pilots/. Additional information on surface  
operations also can be found in the Aeronautical Information Manual (AIM) at http://www.faa.gov/air\_traffic/publications/atpubs/aim/

You Can View and [Read the Guide by Clicking Here.](https://www.faa.gov/airports/runway_safety/publications/media/Runway_Safety_Best_Practices_Brochure.pdf)

4/22/2020

**Construction Notice Diagrams - Emergency Parking Program**

*From FAA Runway Safety:*

As you know, the response to the COVID-19 pandemic has necessitated some unprecedented scenarios that pilots may be faced with while operating within the NAS during this time. One of those is the overflow parking on movement areas (runways and taxiways) of many air carrier aircraft that are not flying during this time.

FAA has added to its ***Construction Notice Diagrams,*** in addition to planned construction closures, those airports that are parking aircraft on runways or taxiways due to the *Emergency parking Plan*. These airports are annotated with the term *Emergency Parking Plan.*

<https://www.faa.gov/air_traffic/flight_info/aeronav/aero_data/Apt_Constr_Notices/>

Additionally, here is a SAFO (Safety Alert for Operators) that Flight Standards has published on the matter. While it is oriented toward air carrier/commercial operators, it contains operational information that transfers to GA operations:

<https://www.faa.gov/other_visit/aviation_industry/airline_operators/airline_safety/safo/all_safos/media/2020/SAFO20005.pdf>

-          Safe Flying

4/22/2020

**EMERGENCY PARKING at KSBD**

*From Richard - Lake Arrowhead*

The COVID-19 issue is impacting KSBD (San Bernardino) directly as KSBD accepts many Delta aircraft for << … overflow parking on movement areas (runways and taxiways) of many air carrier aircraft that are not flying during this time. >>  And as most of you know, KSBD generally has the lowest cost Avgas in the LA Basin … which, in turn, generates a fair amount of transit traffic (which now must pass a bunch of Delta A320’s to get to the fuel pumps).

// Richard

4/22/2020

**RUNWAY SIMULATOR  promo - Barry & Brian Schiff  NAFI Webinar & FAA WINGS CREDIT Quiz**

The FAA Runway Safety Program's RUNWAY SAFETY SIMULATOR is a wonderful way to experience some reenacted real scenarios and learn a bit what might otherwise be a way to ruin a pilot's day.   WEBMASTER NOTE: highly recommended.    You can visit the simulator program here on SCAUWG.ORG.  Just navigate to the AIRPORT DATA TAB on the top of the page task bar, select RUNWAY SAFETY > RUNWAY SAFETY SIMULATOR.

YOU can EARN FAA WINGS Credit for watching the program and completing the short quiz.

Watch the program by clicking on this link.    <https://www.mentorlive.site/program/31.html>

ENROLL in the WINGS COURSE and take the Quiz by clicking on this link.    <https://www.faasafety.gov/gslac/ALC/CourseLanding.aspx?cID=631>

02/28/2020

**Wrong Surfaces, and You**

Notice Number: NOTC0006

A wrong surface event occurs when an aircraft lands or departs, or tries to land or depart, on the wrong runway or on a taxiway. It also occurs when an aircraft lands or tries to land at the wrong airport. In 2019, there were 480 wrong surface events. Over 80 percent of those involved general aviation pilots.  
Reducing this risk is one of the FAA’s top priorities. We need your help!

Please consider these best practices when interacting with your students, applicants, peers, and mentors:  
Familiarize pilots with Chart Supplements, Airport Diagrams, NOTAMs, and other preflight resources.

Use the FAA’s From the Flight Deck videos! [www.faa.gov/airports/runway\_safety/videos/](http://www.faa.gov/airports/runway_safety/videos/)  
Work the videos into Airman Certification Standards tasks, such as Private Pilot ACS Task D, Cross-Country Flight Planning.

Share techniques to verify correct runway alignment, like magnetic compass orientation, referencing underlying instrument approach courses, mnemonic devices, etc.

Discourage overreliance on technology. Electronic Flight Bags and moving map displays are intended to increase pilot situational awareness and safety.

Take appropriate action when technology is compensating for skill or is a distraction.

Encourage runway safety checks on short final, including verification of the correct runway, and ensuring that no vehicles or aircraft are present.

Strictly enforce a go-around policy when there is any doubt of making a safe landing on the correct surface.

For more information or resources, check out [SAFO 17010.](https://www.faa.gov/other_visit/aviation_industry/airline_operators/airline_safety/safo/all_safos/#2017)  
Fly Safe,  
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FAA Commercial Operations Branch  
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(609) 485-9500

01/28/2020  
FAA Safety Team | Safer Skies Through Education

**Runway Expectations**

Notice Number: NOTC9957  
Sometimes our expectations as pilots don’t always match those of Air Traffic Control’s. Here’s a quick review of expectations for operations on or near runways to keep you safe.  
• After landing, you are expected to clear the runway without delay, taxiing until the entire aircraft has cleared the hold short marking. AIM 4-3-20  
• When you obtain an air traffic clearance, you are expected to execute its provisions upon receipt. For example, do not unnecessarily delay takeoff. AIM 4-4-10  
• Your prompt compliance with air traffic clearances is expected. AIM 5-5-2  
• Sometimes a clearance will include the word “IMMEDIATE” to impress urgency, and your expeditious compliance is expected. AIM 4-4-10  
• If you cannot accept or comply with an air traffic clearance, simply tell the controller “UNABLE”, and work with them to find an alternative solution. That includes times when you may not be able to comply promptly, upon receipt of a clearance. Pilot/Controller Glossary  
While the FAA does not define “prompt”, it’s important to know that clearances to takeoff and land are predicated on known traffic and airport conditions. For example, a clearance to takeoff may turn into a clearance for IMMEDIATE takeoff after a delay of as little as ten (10) seconds at a busy airport. So, don’t delay without first communicating your intentions with Air Traffic Control. The time you spend on runways should be minimized.  
Fly Safe,  
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[Graphical user interface, website

Description automatically generated](http://scauwg.org/wp-content/uploads/2019/12/SLIDE-AOPA-RNY-SAFETY.png)

12/24/2019

**AOPA AIR SAFETY INSTITUTE ASI has released a Runway Safety Tip Video**

TALPA, RCAM, FICON are terms that are explained. This video reveals the way Runway Surface Conditions are described making it easier for pilots to listen. It's a short video with a big message.  See it by [CLICKING HERE](https://click.mail.aopa.org/?qs=a94baac2c80871938b423e847609392b08d21a3c746dca4527c0ea957b898ba435393cddeaaf626b0952bdc34307511750b161e1bd5866bf).

12/20/2019

**AC 150/5210-25A - Performance Specification for Airport Vehicle Runway Incursion                      Warning Systems (RIWS)  Document Information**

Date Issued: December 19, 2019  
Responsible Office: AAS-100, Office of Airport Safety & Standards - Airport Engineering Division  
Description:   This AC provides a performance specification for an airport vehicle runway incursion warning system (RIWS).

[AC 150/5210-25A](http://www.faa.gov/documentLibrary/media/Advisory_Circular/150-5210-25A.pdf)

12/12/2019

**150/5200-30D - Draft Change 2 to AC 150/5200-30D, Airport Field Condition Assessments and Winter Operations Safety**

Date issued 12/12/2019   Responsible Office: AAS-300, Office of Airport Safety and Operations - Airport Safety & Operations Division

Change 2 provides guidance to airport operators on snow removal around airport NAVAIDs and on when to issue new runway condition reports.

The Change file only includes pages revised by this Change. For the complete document, see [AC 150/5200-30D.](https://www.faa.gov/airports/resources/advisory_circulars/index.cfm/go/document.current/documentNumber/150_5200-30)

[150/5200-30D Change 2 (revised pages only)](http://www.faa.gov/documentLibrary/media/Advisory_Circular/draft-150-5200-30D-Chg2.pdf) (PDF, 597 KB)  
[Industry Letter for Draft Change 2 to AC 150/5200-30D](http://www.faa.gov/documentLibrary/media/Advisory_Circular/draft-150-5200-30D-Chg2-industry-letter.pdf) (PDF, 138 KB)  
[Comment Matrix for Draft Change 2 to AC 150/5200-30D](http://www.faa.gov/documentLibrary/media/Advisory_Circular/draft-150-5200-30D-Chg2-Comment-Matrix.xlsx) (MS Excel, 35 KB)

**Comments are requested by January 17, 2020.** Please visit the page to access the draft AC and read procedures for submitting comments.

2/08/2019

**Runway Safety Tips for Instrument Pilots**

Notice Number: NOTC9879

The ILS Critical Area protects aircraft utilizing the ILS against interference and course distortion caused by other aircraft or vehicles near the antennas. Have you ever seen an ILS Critical Area sign or marking and wondered what you were supposed to do about it? Here are some quick tips for avoiding a pilot deviation, or causing someone else’s missed approach.

• ATC must protect the ILS Critical Area when there is an aircraft on an approach inside the FAF, and the weather is at or below 800’ or 2 miles.  
• If the conditions warrant, ATC will issue “Hold short of [RWY] ILS Critical Area.”  
• If you receive that clearance, you MUST keep your entire aircraft clear of the associated marking, and remain on the safe side of the ILS Critical Area.

Safety works best when we help each other, so if the weather is at or below 800’ or 2 miles and ATC hasn’t issued you an ILS hold, it doesn’t hurt to hold short and ask anyway. Remember, ILS Critical Areas are only mandatory when ATC issues a hold. If the field is uncontrolled, there is no requirement to hold short of the ILS Critical Area. That said, be mindful of the weather and inbound aircraft, and consider holding short if conditions warrant.

Here are some quick references:

• [AIM 2-3-5.b](https://www.faa.gov/air_traffic/publications/atpubs/aim_html/chap2_section_3.html)

• [AIM 1-1-9.k](https://www.faa.gov/air_traffic/publications/atpubs/aim_html/chap1_section_1.html)

Fly Safe,

Nick DeLotell  
FAA Commercial Operations Branch, AFS-820  
[Nicholas.DeLotell@faa.gov](mailto:Nicholas.DeLotell@faa.gov)  
609-485-9500

11/25/2019

**FAA Completes Runway Warning System at 20 Airports**

by Gordon Gilbert  in AINonline

"The FAA’s Runway Status Lights (RWSL) system is now operational at all 20 major U.S. airports slated to have the new technology. According to the agency, this is the first system designed to automatically provide a direct warning to pilots and vehicle operators about potential runway conflicts."

Read the Article - [Click HERE](https://www.ainonline.com/aviation-news/business-aviation/2019-11-25/faa-completes-runway-warning-system-20-airports)

11/01/2019

**Runway Status Lights Now Fully Operational**

The Federal Aviation Administration (FAA) announced that Runway S</status Lights (RWSL), the first technology to provide direct warning to pilots about potential runway conflicts, is now operational at all 20 sites approved to receive the ground-breaking technology.

A report on the effectiveness of RWSL at the 15 airports where it was operational in 2017 found an overall 52% reduction in the average runway incursion rate, with 15,484 potential saves by the technology.

The FAA developed RWSL technology to increase situational awareness for flight crews and airport vehicle drivers, providing an added layer of runway safety. The technology alerts pilots and vehicle operators to stop when runways and taxiways are not safe to enter, cross or begin takeoff. Red lights embedded in the pavement illuminate when the presence of other traffic creates a potential conflict. RWSL uses the airport’s surface surveillance system to determine the location of aircraft and vehicles. The lights are fully automated, requiring no input from air traffic controllers.

Pilots and ground vehicle operators must still receive clearances from controllers for any operation on runways or taxiways.

The RWSL system is comprised of two types of lights. Runway Entrance Lights (REL) are deployed at taxiway and runway crossings and illuminate if it is unsafe to enter or cross a runway. Takeoff Hold Lights (THL) are deployed in the runway by the departure hold zone and illuminate when there is an aircraft in position for departure and the runway is occupied by another aircraft or vehicle and is unsafe for takeoff.

RWSLs are now operational at the following airports:

Baltimore-Washington International Airport  
Boston Logan International Airport  
Charlotte Douglas International Airport  
Chicago O’Hare International Airport  
Dallas-Fort Worth International Airport  
Detroit Metropolitan Wayne County Airport  
Ft. Lauderdale/Hollywood International Airport  
Houston’s George Bush Intercontinental Airport  
John F. Kennedy International Airport  
LaGuardia International Airport  
Las Vegas McCarran International Airport  
Los Angeles International Airport  
Minneapolis-St. Paul International Airport  
Newark Liberty International Airport  
Orlando International Airport  
Phoenix Sky Harbor International Airport  
San Diego International Airport  
San Francisco International Airport  
Seattle-Tacoma International Airport  
Washington Dulles International Airport

10/29/2019

**Runway Safety Tips – Winter Ops**

Notice Number: NOTC9809

**Winter is coming. Following these tips may SPARE you from dangerous runway incursions in the months ahead:**

SPEED - When taxiing, keep it slow. If you weren’t able to walk steadily on the ice-coated surfaces leading out to your parking space, it is entirely likely that your 1,200-pound Piper Cub won’t fare much better. Don’t undo all the work you did to clean the aircraft off. Taxi slowly to avoid throwing up snow and slush into the wheel wells and onto aircraft surfaces. Taking it slow is also safer, providing more response time in case the tires decide to slide on an icy patch.

PURPOSE - Ensure you have a current airport diagram to reference prior to taxi. We tend to become complacent, not realizing we are navigating from habit until a geographical reference is moved, removed, or snow covered along our route. Plan your route ahead of time, knowing where the runway safety areas are. Don’t be the cause of a runway incursion because you weren’t aware of a hold sign or marking, or were taxiing too fast to stop. Runway safety happens on purpose because of your planning and airmanship.

AERODYNAMICS - Since braking is not effective on a wet or icy runway, take advantage of aerodynamic braking by holding the nose up as long as possible. Aircraft control can only be maintained if the main wheels are rolling. Any braking should be applied gently and evenly using care not to lock up the wheels. When the airplane slows down, control effec­tiveness from the rudder and ailerons are lost. The airplane does what comes naturally — it weather­vanes into the wind. If there is ice, the amount of wind the airplane can tolerate drops dramatically. Land into the wind on icy surfaces, or divert to a less contaminated runway or one with less of a crosswind.

RUNWAY - GA wrong runway approaches and landings continue to occur. Offset, parallel runways continue to challenge GA pilots. Be aware that you may be looking at a dominate runway, not the one that you were cleared for. Snow covered terrain may add to the difficulty. Understand your clearance and reference the airport diagram. If you’re not 100% sure, go around.

EQUIPMENT - Remove the airplane’s wheelpants if equipped. Slush and ice can collect inside the wheel pant and freeze the brakes to the rotors making for an interesting landing with wheels that won’t spin. Removal of the wheelpants will also allow you a clearer view to inspect tire condition and the possibility of leaking fluid.

Have SPARE time this winter? Be sure to check out the Runway Safety Simulator for regular updates. Click Here or go to www.runwaysafetysimulator.com.

Fly Safe (and stay warm!),

Nick DeLotell

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10/02/2019

**AC 150/5345-53D - Airport Lighting Equipment Certification Program  
Document Information**

This AC describes the Airport Lighting Equipment Certification Program (ALECP). It provides information on how an organization can get Federal Aviation Administration (FAA) acceptance as a third-party certification body (third-party certifier) and how manufacturers may get equipment qualified under the program. It includes a list of the equipment that is certified under the program. This AC does not impose requirements or mandate participation in the ALECP by any party. This revision clarifies the criteria that FAA will use to determine whether a certification body qualifies for participation and how equipment may be qualified.   [Read the AC HERE](https://www.faa.gov/regulations_policies/advisory_circulars/index.cfm/go/document.information/documentID/1020352)

9/18/2019

**Tower intervened to stop Transavia 737 taxiway take-off**

18 September, 2019 SOURCE: FlightGlobal.com BY: David Kaminski-Morrow London

Dutch investigators have disclosed that a Transavia Boeing 737-800 attempted to depart from a taxiway at Amsterdam Schiphol before tower controllers intervened and ordered the jet to abort.

Read This Story by [Clicking Here](https://www.flightglobal.com/news/articles/tower-intervened-to-stop-transavia-737-taxiway-take-460918/)

9/17/2019

FAA Safety Team | Safer Skies Through Education

**Runway Safety through Stabilized Approaches**

Notice Number: NOTC9729

Maintain a Stabilized Approach! Have you heard these words before? It’s a critical, lifesaving way to approach every flight.  
There are several criteria, but generally, a pilot is flying a stabilized approach when he or she establishes and maintains a constant angle glidepath towards a predetermined point on the landing runway. Every runway is unique, but a commonly referenced glidepath follows the “3:1” principle. That is, for every 3 nautical miles flown over the ground, you should descend 1,000 feet. This simulates a standard 3-degree glideslope. Data shows that the further out from the runway threshold you establish a stabilized approach, the lower your risk of loss of control, wrong surface landings, or runway excursions.

Tips for Staying Stable:

If it’s not right, GO-AROUND! Execute a timely go-around decision when a stabilized approach cannot be made, or for any other condition that may result in an unsafe approach or landing.

The further from the runway that you establish a “3:1” flight path profile, the greater your probability of successfully flying a stable approach.

NOTE: Every runway is unique and the published glidepath should be flown when available.

A method to estimate the appropriate descent rate in feet/minute to maintain a 3-degree glidepath is to multiply the groundspeed in knots by 5.

When available, use a visual approach system such as a VASI or PAPI, or precision instrument approach to help maintain glidepath.

Increase your knowledge on stabilized approaches. Some resources include:

The GAJSC website (www.gajsc.org/loss-of-control)  
AC 91-79A (www.faa.gov/regulations\_policies/advisory\_circulars)

Fly Safe,

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