

- **Runway Safety** (Information contained in Pre-Read Briefing) – No discussion by ATPAC members.  
Status: June 2011 Update

NTSB Recommendation A-00-70: Adopt the landing clearance procedure recommended by International Civil Aviation Organization (ICAO) Document 4444-RAC/501, Procedures for Air Navigation Services-Rules of the Air and Air Traffic Services, Part V, Aerodrome control Service, paragraph 15.2

Response: Through the Safety Management System (SMS) process the FAA evaluated this recommendation and several other mitigation strategies to reduce the number of active landing clearances and require landing clearances to be issued closer to the threshold. The other alternatives included: Different distances of 5, 7, 10, and 15 miles from the threshold at which the landing clearance can be issued (effectively limiting the number of active landing clearances). A cognitive analysis of controller memory, workload and situational awareness under MLC and a human-in-the-loop evaluation of pilot response to the SRMD proposed distance caps of 5, 7, 10 and 15-mile points have already been conducted by MITRE. Human-in-the-Loop evaluations with air traffic controller participation took place August 31-September 10 and December 1. The results are pending. An answer is expected 3<sup>rd</sup> quarter FY11.

Status: The results of the analysis conducted by MITRE did not support adapting this recommendation. This information has been forwarded to Terminal and will be addressed by the SRM panel. (date TBD) ATO plans to complete the SRM process and respond to the NTSB by SEP 30.

NTSB Recommendation A-00-71: Amend Federal Aviation Administration Order 7110.65, Air Traffic Control, to require the use of standard International Civil Aviation Organization (ICAO) phraseology (excluding conditional phraseology) for airport surface operations, and periodically emphasize to controllers the need to use this phraseology and to speak at reasonable rates when communicating with all flight crews, especially those whose primary language is not English.

Response: A Safety Risk Management (SRM) panel was convened to analyze recommendation A-00-71, specifically, the ICAO Phraseology “line up and wait”. Line up and Wait was implemented on 9/30/2010, and will be monitored for safety and effectiveness IAW the SMS process. Once it has been determined safe and effective the next change will begin, thereby reducing any risk to operations.

Status: This recommendation has been adapted and awaiting closure by the NTSB.