

Runway Safety (Information contained in Pre-Read Briefing) – No discussion.

- ✧ **NTSB Recommendation A-00-67:** The FAA submitted the required documents for proposed rule making to amend 14 CFR, Section 91.129(i). In the interim, N JO 7110.528, Taxi and Ground Movement Operations, effective June 30, 2010, has been issued to require controllers to issue an explicit clearance for all runway crossings.
- ✧ **NTSB Recommendation A-00-68:** N JO 7110.528, Taxi and Ground Movement Operations, effective June 30, 2010, has been issued to prohibit air traffic controllers from issuing blanket clearances to cross multiple runways and provides for an exception for closely spaced runways with centerlines of less than 1,000 feet.
- ✧ **NTSB Recommendation A-00-70:** 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 3rd quarter FY11.
- ✧ **NTSB Recommendation A-00-71:** N JO 7110.536, Line Up and Wait (LUAW) Operations, effective September 30, 2010, made the change from FAA phraseology “position and hold” to the ICAO phraseology “line up and wait.”