

**AERONAUTICAL CHARTING FORUM
Charting Group
Meeting 08-01 – April 23-24, 2008**

RECOMMENDATION DOCUMENT

FAA Control # 08-01-206

Subject: Runway Status Lights information charts for pilots

Background/Discussion: Runway Status Lights (RWSL) are being installed at a number of US airports to reduce the severity of or eliminate runway incursions. It is imperative that RWSL system information be distributed to each pilot planning to operate at any of these airports. Initial training material was prepared by Jeppesen, and distributed as part of the updates to the two specific test airports (DFW (60-8) and SAN (10-8)) but only to those pilots who subscribed to Jeppesen. Universal and general information now needs to be distributed, as the implementation of RWSL will be expanded to LAX, BOS, and ORD in the next 12 months and to an additional 18 airports before 2012. Separate efforts are underway to create information to be included in the AIM, advisory circulars and in NOTAMs.

Recommendations: Recommend that the Aeronautical Charting Forum choose suitable material to be sent out as general training information (not associated with a specific airport), and that the material be included in the NACO, LIDO, and Jeppesen general information. This material also needs to be included for specific airports and specific runways in the AFDs.

Comments: This recommendation affects all pilots operating at RWSL equipped airports, NACO, LIDO and Jeppesen.

We will prepare a briefing (10-15 minutes) at the Aeronautical Charting Forum on the morning of April 23, 2008 regarding the need for RWSL information material in the charting media.

Submitted by: Peter Hwoschinsky

Organization: Advanced Technology Development and Prototyping Group

Phone: 202-493-4696

FAX: 202-267-5111

E-mail: peter.hwoschinsky@faa.gov

Date: 2/29/08

MEETING 08-01: Mr. Peter Hwoschinsky, FAA/AJP-671, briefed that 20 airports in the U.S. and 20 additional airports worldwide have been identified as candidates for the Runway Status Lights (RWSL) program. This program is being developed to reduce the risk of runway incursions and in response to NTSB Recommendation A-00-66. The RWSL is an active automated system that makes use of colored lights to visually alert pilots to potential traffic conflicts during ground movement. The system utilizes in-pavement sensors and ASDE-X/AMSS Radar to activate red and green “Runway Entrance Lights” (REL) that provide ‘Stop/Go’ visual indications for entering or crossing an active runway.

RWSL is an active automated system that consists of:

- Runway Entrance Lights
- Takeoff Hold Lights
- Runway Intersection Lights
- Final Approach Runway Occupancy Signal

Currently there are two test sites where RWSL are being used - Dallas/Ft. Worth and San Diego. The first operational implementation is scheduled for late 2009 at Orlando Executive Airport. Informing pilots of RWSL is currently underway. Jeppesen has supported the FAA’s operational evaluation program by publishing RWSL information pages in the Airway Manual for affected airports. NACO will need to add a “general information page”, in the Airport/Facility Directory and TPPs, similar to the “Attention All Users” pages for PRM and RNAV.

Concerns from ALPA were that there will be a learning curve by aircrews, and that the best solution would be to include information along with the applicable terminal and airport charts for each location.

ACTION: Mr. Peter Hwoschinsky, FAA/AJP-671 will provide content to Ms. Valerie Watson to take to the IACC and will update the status at the next ACF.

MEETING 08-02: Mr. Pete Hwoschinsky, FAA/AJP-671 reported that Runway Status Light tests at San Diego and Dallas-Ft. Worth were positive. Los Angeles and Boston RWSLs will be completed by the end of 2008. Now the focus of the FAA is to get the information out to pilots. John Moore suggested that the training material be included within the AIM.

Mr. Ted Thompson, Jeppesen, commented that it was impractical to put lighting information on Airport Diagrams. Jeppesen would support some general information in front of each book instead.

ACTION: Mr. Peter Hwoschinsky, FAA/AJP-671 will work the issue offline with Ms. Valerie Watson FAA/NACO, Mr. Greg Pray FAA/NFDC, Mr. Ted Thompson and Mr. Axel Freidrich, Lido, and will update the status at the next ACF.

MEETING 09-01: Mr. Dale Bryan, Veracity Engineering, provided an update to the forum. RWSL are still undergoing operational evaluation. RWSL information is included in the A/FD at applicable airports. Mr. Juergen Kuhnhenh, Lido, stated that they depict RWSL colored lights embedded in the runway on their airport charts. Jeppesen produces special “ops eval” pages at a few specially designated locations (in support of the FAA’s program office – future depictions were TBD).

Implementation of the first certified RWSL system will be implemented sometime in 2010. NACO does not intend to chart actual RWSL in-pavement lighting, but will add a general information note in the “note” section of the airport chart. There were no conclusions made at this meeting.

ACTION: Mr. Dale Bryan, Veracity Engineering, will brief the ACF in October after the program has been completed at the implementation office at Orlando (MCO)

MEETING 09-02: Mr. Dale Bryan, Veracity Engineering, provided an update to the forum. Runway Status Light (RWSL) information has been published in the AIM. The understanding is that when an RWSL system at an airport comes out of testing and is officially made operational,

the program office will coordinate with NFDC to disseminate via the NFDD an appropriate Airport Note which will be added to the A/FD and added to Airport Diagrams.

Implementation of the first certified RWSL system in Orlando is scheduled for March 2010.

Boston will be added in Summer 2010, followed by Dallas, San Diego and Los Angeles. AeroNav Services does not intend to chart actual RWSL in-pavement lighting, but will add a boiler plate note to both the airport remarks section of the A/FD and the Airport Diagram. Mr. John Moore, FAA/AeroNav Services, suggested closing the issue on the grounds that, from a charting perspective, the specifications have been written. Now we are waiting for the source from NFDC.

CLOSED