Subject: Non Air Carrier Runways @ Part 139 Airports

Background/Discussion:

On July 29, 2014, Southwest Airlines (SWA) Flight 11 departed from Chicago Midway International Airport (MDW) Runway (RWY) 31 Right (31R) while RWYs 4R/22L and 13C/31C were closed for scheduled construction. RWY 31R is a non-Part 139 runway, meaning it is not available for air carrier operations such as SWA Flight 11. Although the flight made an uneventful takeoff on RWY 31R, becoming airborne after a ground roll of about 3,500 feet on the 5,141-foot runway. Stakeholders agreed that a hazard exists whereby it is possible for air carriers to depart from or land on non-Part 139 runways. Further, they concluded it is likely that this hazard is not limited to MDW or SWA since Part 139 airports across the National Airspace System (NAS) have runways that are not part of their Part 139 certificate program and could be utilized by air carriers in error. A Safety Risk Management (SRM) Team of representatives from the Office of Airports (ARP), the Office of Aviation Safety (AVS), the Air Traffic Organization (ATO), the Flight Standards Service (AFS), and the National Air Traffic Controllers Association (NATCA) met on July – September 2016, with follow-up meetings in August and September, to perform a hazard analysis of the impact of air carriers using non-Part 139 runways at Part 139 airports. The (3) below recommendations are 3 of 9 recommendations identified that remain outstanding.

Recommendations:

1. Add the “Part 139” runway attribute to AC 150/5300-19; Airport Data and Information Program
2. Develop requirements for Part 139 airports to identify Part 139 and non-Part 139 Runways within the Airport Data and Information Portal (ADIP).
3. Identify Part 139 Runways within the Chart Supplement and Airport/Runway Subscriber Files

Comments:

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Date: 02/15/2021
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