

NOTICE

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION
Air Traffic Organization Policy

N JO 7210.786

Effective Date:
September 22, 2011

Cancellation Date:
February 9, 2012

SUBJ: Runway Construction

1. Purpose of This Notice. This notice amends multiple paragraphs contained in Federal Aviation Administration (FAA) Order JO 7210.3, Facility Operation and Administration, by adding requirements for air traffic managers (ATM) whenever airport runways or taxiways undergo construction and particularly when a runway length has been shortened due to construction. These changes do not transfer pilot responsibility to the controller, but ensure that changes in runway length due to construction are communicated as an additional layer of safety.

2. Audience. This notice applies to the Terminal Services organization and all associated air traffic control facilities.

3. Where Can I Find This Notice? This notice is available on the MyFAA employee Web site at https://employees.faa.gov/tools_resources/orders_notices/ and on the air traffic publications Web site at http://www.faa.gov/air_traffic/publications/.

4. Procedures.

a. Add paragraphs 10-3-11 and 10-3-12 to FAA Order JO 7210.3 to read as follows:

10-3-11. AIRPORT CONSTRUCTION

Whenever there is construction on a movement area, or on a non-movement area that affects movement area operations, the ATM must:

- a. Notify the Airport Construction Advisory Council via email to the following address: 9-AJA-ConstructionCouncil@faa.gov. The email should describe the construction project in detail.
- b. Create, approve, and publish appropriate changes to local procedures.
- c. Ensure training for all operational personnel is completed and documented.
- d. Provide continued training and/or briefings for the duration of the construction project to ensure operational personnel are advised on construction changes as the project progresses.
- e. Ensure the latest version of the "Runway-Taxiway Construction Best Practices" for preparation and operations is reviewed by appropriate personnel during construction.
- f. Ensure the latest version of the "Runway-Taxiway Construction Checklist" for preparation and operations is used and completed by appropriate personnel.

NOTE-

Both the "Runway-Taxiway Construction Best Practices" and "Runway-Taxiway Construction Checklist" are available on the Runway Safety website. Go to the FAA homepage, search Runway Safety and click the Construction link.

REFERENCE -

FAAO JO 7110.65, Para 2-9-3, Content
FAAO JO 7110.65, Para 3-7-1, Ground Traffic Movement
FAAO JO 7110.65, Para 3-9-1, Departure Information
FAAO JO 7110.65, Para 3-9-4, Line Up and Wait (LUAW)
FAAO JO 7110.65, Para 3-9-9, Take-off Clearance
FAAO JO 7110.65, Para 3-10-1, Landing Information
FAAO JO 7110.65, Para 3-10-5, Landing Clearance
FAAO JO 7210.3, Para 10-3-12, Change in Runway Length Due to Construction
FAAO JO 7210.3, Para 10-4-1, Automatic Terminal Information Service (ATIS)

10-3-12. CHANGE IN RUNWAY LENGTH DUE TO CONSTRUCTION

When a runway length has been temporarily or permanently shortened, local procedures must be issued to include procedures covering the phraseology for all taxi, takeoff and landing clearances, ATIS broadcasts, NOTAMs, and other significant activities to ensure safety is not compromised. The ATM must:

- a. Review and publish local weather criteria for each runway selected during periods of construction affecting the available runway length, for example:
 1. 800' ceiling and 2 SM visibility – arrival/departure runway.
 2. Weather less than 2 SM visibility - departure only runway.
- b. Ensure training for operational personnel is completed prior to any runway length changes that include the following:
 1. Use of the term “full length.”
 2. Use of the term “shortened.”
 3. Review of current and future national “Runway Construction Changes” training materials.
- c. Provide continued training and/or briefings for the duration of the construction project to ensure operational personnel are advised of construction changes as the project progresses.

REFERENCE -

FAAO JO 7110.65, Para 2-9-3, Content
FAAO JO 7110.65, Para 3-7-1, Ground Traffic Movement
FAAO JO 7110.65, Para 3-9-1, Departure Information
FAAO JO 7110.65, Para 3-9-4, Line Up and Wait (LUAW)
FAAO JO 7110.65, Para 3-9-9, Take-off Clearance
FAAO JO 7110.65, Para 3-10-1, Landing Information
FAAO JO 7110.65, Para 3-10-5, Landing Clearance
FAAO JO 7210.3, Para 10-3-11, Airport Construction
FAAO JO 7210.3, Para 10-4-1, Automatic Terminal Information Service (ATIS)

- b. Amend paragraph 10-4-1, Automatic Terminal Information Service (ATIS), to read as follows:

10-4-1. AUTOMATIC TERMINAL INFORMATION SERVICE (ATIS)

Title through b, no change.

- c. Before transmitting, the voice and/or text message must be reviewed to ensure content is complete and accurate. When appropriate, the voice/text must be cross checked to ensure the message content is the same. In a conventional, controller-prepared voice recording, the specialist must ensure:
 1. The speech rate is not excessive,
 2. The enunciation is of the highest quality, and
 3. Each part of the message is easily understood.

d. Those facilities with runway construction must ensure ATIS message content is complete, accurate, and contains the proper information related to runway closures and available length (feet). When runway construction is underway, the review of the message should be made by a person other than the specialist who prepared the original, preferably either a supervisor or CIC.

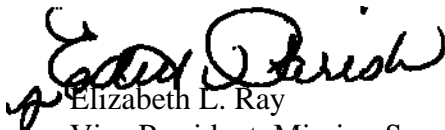
REFERENCE -

- FAAO JO 7110.65, Para 2-9-3, Content*
- FAAO JO 7110.65, Para 3-7-1, Ground Traffic Movement*
- FAAO JO 7110.65, Para 3-9-1, Departure Information*
- FAAO JO 7110.65, Para 3-9-4, Line Up and Wait (LUAW)*
- FAAO JO 7110.65, Para 3-9-9, Take-off Clearance*
- FAAO JO 7110.65, Para 3-10-1, Landing Information*
- FAAO JO 7110.65, Para 3-10-5, Landing Clearance*
- FAAO JO 7210.3, Para 10-3-11, Airport Construction*
- FAAO JO 7210.3, Para 10-3-12, Change in Runway Length Due to Construction*

Subparagraphs d through h, re-letter to e through i.

5. Distribution. This notice is distributed to the following ATO service units: Terminal, En Route and Oceanic, Mission Support, and System Operations, to include traffic management units and flight service stations; ATO Safety; the Air Traffic Safety Oversight Service; the William J. Hughes Technical Center; and the Mike Monroney Aeronautical Center.

6. Background. Recent safety events revealed common misunderstandings when air traffic clearances were given to pilots operating on runways shortened due to construction. As each airport becomes affected, due to construction activities that result in changes to the runway environment, facility managers must consider the additional risk caused by construction. Phraseology currently being used has led to questionable operational decisions regarding runway length, acceptable operating weight/speed conditions, and efficiency. The changes in this notice are intended to improve the operating environment at those facilities that experience runway construction, to avoid future safety events as a result of construction activities, and to ensure that ATIS information is reviewed for content accuracy prior to broadcast.



Elizabeth L. Ray
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8-19-11
Date Signed