

DOCUMENT CHANGE PROPOSAL/BRIEFING SHEET

FINAL DISPOSITION (INITIAL Not Required)

ORDER/PUBLICATION: 7110.65U

CHANGE: Basic

EFFECTIVE DATE: February 9, 2012 **TRACKING #:** 5B- 3-10-1

SPECIALIST/ROUTING: Kevin W Martin AJV-11 (202) 493-5727

1. PARAGRAPH NUMBER AND TITLE:

3-10-1. LANDING INFORMATION

2. BACKGROUND: This change establishes requirements for aircraft landing on or departing from runways that have a temporary or permanent change in runway length due to construction. Changes include: the requirement to use the term "warning" and/or "shortened" on the ATIS; use of the term "shortened" in conjunction with all takeoff and landing clearances for a specified period; and prohibits use of the term "full length" when runway lengths have been temporarily shortened.

3. EXPLANATION OF CHANGE: This change amends paragraph 3-10-1 contained in FAA Order JO 7110.65, Air Traffic Control, by adding requirements when the available runway length has been shortened due to construction. These changes do not transfer pilot responsibility to the controller, but ensures that changes in runway length due to construction are communicated as an additional layer of safety. This change cancels and incorporates N JO 7110.564, Runway Construction, effective September 22, 2011.

4. CHANGE:

OLD

3-10-1. LANDING INFORMATION

Title thru j

NEW

3-10-1. LANDING INFORMATION

No change

k. If the pilot does not indicate the appropriate ATIS code, and when a runway has been shortened, controllers must ensure that pilots receive the runway number combined with a shortened announcement for all arriving aircraft.

No further changes to paragraph.

5. INDEX CHANGES: None

6. REFERENCE CHANGES: None

7. GRAPHICS: None

8. GENOT/NOTICE: N JO 7110.564, Runway Construction, effective September 22, 2011

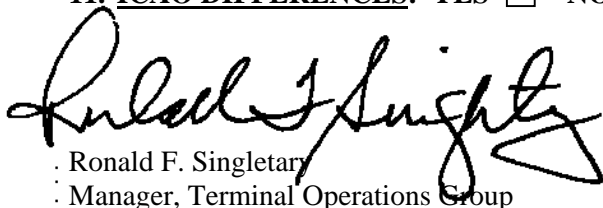
9. FORMATTING & PLAIN LANGUAGE REVIEW: ☒ HM 6/3/2011

10. SAFETY RISK MANAGEMENT: (Check appropriate box).

☒ **SRMD.** Proposed change meets full SMS requirements for safety risk assessment.

☐ **SRMDM.** Proposed change does not introduce new safety risks into the NAS.

11. ICAO DIFFERENCES: YES ☐ NO ☒


Ronald F. Singletary
Manager, Terminal Operations Group

8/4/11

Date: