

## DOCUMENT CHANGE PROPOSAL/BRIEFING SHEET

### **FINAL DISPOSITION (INITIAL Not Required)**

**ORDER/PUBLICATION:** 7210.3X

**CHANGE:** Basic

**EFFECTIVE DATE:** February 9, 2012 **TRACKING #:** 3B- 10-3-12

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

#### **1. PARAGRAPH NUMBER AND TITLE:**

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

**2. BACKGROUND:** This change establishes requirements for Air Traffic Managers to make specific notifications and establish training whenever a runway or taxiway undergoes construction. Due to the inherent hazards associated with temporary or permanent changes in runway length due to construction, particular emphasis is placed on ATM requirements with respect to runway construction. ATMs must ensure that training is completed for all operational personnel before any changes are made to the actual runway length.

**3. EXPLANATION OF CHANGE:** This change adds paragraph 10-3-12 to 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 7210.786, Runway Construction, effective September 22, 2011.

#### **4. CHANGE:**

##### **OLD**

Add

Add

Add

Add

Add

Add

Add

Add

Add

##### **NEW**

#### **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.**

Add

**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.**

Add

**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**

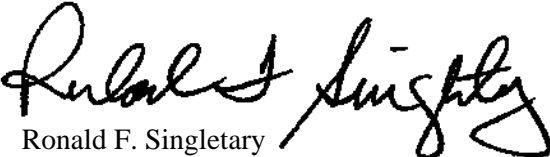
**FAAO JO 7110.65, Para 3-10-5, Landing Clearance**

**FAAO JO 7210.3, Para 10-3-11, Airport Construction**

**FAAO JO 7210.3, Para 10-4-1, Automatic Terminal Information Service (ATIS)**

No further changes to paragraph.

5. **INDEX CHANGES:** None
6. **REFERENCE CHANGES:** None
7. **GRAPHICS:** None
8. **GENOT/NOTICE:** N JO 7210.786, 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

6/17/11  
Date: