

NATIONAL TRANSPORTATION SAFETY BOARD
WASHINGTON, D.C.

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(202) 426-8787

ISSUED: November 18, 1976

Forwarded to:

Honorable John L. McLucas
Administrator
Federal Aviation Administration
Washington, D.C. 20591

} SAFETY RECOMMENDATION(S)

} A-76-136 and 137

During recent investigations of incidents involving inability to stop aircraft on the runway, the National Transportation Safety Board has found that the frictional characteristics of some runway surfaces have not been maintained sufficiently to provide effective braking action; this is particularly true for surfaces in the touch-down zones of runways during wet runway conditions.

The Safety Board believes that such conditions pose a serious hazard for emergency takeoff aborts at high gross weights when the last 1,000 to 1,500 feet of runway are required to stop safely.

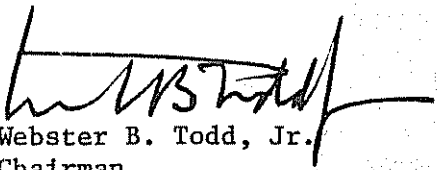
We have reviewed Advisory Circular 150/5320-12 and found this to be an excellent document, particularly the sections outlining procedures for "maintenance of pavement surfaces" and "Airport Management Responsibility." In reviewing 14 CFR 139.83 and 139.91, we find that there are basic regulatory requirements for the maintenance and inspection of paved areas, but there are no regulatory guidelines or well-defined standards for compliance with these regulations. Since Advisory Circular 150/5320-12, Chapters 4 and 5, provide critical data for adequate maintenance of paved surfaces and a specific outline for airport management responsibility, the Safety Board recommends that:

All portions of AC 150/5320-12 applicable to the testing and maintenance of paved runway surfaces be required as a condition for continuous certification of all airports utilized by turbine-powered air carrier aircraft, and be incorporated into 14 CFR 139. (Class II--Priority Followup.) (A-76-136).

A-76-136 and 137

Until such time as the above provisions of AC 150/5320-12 are made mandatory, require that periodic friction surveys, as outlined in Chapter 5 of AC 150/5320-12, be conducted on all runways certificated under 14 CFR 139. Also require that appropriate corrections be taken if unsafe surface conditions exist or that timely cautionary notices, such as NOTAMS, be issued if immediate corrections cannot be made and operational considerations dictate continued use of the runway. (Class I--Urgent Followup.)(A-76-137).

TODD, Chairman, BAILEY, Vice Chairman, McADAMS, HOGUE, and HALEY, Members, concurred in the above recommendations.


By: Webster B. Todd, Jr.
Chairman

THESE RECOMMENDATIONS WILL BE RELEASED TO THE PUBLIC ON THE ISSUE DATE SHOWN ABOVE. NO PUBLIC DISSEMINATION OF THE CONTENTS OF THIS DOCUMENT SHOULD BE MADE PRIOR TO THAT DATE.