**NATIONAL TRANSPORTATION SAFETY BOARD**

Office of Aviation Safety
Washington, D.C. 20594

December 18, 2019

**Attachment 14 – Miami Air Flight Operations Bulletins**

**Post-Accident**

# OPERATIONAL FACTORS/HUMAN PERFORMANCE

**DCA19MA143**

**To**: All Miami Air Flight Crews

**From**: VP of Flight Operations

**Re**: Flight Operations Manual Bulletin 19-05

**Subject**: Approach Briefing update - Grooved Runway

**FOM BULLETIN 19-05**

## Background

In 1967, the FAA and NASA launched an intensive research program into reducing runway excursions caused by hydroplaning. They discovered that by cutting grooves into a runway's surface yielded many benefits, including:

- Improved directional and braking control during landing
- Reduced landing distance
- Reduced hydroplaning

Many runways are now being constructed with a Porous Friction Course Overlay in lieu of grooves. This runway surface allows water to seep into the pavement to facilitate drainage. To meet the intent of this bulletin, crews should consider runways with a Porous Friction Course Overlay as if they were grooved.

The majority of airports today have grooved runways, however, many military fields still have non-grooved runways. To mitigate the effects of landing on non-grooved runways, Miami Air has modified the Approach Briefing and is implementing the following procedures.

Note: To provide an additional margin of safety, Miami Air's OPT assumes non-grooved runways for <u>all</u> calculations – takeoff and landing.

## Procedure

The Approach Briefing item:

"A discussion of unusual or abnormal conditions or any pertinent information," now includes "landing on a non-grooved runway."

If landing on a non-grooved runway, the crew will accomplish the following:

- An OPT Enroute Landing Distance calculation prior to the approach. (This gives the crew a better idea what Autobrake setting to use. Also, this step highlights if the Landing Distance Available vs Landing Distance Required is critical). If the ATIS or tower are reporting heavy rain at the airport, an approach may be made, however, a landing will not be attempted until conditions change. On very short flights, the OPT Enroute Landing Distance may be waived. For example, a flight from Fort Lauderdale to Miami may not allow enough time to perform the calculation. In that case, accomplish the enroute landing calculation before takeoff.
- In accordance with standard procedure, when performing OPT calculations, assume one less engine reverser credit than the number operational.
- Captain will make the landing if the runway condition is other than dry.
- 40 degree flap landing, if the runway condition is other than dry.
- Request the longest runway compatible with the reported airport winds and runway conditions, if the runway condition is other than dry.
- No landing will be attempted with greater than a 5 knot tailwind component if the runway is other than dry.

- Request a wind check and the field condition (i.e. rain condition or standing water on the runway) from the tower at 1000 feet AFL.
- No landing will be attempted if the pilot observes heavy rain on the landing runway or the tower reports heavy rain on the landing runway.
- At touchdown, apply MAX AUTO braking if the runway condition is other than dry. After touchdown, the Captain may revert from Max Auto braking to “manual braking” after making the determination that the aircraft will stop well short of the runway.

## Pen and Ink Changes

Page 418 opposite “Approach Briefing” write in “See FOM Bulletin 19-05.”

***Insert this Bulletin and record this action in the Records of Bulletins Page.***

**John Passwater**
**Vice President of Flight Operations**

**To**: All Flight Crewmembers

**From**: Vice President of Flight Operations

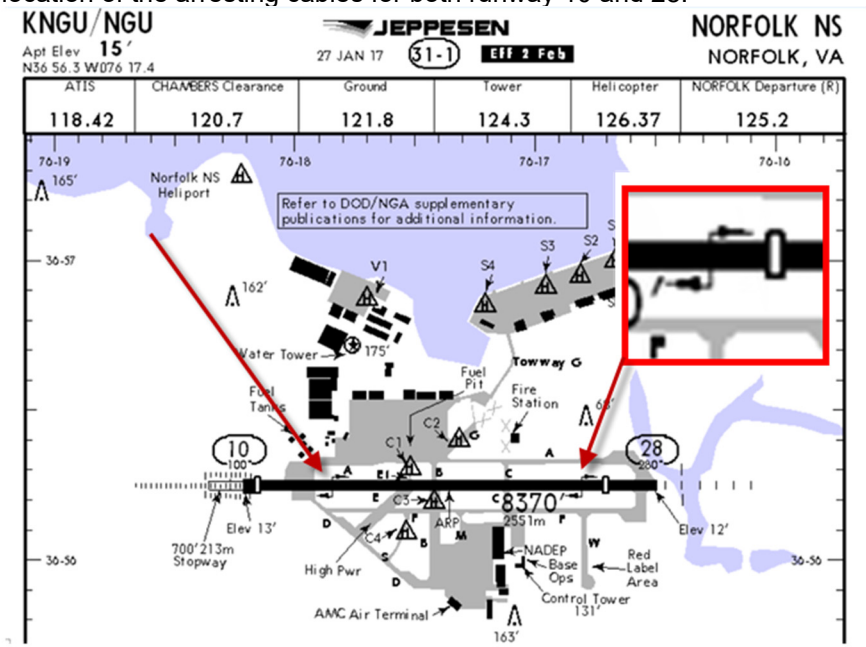
**Re**: B737-800 Aircraft Operations Manual I Bulletin 19-09

**Subject**: Aircraft Arresting Cables

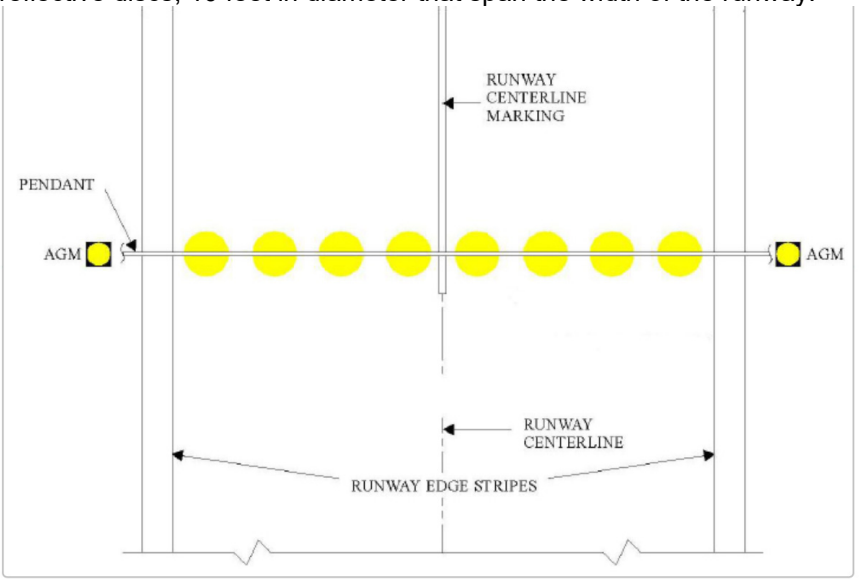
**B-737 AOM Vol. I BULLETIN 19-09**

## Background

Miami Air regularly operates into military airports with aircraft arresting cables installed – Navy Norfolk (KNGU), Navy Jacksonville (KNIP) and Key West NAS (KNQX) to name a few. Crews should be familiar with aircraft arresting cables and what impact they have on our operations. Arresting cables run perpendicular to the runway longitudinal axis and are suspended 2-3 inches above the runway surface by rubber donuts. Arresting cables are typically located 1500 – 2000 feet beyond the runway threshold. The airport diagram for KNGU (below) shows the location of the arresting cables for both runway 10 and 28.



The location of the arresting cables is marked on the runway by yellow, reflective discs, 10 feet in diameter that span the width of the runway.




## Procedure

Miami Air's policy for operations on runways with aircraft arresting cables is the following:
Takeoff or Landing: No limitations.
Maximum speed of 25 knots and avoid heavy braking when taxiing over arresting cables..

## Pen and Ink Changes

None.

John Passwater
Vice President of Flight Operations
/dl/

**To**: All Flight Crewmembers

**From**: Vice President of Flight Operations

**Re**: B737-800 Aircraft Operations Manual I Bulletin 19-10

**Subject**: Enroute Landing Weight Calculation

**B-737 AOM Vol. I BULLETIN 19-10**

## Background

Currently, prior to conducting an approach, Miami Air crews use the acronym WWNAC.

**Weather** – Is the weather at or above landing minimums for the approach in use.
**Weight** – Can the aircraft safely land on the planned runway based on the anticipated conditions and aircraft weight.
**Notify** – Notify the Flight Attendants, ATC and the company if a non-normal condition exists.
**Approach** – Set up the Approach and complete the Approach Briefing.
**Checklist** – Accomplish the appropriate checklist(s), (Descent Approach, Cat II/III, RNP, etc.)

## Procedure

When considering “Weight” in the acronym “WWNAC,” after receiving ATIS, crews will accomplish an OPT Enroute Landing weight calculation. Through this calculation, crews will be better able to determine the correct Autobrake setting for landing. This calculation will be made prior to all approaches, unless it is not practical. For example, a short flight from Miami to Fort Lauderdale may not allow the crew enough time to calculate an Enroute Landing weight.

## Pen and Ink Changes

Page APP.B.5 Under “Landing Information,” Line-out the entire section starting with the sentence:

**~~”If conditions have not changed or have improved since accomplishing pre-departure calculations, it is not necessary to calculate the required landing distance.”~~**

through the last bullet on the page:

- ~~Braking action is good or better~~

Opposite “Landing Information,” on the side of page APP.B.5, write-in “See AOM Volume 1 Bulletin 19-10.

John Passwater
Vice President of Flight Operations
/dl/