

# **GABINETE DE SEGURANÇA AEROPORTUARIA**

## **SEGURANÇA OPERACIONAL**



| Safety Recommendation addressed to;  
Aeroporto Humberto Delgado – Lisboa

**DUTCH SAFETY BOARD REPORT**  
**RUNWAY TAKE-OFF POSITIONS**  
**NL.SIA-2018-0002**

Reference; DSB Report - NL.SIA-2018-0002

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## 1 – INTRODUCTION

### DSB; DUTCH SAFETY BOARD SERIOUS INCIDENT – SUMMARY

On December 3, 2015, a Boeing 737-800 departed from Lisbon Airport to Amsterdam Airport Schiphol. The pilots noticed that the remaining runway length was less than expected during the take-off roll, shortly prior to rotation. The take-off was continued. Approximately 430 meters before the end of the runway the aircraft became airborne. The take-off performance in Lisbon was calculated for an incorrect runway/take-off position combination due to an EFB input error, which was possible due to unclear naming of take-off positions at Lisbon Airport. Therefore, the available runway length was 1,120 meters less than calculated.

## 2 – DEVELOPMENT

### DUTCH SAFETY BOARD SAFETY RECOMMENDATION TO LISBON AIRPORT

Lisbon Airport has since, changed all runway intersection names. The revised take-off intersection names are now named according the runway intersecting taxiway designation. However, the revision made to the take-off intersection names, did not result in a unique naming of all the take-off intersection positions, because at present, there´s a take-off position designated “PSN M” available for runway 03 as well as runway 35 as the accompanying intersecting Taxiway is designated respectively “M5” at intersection with RWY 03, and “M2/M1” cross runway 35 at the position named “M” (located used for departures of aircraft code “E” due to jet blast hazard avoidance. Therefore, according the DSB report, there still is a potential for pilots selecting the wrong runway in the take-off performance calculation in the EFB, thus the take-off positions are still not according ACI recommendations stated on ACI Runway Safety Handbook (unique naming for each position).

#### **LPPT REPLY TO THE DUTCH SAFETY BOARD SAFETY RECOMMENDATION**

- The RWY 35 Take-Off position located at intersection of Taxiway “M1” with Taxiway “M2” and at present moment designated “PSN M” (for RWY 35) will be deactivated.
  
- RWY 35 will have only one designated TKOFF position, (PSN “K”).
  
- LPPT AIP will be changed accordingly. See next page LPPT AD 2 - 29 amendment proposal for the AIP LPPT AD.
  
- Aircraft ICAO Code “D” and code “E” intending to Take-Off from RWY 35 must coordinate all taxiing maneuvers between TWY M1 and TWY K with the Airport Apron Management Services.
  
- Follow-Me guidance is mandatory for aircraft ICAO code “D” and code “E”, between TWY M1 and TWY K.
  
- Airport Apron Management Services must close the airside vehicle roadway between Stand 107 and Stand 104, before any aircraft ICAO code “D” or code “E” movement along the TWY A1.

#### **Approval**

João Nunes

Humberto Delgado Airport Director

## RUNWAY 35 TAKE-OFF REVISED POSITIONS NAMING





