

Date: Tuesday, 6 April 1993 12:54pm CT  
To: GILLESPIE/WILLIAM, MILES/WILLIAM <77982 >, ESTABROOK/MARK, \*  
From: GIORDANO/BOB  
Subject: FCSR 93-266, Closeout via EMail

Guys: We have FAXd requested info plus a narrative to the SLC FSDO, Mr Lund. This is the original FCSR you've seen and my edited comments, not much changed but slightly different from the FSDO narrative which emphasized the corrective action that was discussed and taken in hopes it will favor your case...:

FDX527 had been instructed to taxi runway 34R. Rwy 34L was down for maintenance. We proceeded from the FEDEX ramp to cross Rwy 16R/34L and continued on Taxiway K1 and were issued takeoff clearance as we approached the threshold of Rwy 34R. It was the F/O's takeoff enroute to SMF. We noticed that there was some work in the vicinity of the Rwy 34L threshold and several vehicles with lights on. We turned the a/c on to the Rwy, believing it to be 34R and proceeded to begin takeoff roll. With the F/O on the controls I had my head down adjusting power. The F/O uttered some comment like "three two" and I looked at my compass and saw our heading as near 320 and red runway-remaining lights close ahead. We called V1 and Rotate and the takeoff continued normally. SLC Tower cleared us to Departure frequency without further comment. We realized, in the cockpit, that we had taken off on

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Runway 32. After settling down in our climbout, I called back on Tower frequency and made a comment something to the effect that we had had some difficulty with the runways. Tower replied "...we know and it's no big deal..." We, of course, realize that we had not had a compass error during the takeoff roll. The aircraft was very light and, based on our performance computations, Runway 32 was adequate for our takeoff. In retrospect, we recalled being distracted and somewhat blinded by the vehicles at the combined thresholds of Runways 32 and 34R. We do not recall consciously recognizing that we were taxiing across the threshold of Runway 32 and had never reached the threshold of Runway 34R. We recommend that some warning be provided to our flight crews via the Parking Chart to help avoid taking off or landing on the wrong runway.

FLIGHT SAFETY INVESTIGATION AND COMMENTS: At the request of the reporter, we inquired about this event to SLC Tower who indicated that they had already initiated an investigation of the event. They confirmed that the aircraft had been issued clearance to Runway 34R and had been cleared for takeoff approaching the runway. During our conversation with the Tower Operations Specialist, we determined that there is no ASDE on the airport and that the lights of both 34R and Runway 32 were on. It was further revealed that there had been two other recent occasions of aircraft departing on

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Runway 32 when cleared for takeoff on Runway 34R. We discussed possible options for helping to prevent similiar occurrences to include improved signage for the two runways with the common threshold and refraining from issuing clearance to that runway without instructions to hold short of Runway 32. Then, subsequently, authorizing crossing Runway 32 at the time of issueing takeoff clearance for Runway 34. Tower indicated that they would get back with us after they had looked into the matter further. 3/10/93. Subsequent discussions with SLC Tower reveal that the two prior incidents of unauthorized use of Runway 32 had been processed as pilot deviations to the SLC FSDO.

We were advised that the airport had agreed to establish a Relocated Threshold for Runway 32 where it is currently "Displaced". That would result in blue taxiway lights being installed on the first portion of what is now Runway 32, prior to the relocated threshold. The Airport indicated that that would be accomplished by mid-April. In addition, SLC Tower had instituted the procedure that we had earlier discussed, to clear aircraft to cross Runway 32 centerline when issuing clearances for takeoff on Runway 34R. 3/24/93.

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