



NTSB National Transportation Safety Board

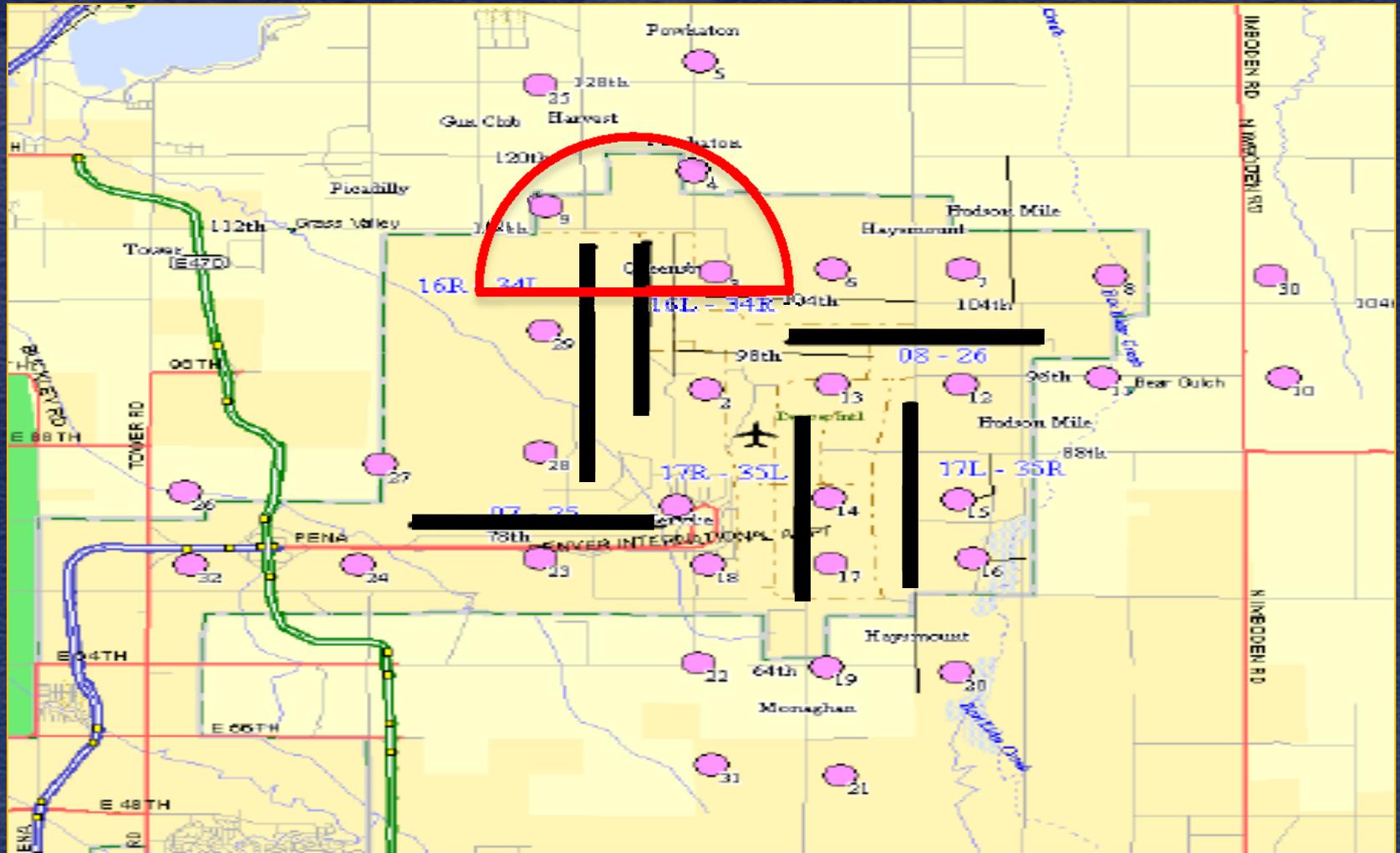
Office of Aviation Safety



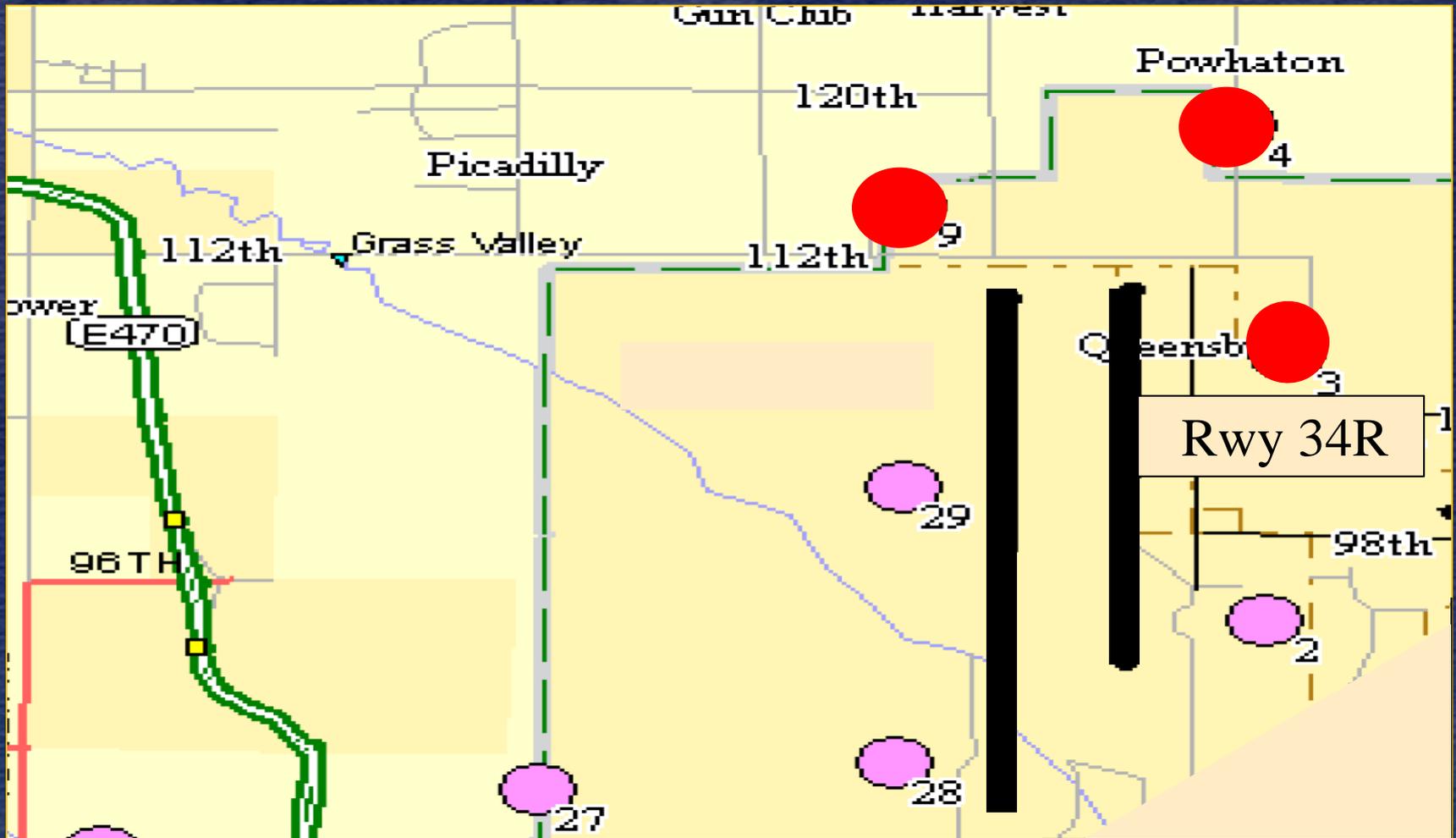
Continental Airlines Flight 1404

Air Traffic Control
Dan Bartlett

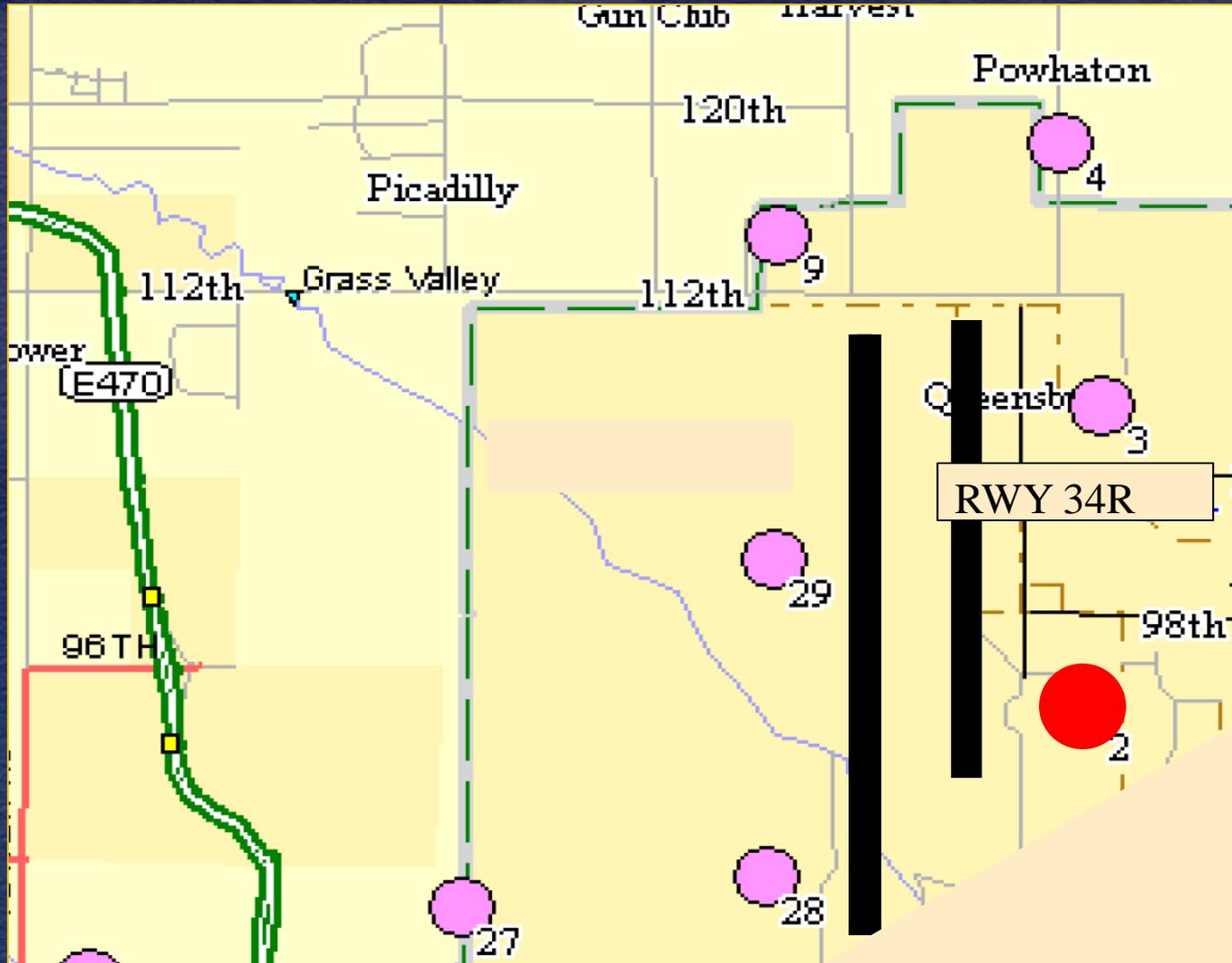
ATC Wind Dissemination



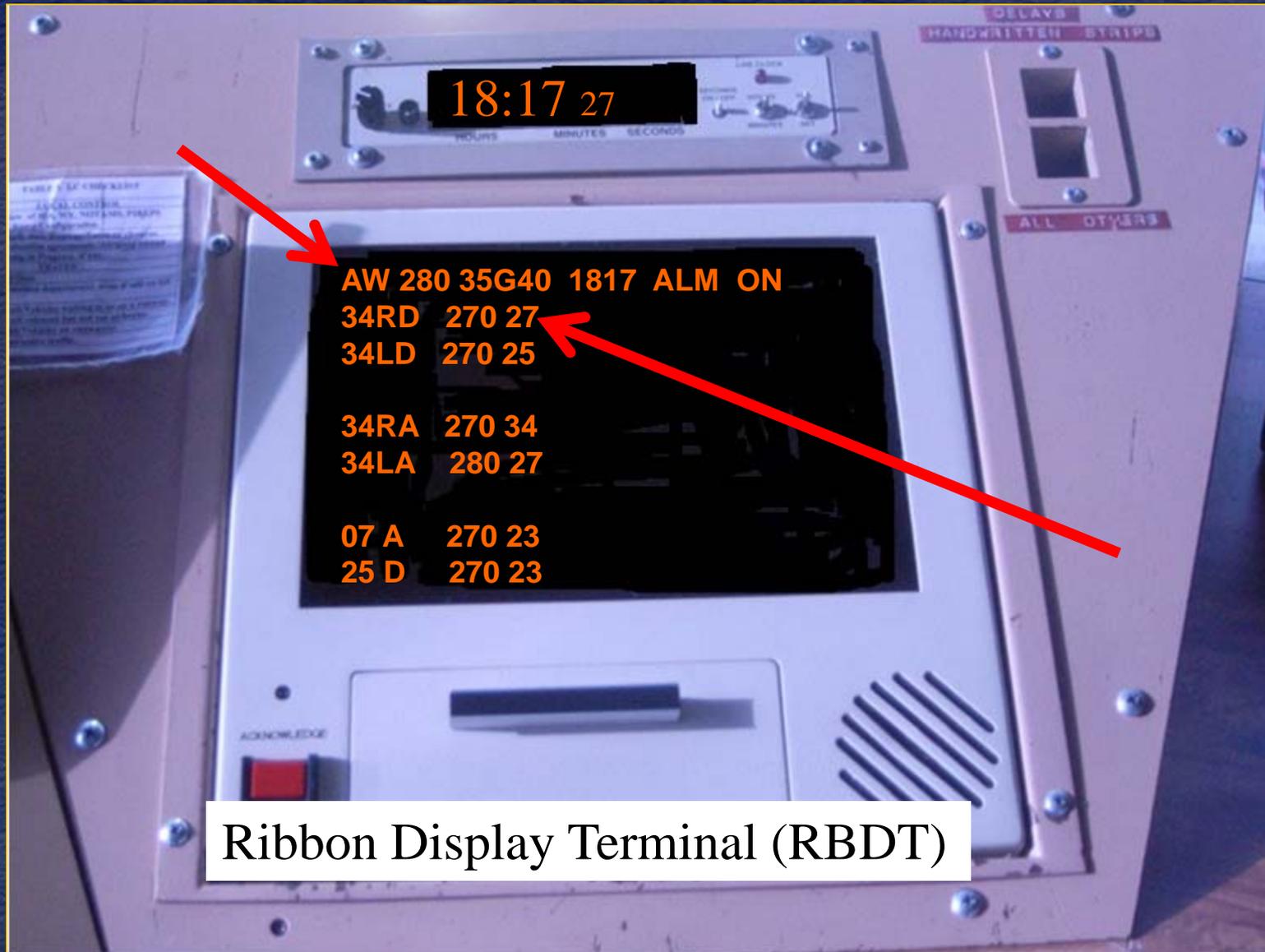
ATC Wind Dissemination



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ATC Wind Dissemination

- Denver air traffic control tower (ATCT) common practice: issue threshold winds to departures and arrivals
- Denver ATCT published procedure: issue centerfield wind to departures

ATC Wind Dissemination

- ATC issued pilots wind of 270° at 27 knots
- Airport wind 280° at 35 knots, gusting to 40 knots

Runway Selection

ATC Manual:

- Use runway most nearly aligned with wind when 5 knots or more unless:
 - Another runway(s) will be operationally advantageous, or
 - Requested by the pilot

Runway Selection

Operational advantage does not require consideration of additional factors affecting runway selection, such as excessive crosswinds

Runway Selection Factors

- Winds
- Runway availability
- Airport activity
- Traffic flow
- Snow removal efforts
- Density altitude
- Greatest arrival/departure rate

Runway Selection Policy

- Does not account for crosswind components
- Is unpublished
- Uses runways providing greatest arrival rate

Runway Selection Policy

- Data suggests airport arrival rate primary consideration for runway selection
- Controller interviews indicate runway selection will not be modified until pilot requests/complaints dictate



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