

9/28/2023

FOR YOUR INFORMATION

2023-153/5-53

To: Airport Manager, El Paso International Airport, (ELP), TX, FAA (AAS-1, AJV- 2030235
A), Jeppesen Sanderson Inc.

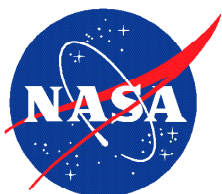
Info: FAA (AAS-300, ATM ELP Tower, AVP-1, AVP-200, AJI-144, ASW-600, AFS-260, AFS
-200, Director of Air Traffic Operations CSA, Runway Safety Team), A4A, AAAE,
ALPA, AOPA, APA, ASAP, CAPA, ATSAP, ATSG, IATA, IBT, ICAO, ICASS, IFALPA,
IPA, NATCA, NBAA, NTSB, RAA

From: Becky L. Hooey, Director
NASA Aviation Safety Reporting System

Re: ELP Runway 8R Markings

We recently received ASRS reports describing a safety concern that may involve your area of operational responsibility. We do not have sufficient details to assess either the factual accuracy or possible gravity of the report. It is our policy to relay the reported information to the appropriate authority for evaluation and any necessary follow-up. We feel you should be aware of the enclosed deidentified report.

To properly assess the usefulness of our alert message service, we would appreciate it if you would take the time to give us your feedback on the value of the information that we have provided. Please contact Dr. Becky Hooey at (408) 541-2854 or email at becky.l.hooey@nasa.gov.



Aviation Safety Reporting System
P.O. Box 189 | Moffett Field, CA | 94035-0189



ACN 2030235

DATE / TIME

Date of Occurrence	202308
Local Time Of Day	1801 to 2400

PLACE

Locale	ELP.Airport
State	TX
Altitude - AGL	0

AIRCRAFT / EQUIPMENT X

ATC / Advisory - Ground	ELP
Make Model Name	Commercial Fixed Wing
Operating Under FAR Part	121

PERSON 1

Function - Flight Crew	Captain
Function - Flight Crew	Pilot Flying
ASRS Report Number	2030235

EVENTS

Anomaly	Ground Event / Encounter - Other / Unknown
Detector - Person	Flight Crew
Result - General	None Reported / Taken

NARRATIVE 1

We were in ELP taxiing outbound via the ramp towards Taxiway K to hold short Runway 8R Approach at K. When we switched to Tower, we were told "Cleared for takeoff Runway 8R at K". In our brief we had talked about how the area to the west of the threshold of 8R isn't marked as a displaced threshold and looks on the airport moving map and 10-9 just like a taxiway, except without a taxiway alphanumeric name. So we had decided it wasn't part of the runway surface and shouldn't be used for takeoff, the way a displaced threshold can be used for takeoff. To make sure we were legal we taxied to the threshold of 8R and departed from there. I'd like some clarification on this. I have several questions. Is the pavement west of the threshold of 8R legal to use for takeoff? If so, why is it legal, since it's not marked as a displaced threshold? What would you call it if it's not a displaced threshold? SAN Runway 27 and SJC Runway 30R both have displaced thresholds that are clearly marked on the Airport Moving Map, the 10-9 and the pavement itself but there are no such markings on ELP 8R. Should there be? This might be a good thing to address on the ELP company information page. Clarification regarding my questions about that area west of the threshold of 8R at ELP and maybe a note in the company information page to prevent similar confusion.

SYNOPSIS

Air carrier Captain reported it is unclear if the pavement west of Runway 8R at ELP is designated as a displaced threshold. There are no markings on the pavement or airport chart.