



# ASAP - Flight Operations

## ASAP-9680

**Event Date:** 5/25/2021

**Status:** Accepted

**Title:** Safety Concern

### Reporter Information

**Employee Base:** PIE

**Rank:** Captain

**Role:** Not Applicable

### General Event Information

**Departure:** 0000 - Not Applicable

**Sch. Arrival:** 0000 - Not Applicable

**Act. Arrival:** 0000 - Not Applicable

**Event Airport:** KPIE - PIE - St Petersburg Clearwater International Airport

**Tail Number:** 00 - Not Applicable

**Flight Number:** 0000 - Not Applicable

**Phase of Ops.:** Not Applicable

**Emerg. Declared:** No

**Gate Number:**

**Fatigue Factor:** No

### Narrative

Runway 18/36 has a double dip north of the old runway 9/27. It is on the northeast side of the runway. Crews have only noticed it recently because of our takeoff weights increasing. It seems to always be right before rotating causing the aircraft to go downward, back up, downward and back up again. This causes the aircraft to feel like it will go airborne after the second dip.

### Additional Comments

Please redo that section of the runway.

### Submission

**File as Safety Event Report:** Yes

### Report Disposition

**Employee Corrective Action:** Not Applicable

**Company Recommendation:** No

**Report Disposition:** Accepted - Sole Source



# ASAP - Flight Operations

## ASAP-9810

**Event Date:** 5/29/2021 1:00 PM

**Status:** Accepted

**Title:** Runway Condition

### Reporter Information

**Employee Base:** PIE

**Rank:** Captain

**Role:** Pilot Monitoring

### General Event Information

**Departure:** KPIE - PIE - St Petersburg Clearwater International Airport

**Sch. Arrival:** KRFD - RFD - Chicago Rockford International Airport

**Act. Arrival:** KRFD - RFD - Chicago Rockford International Airport

**Event Airport:** KPIE - PIE - St Petersburg Clearwater International Airport

**Tail Number:** 251NV

**Flight Number:** 2724

**Phase of Ops.:** Takeoff

**Emerg. Declared:** No

**Gate Number:**

**Fatigue Factor:** No

### Narrative

On the takeoff roll right at V1 we hit the hump/dip on the runway which caused the airplane to rotate prematurely. At cruise i was going to question the first officer why he rotated without me saying rotate. However, as soon as he hit the autopilot he told me that the hump in the runway caused the airplane to prematurely rotate.

### Additional Comments

The dip/hump really needs to be fixed there on that runway.

### Submission

**File as Safety Event Report:** Yes

### Report Disposition

**Employee Corrective Action:** Peer to Peer Conversation

**Company Recommendation:** No

**Report Disposition:** Accepted - Sole Source