



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