Wednesday, November 15, 2000

Today, I received from the FAA an open letter to all CFIs stating that they are pleased with the training that we are doing regarding the runway incursion problem that is going on. The problem is that airplanes are getting on the wrong taxiways and runways causing accidents. The Singapore accident is a classic example or this.

The main reason the FAA wrote again today is that even though training is better, the problem is getting worse. In an effort to help us teach runway incursion, they have come up with a top 10 list of things that will help solve the problem. I am listing the Runway Incursion Prevention Best Practices here for you to become familiar with. There may even be a test, as all of the pilot examiners got the letter from the FAA too.

1. Read back all runway crossing and/or hold short instructions.
2. Review airport layouts as part of preflight planning, and before descending to land, and while taxiing as needed.
3. Know airport signage.
4. Review Notices to Airmen (NOTAM) for information on runway/taxiway closures and construction areas.
5. Request “Progressive” taxi instructions from ATC when unsure of taxi route.
6. Check for traffic before crossing and runway or entering a runway or taxiway.
7. Turn on aircraft lights and rotating beacon and/or strobe lights when taxiing.
8. When landing clear the active runway as quickly as possible, then wait for taxi instructions before further movement.
9. Study and use proper radio phraseology as described in the Aeronautical Information Manual (AIM) in order to respond to and understand ATC instructions.
10. Write down complex taxi instructions and taxi instructions at unfamiliar airports.

See you all soon, and fly safely.