

CIVIL AVIATION AUTHORITY PAKISTAN

FLIGHT STANDARDS DIRECTORATE



This Information Bulletin, adopted by Flight Standards Directorate aims to keep members of Pakistani Civil Aviation community updated on latest items of common interest and developments within the aviation industry. It is anticipated that, the bulk of material would be of relevance to AOC, Training, Standards and helpful to the Safety Managers who implement their policies.

The Bulletin is designed to serve the objective of Flight Standards Directorate that is “To improve upon Safety Standards”.

INFORMATION BULLETIN

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RUNWAY INCURSION – FAA SAFETY ALERT

The FAA have released Safety Alert for Operators 04/2011 reiterating measures to prevent runway incursions. The FAA listed in particular recommendations to flight crew:

Planning:

- Review the meaning of airport signage, markings, and lighting.
- Review airfield NOTAMS and current ATIS for any taxiway closures, runway closures, construction activity, or other airfield specific risks.
- Review the current airport diagrams, and planned taxi route, including Hot Spots.
- Be aware that hold short lines may be located as far as 400 feet from runway edge.
- Before initial taxi out, or before landing, brief a plan to include location of hold short lines.
- Plan to complete as many checklist items as possible at the gate before initial taxi.

Situational Awareness:

- All pilots display the current airport diagram for immediate reference during taxi.
- Cross reference the heading indicator to assure turns are being made in the correct direction and you are following the assigned taxi route.
- Exercise increased awareness when taxiing between parallel runways.
- Wait until you have exited the runway and you are sure of your taxi clearance prior to beginning an after-landing checklist, or non-essential communications.

Written Taxi Instructions:

- Write down the taxi clearance or enter it into the FMC “scratch pad.”
- Clarify complex, or lengthy taxi instructions, or request “progressive taxi”.

Crew Resource Management (CRM):

- Use CRM to control crew workload, and reduce distractions.
- Keep other crewmembers in the loop by announcing when going “heads down” and also reporting “back up, are there any changes?”
- Approaching a clearance limit, verbalize the hold short clearance limit.
- Prior to crossing any hold short line visually check to ensure there is no conflicting traffic on the runway. Verbalize “clear right, clear left”

Communication:

- Adhere to proper radio terminology guidelines set forth in the aeronautical Information Manual
- Be alert to similar aircraft call signs operating on the field.
- STOP aircraft on the taxiway and request ATC clarification if there is confusion regarding aircraft position or ATC taxi clearance.
- If you have been holding in position on the runway for more than 90 seconds, or upon seeing a potential conflict, contact the Tower
- When assigned a departure at an intersection, state “intersection departure” during the clearance read back.

Taxi:

- Maintain appropriate taxi speed
- Avoid transferring aircraft control at unsafe speeds or in turns.
- Have a heightened situational awareness of hold short line location when using high speed taxiways or during shorter taxi distances.

Exterior Lighting:

- Taxi with taxi light on when moving, off when stopped.
- Turn on all exterior lights when crossing any runway.
- If cleared to “Line Up and Wait”, turn on all exterior lights except landing lights.
- When “Cleared for take-off”, turn on all exterior lights, including landing lights.
- If you see an aircraft in take-off position on a runway with landing lights ON, that aircraft has most likely received its take-off clearance and will be departing immediately

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