

RUNWAY INCURSIONS

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What is a Runway Incursion?

Any occurrence at an airport involving:

- **an aircraft,**
- **vehicle,**
- **person,**
- **or object on the ground that creates a collision hazard or results in loss of separation with an aircraft taking off, intending to take off, landing, or intending to land.**

Runway Incursion statistics CY 2000 to date versus CY 1999

CY 1-00						CY 1-99				
	OE	PD	V/PD	MISC	Total		OE	PD	V/PD	Total
Total	18	49	16	1	84	Total	18	34	15	67
CY 2-00						CY 2-99				
MONTH	OE	PD	V/PD	MISC	TOTAL	MONTH	OE	PD	V/PD	TOTAL
Total	26	70	20	0	116	Total	19	45	15	79
CY 3-00						CY 3-99				
MONTH	OE	PD	V/PD	MISC	TOTAL	MONTH	OE	PD	V/PD	TOTAL
Jul	6	29	7		42	Jul	7	23	9	39
Aug	10	28	10		48	Aug	7	13	3	23
Sep	5	18	10		33	Sep	8	17	8	33
Total	21	75	27		123	Total	22	53	20	95
CY 4-00						CY 4-99				
MONTH	OE	PD	V/PD	MISC	TOTAL	MONTH	OE	PD	V/PD	TOTAL
Oct	9	27	5		41	Oct	7	13	4	24
Nov	8	15	10		33	Nov	7	15	3	25
Dec	6	20	6		32	Dec	5	22	4	31
Total	23	62	21		106	Total	19	50	11	80
Yr to date	OE	PD	V/PD	MISC	TOTAL	Yr to date	OE	PD	V/PD	TOTAL
CY 2000	88	256	84	1	429	1999	78	182	61	321

CY00 numbers are preliminary and are subject to be changed based on final investigative reports

Note: The final reports have been validated for CY 1-00 & 2-00.

RI's to date by Region

REGION	CY 2000				TOTAL
	OE	PD	VPD	MISC	
AAL	1	5	7	0	13
ACE	4	14	2	0	20
AEA	16	21	7	0	44
AGL	13	26	18	1	58
ANE	4	21	3	0	28
ANM	6	23	7	0	36
ASO	22	33	17	0	72
ASW	5	21	4	0	30
AWP	17	92	19	0	128
TOTAL	88	256	84	1	429

Who is immune to Runway Incursions?

- FAR 139 Airport
 - TOWERED
 - NON-TOWERED
- General Aviation Airports
 - TOWERED
 - NON-TOWERED

NOBODY!

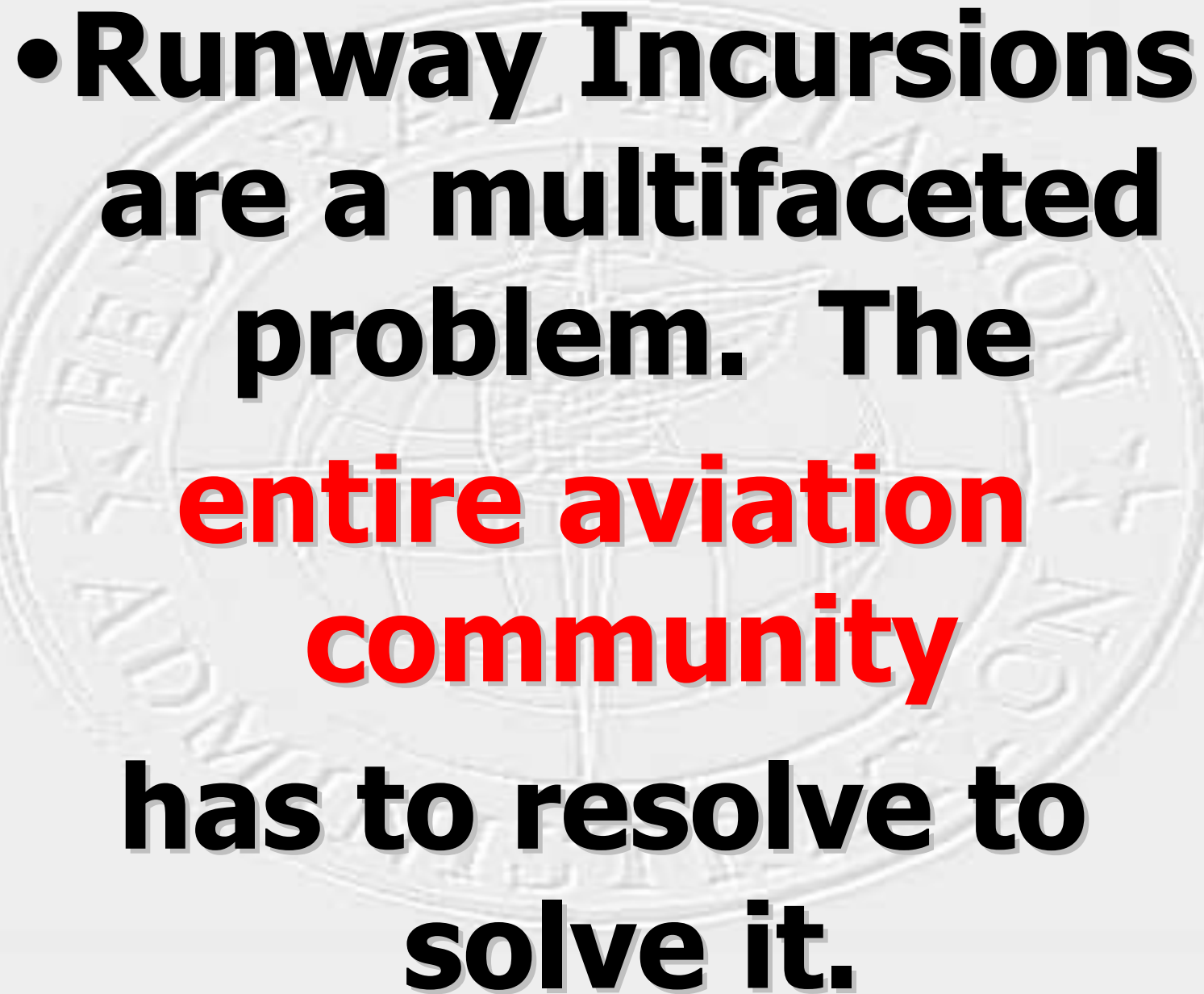
and that means YOU!

Types of Incursions

- pilot deviation
- controller error
- vehicle and
- pedestrian deviations

The largest percentage of runway incursions are attributable to pilot error

This can happen to you if you drive a vehicle on the airport.....to get to your hangar, to get to a business on the field

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- **Runway Incursions are a multifaceted problem. The entire aviation community has to resolve to solve it.**

So! What can we do to stop incursions?

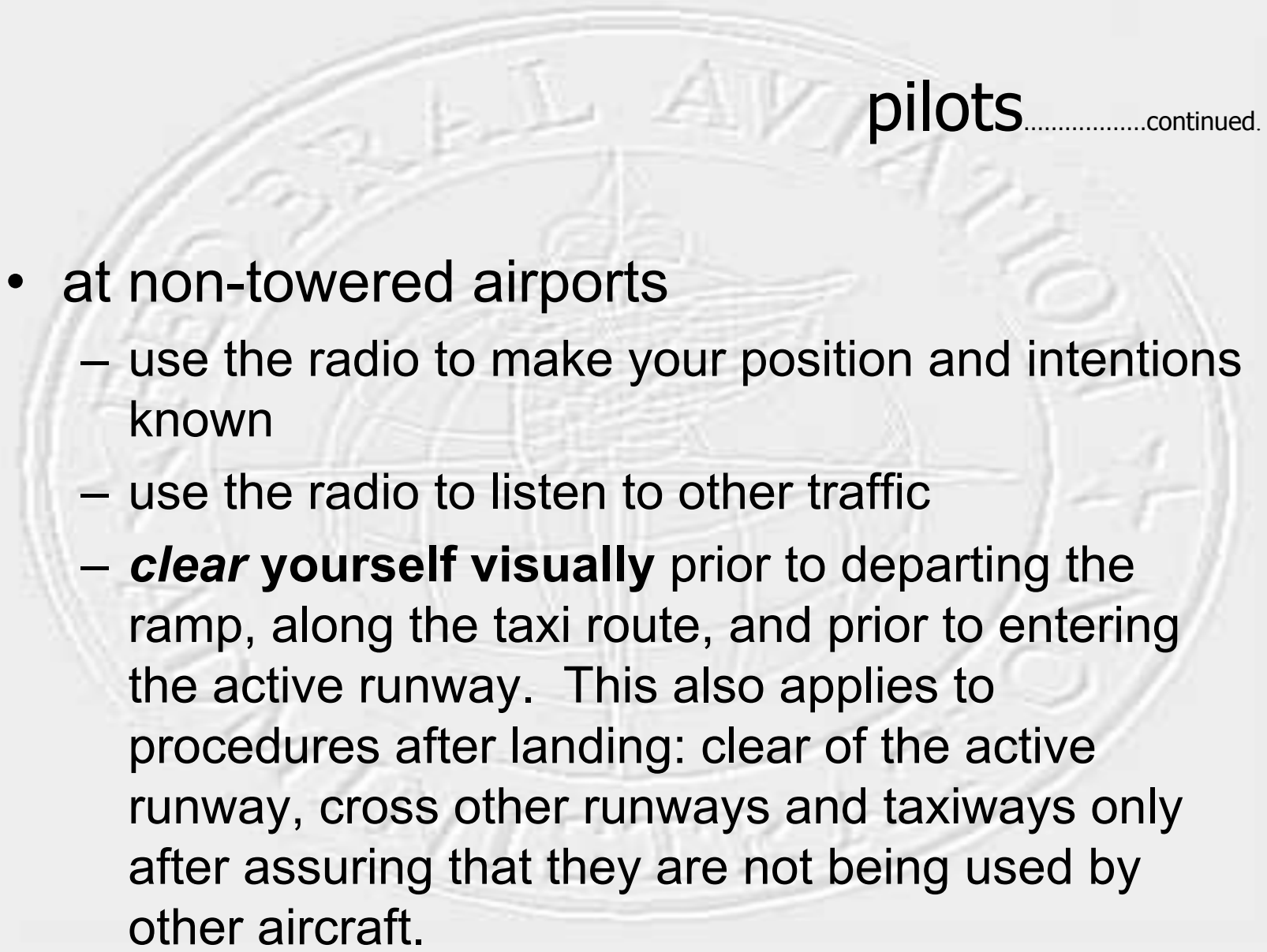
IF

“the best defense is a good offense....,”

THEN we must stop the chain of events.

HOW? IF YOU ARE A PILOT:

- **familiarize yourself with the airport diagram**
 - *before leaving the ramp*
 - *for both the airport of origin and the destination airport*
- **at towered airports**
 - **learn standard signs and markings**
 - **use standard pilot/controller terminology**
 - **ask for “progressive” taxi assistance if necessary**
 - **keep your eyes outside of the cockpit**



pilots.....continued.

- at non-towered airports
 - use the radio to make your position and intentions known
 - use the radio to listen to other traffic
 - **clear yourself visually** prior to departing the ramp, along the taxi route, and prior to entering the active runway. This also applies to procedures after landing: clear of the active runway, cross other runways and taxiways only after assuring that they are not being used by other aircraft.

GOOD SENSES

- *THE EYES HAVE IT!*
- *THE EARS HAVE IT!*
- *THE BRAIN PROCESSES THESE INPUTS*
- *THE RESULT IS DECISION MAKING.*

*WHAT KIND OF DECISION MAKER
ARE
YOU?*

SITUATIONAL AWARENESS

- *Situational awareness* is a skill necessary to both ground and in-flight operations.
- Knowing where you are and where other traffic is operating is key to *your* safety.
- Knowing where you *will be* and where other traffic *will be* is critical to good situational awareness.
- *Listening* and *looking: the Good Senses*.

IF YOU ARE OPERATING A VEHICLE ON THE AIRPORT

- **AT A TOWERED AIRPORT, YOU MUST FOLLOW THE RULES AND REGULATIONS OF THAT AIRPORT AND *THE DIRECTIVES ISSUED BY THE ATCT***
 - ACCESS
 - SAFETY
 - SECURITY
 - CLEARANCES FROM ATCT

VEHICLE OPERATIONCONTINUED

- **AT A NON-TOWERED AIRPORT, YOU ARE RESPONSIBLE FOR RULES AND REGULATIONS OF THE AIRPORT AND FOR CLEARING YOURSELF ACROSS TAXIWAYS AND RUNWAYS**
 - **ACCESS**
 - **SAFETY**
 - **SECURITY**
 - **AVOIDANCE OF COLLISION HAZARDS**

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- **CLEARANCES**
 - **COMMUNICATIONS**
 - **GROUND NAVIGATION**
 - **AWARENESS**

Aviation Phraseology

- **Acknowledge** - Let me know you have received and understand this message.
- **Advise intentions** - State your plans.
- **Affirmative** - Yes.
- **Confirm** - My version is...is that correct?
- **Correction** - I made a mistake.
- **Go ahead** - State your request (never means “proceed”).
- **Hold** - Stop where you are.
- **Hold short of** - Proceed to, but hold short of the point specific.

Aviation Phraseology

- **Negative** - No, or permission not granted, or that is not correct.
- **Proceed** - You are authorized to begin or continue moving.
- **Read back** - Repeat the instructions you have.
- **Roger** - I have received all of your last transmission.
- **Say again** - Repeat what you just said.
- **Standby** - Wait....I will get back to you.

Aviation Phraseology

- **Taxi to** - ATC clears an aircraft to an assigned takeoff runway, the absence to holding instructions authorizes the aircraft to “cross” all intersections which the taxi route intersects, except the assigned takeoff runway.
- **Unable**- I can't do it.
- **Verify**- Request confirmation of instruction or transmit correct information.
- **Wilco**- I have received your message, understand it, and will comply.

Light signals and their meaning.

- Steady “Green” - Cleared for takeoff.
- Flashing “Green” - Cleared to taxi.
- Steady “Red” - Stop!
- Flashing “Red” - Taxi clear of the runway in use.
- Flashing “White” - Return to starting point on airport.
- Alternating “Red”/“Green” - Use extreme caution.