

Northwest Mountain Region Runway Safety Summit – July 23-24, 2008 – Holiday Inn SeaTac Airport
BEST PRACTICES and FINDINGS

Session #1: Pilots

- Land inboard and depart outboard – where possible
- Training should stress unexpected Read Back-Hear Back
- Improved CRM – cross checking between pilots
- Pilot/Controller workshop sessions (FAA Hosted) should be attended by pilots and held quarterly
- National campaign on “focus” for pilots
- Ground test to be required every 2-3 years on Runway Safety. Add Runway Safety training to the initial pilot training and test during BFR.
- Review HOTSPOTS at airport prior to taxi
- Tickets (\$500?) for Runway Incursions followed with suspension/revocation of license for repeat incursions
- Dual acknowledgement, i.e. “I concur.”
- More test questions (FAA written) on Runway Safety on pilot exam
- Increase pilot safety seminar frequency

Session #2: Airports

- SOP: All vehicles on runways should have restricted communications to tower only. No cell phones, admin radios, etc.
- Restrict movement area access
- Airports should employ graded exams during driver testing yearly
- Review LOAs, MOAs, SOPs at airport annually
- Colorize runways, taxiways and ramps on airport diagram
- Runway status lights and stop bars installation where possible
- Mandatory escort of tugs across runways
- Use of ASDE-X
- Require tower orientation for Ops

Session #3: Air Traffic

- Improve CRM in tower cab
- Local Control should maintain exclusive control of runways
- ATC instruction should emphasize “hold short” as last instruction off the runway
- Avoid complex instructions
- Confirm read back from pilots
- Standardize tower “memory aids”

- Establish “exit brief” practice from ATC to pilots when exiting the runway
- Use new ICAO “progressive taxi” instructions
- Require ground level orientation for ATC
- Dedicate an emergency radio frequency
- Review staffing levels at tower
- Ensure ATC management enforces SOP (phraseology, rate of speech, etc.)
- Transient aircraft should be queried as to familiarity with the airfield
- Avoid late or multiple runway changes as it increases pilot workload
- Review how controller performance is acknowledged – both positive and negative
- Limit distraction in the tower cab
- Develop “human factors” training for ATC
- Develop ATC safety awareness program