

Northwest Mountain Runway Incursion Summit

Flight Standards Role

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Runway Director

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Federal Aviation
Administration

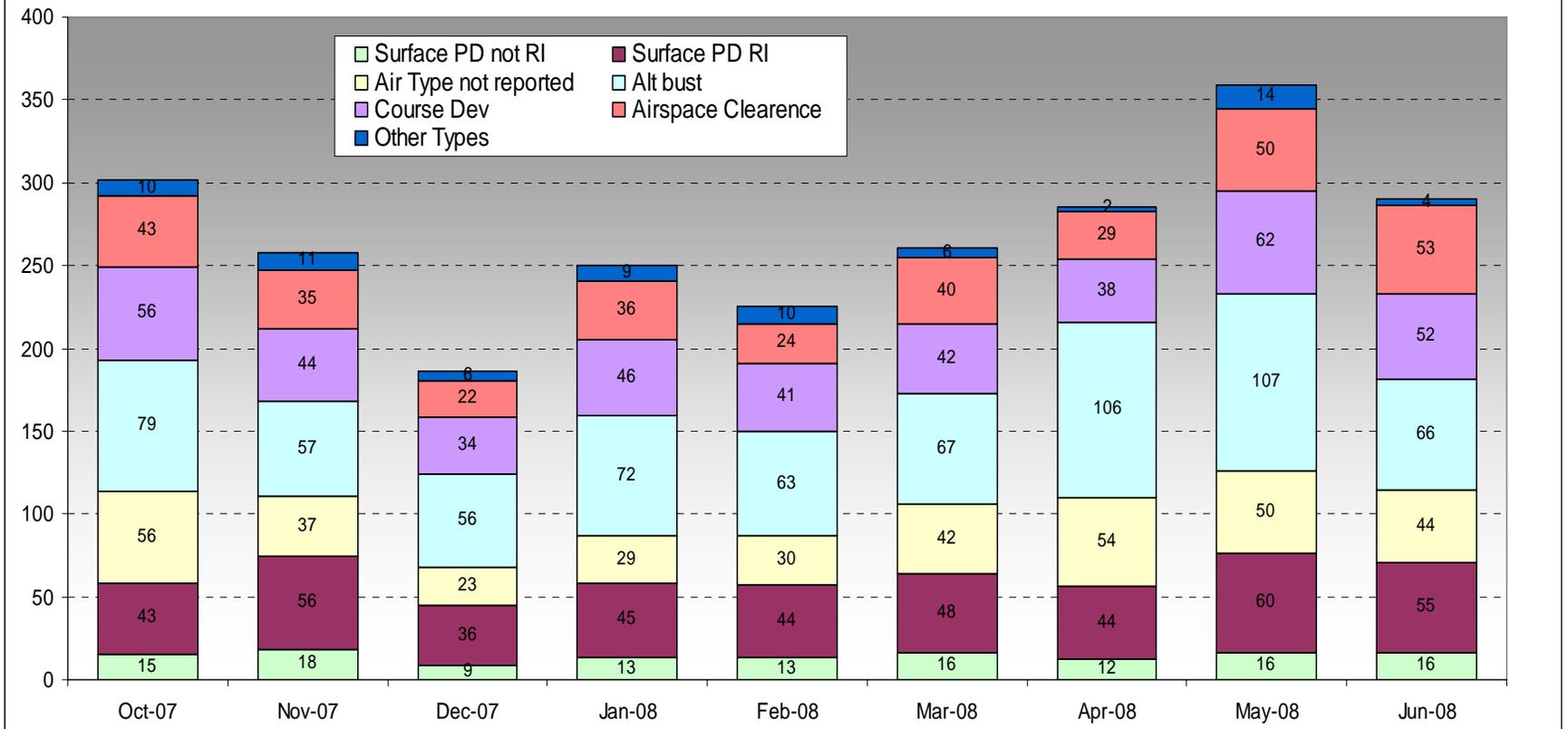


Pilot Deviations

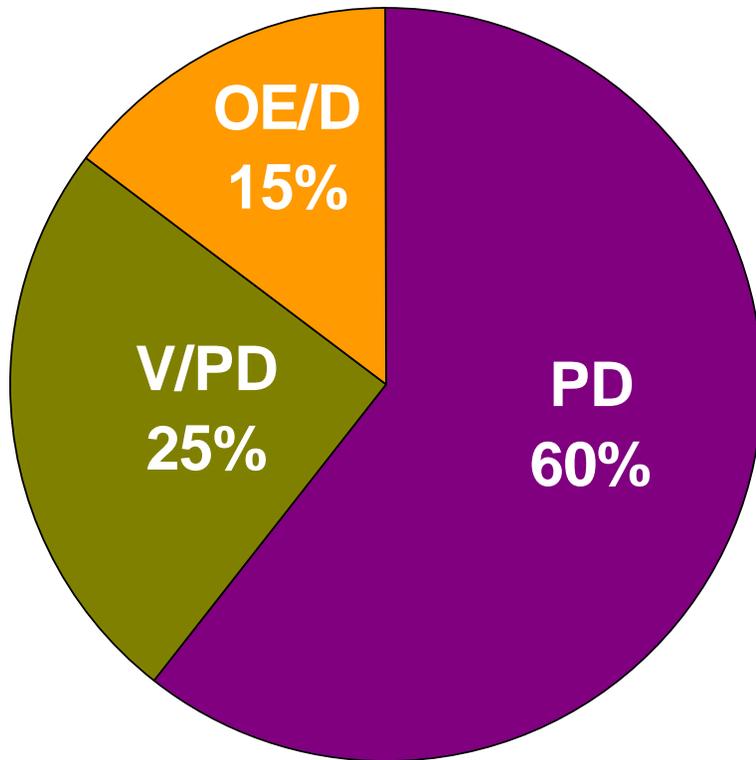
- Pilot deviations are actions of a pilot that result in a failure to comply with an ATC clearance and/or instruction
 - **Examples are failure to maintain assigned altitude or course, failure to hold short of active runway during taxi, entering controlled airspace without a clearance or observed reckless aircraft operations by AT**



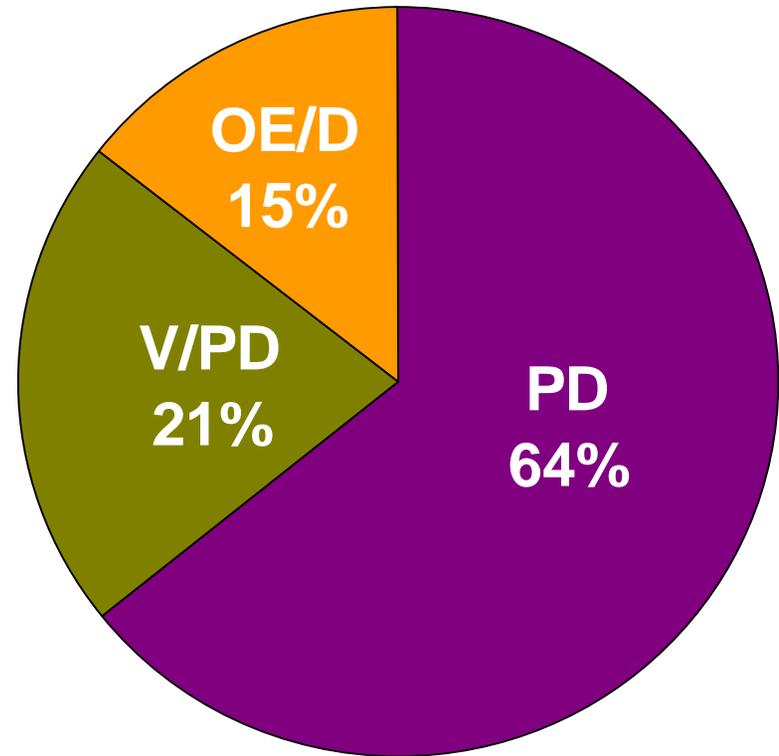
Pilot Deviation by Type - Oct 07 - June 08



Distribution by Type of Runway Incursions



FY 2004-2007



FY 2008 YTD (06/29/08)

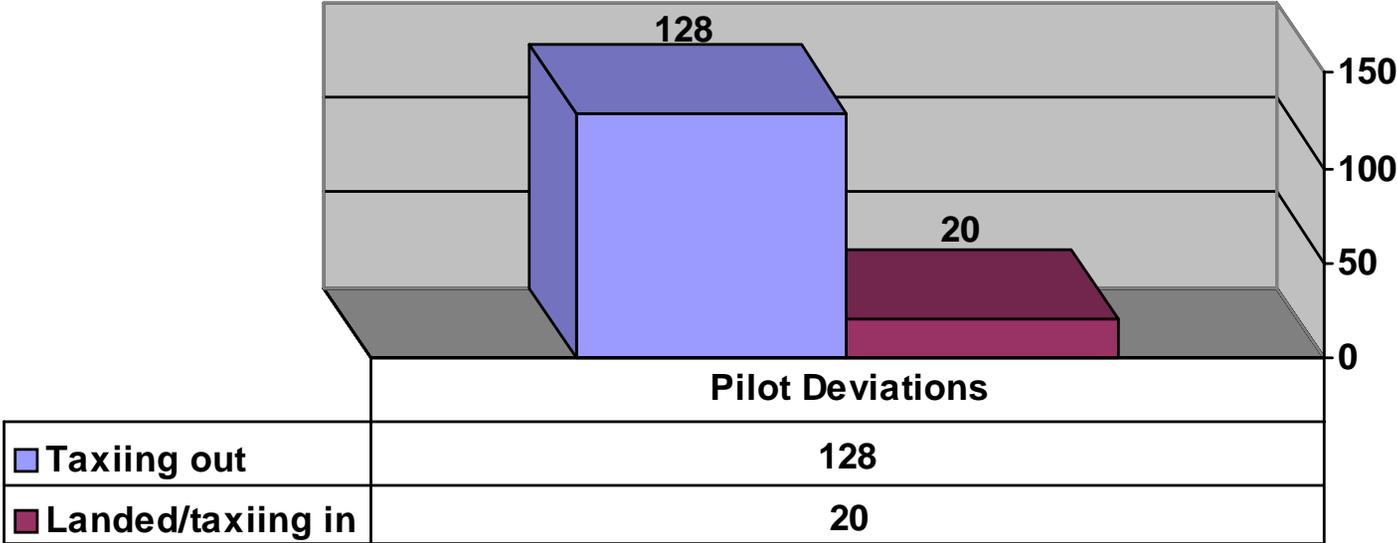
Runway Incursion Stats Apr-Jun only

- **269** runway incursions **164** were alleged **PD**
 - **51** events - pilots entering or crossing runway and hold short lines after reading back hold short instructions
 - **48** events - pilots entering or crossing runway and hold short lines, hold short not required
 - **36** events – pilots landed or departed without clearance
 - **29** events – pilot taxied wrong route and entered runway or crossed hold short lines

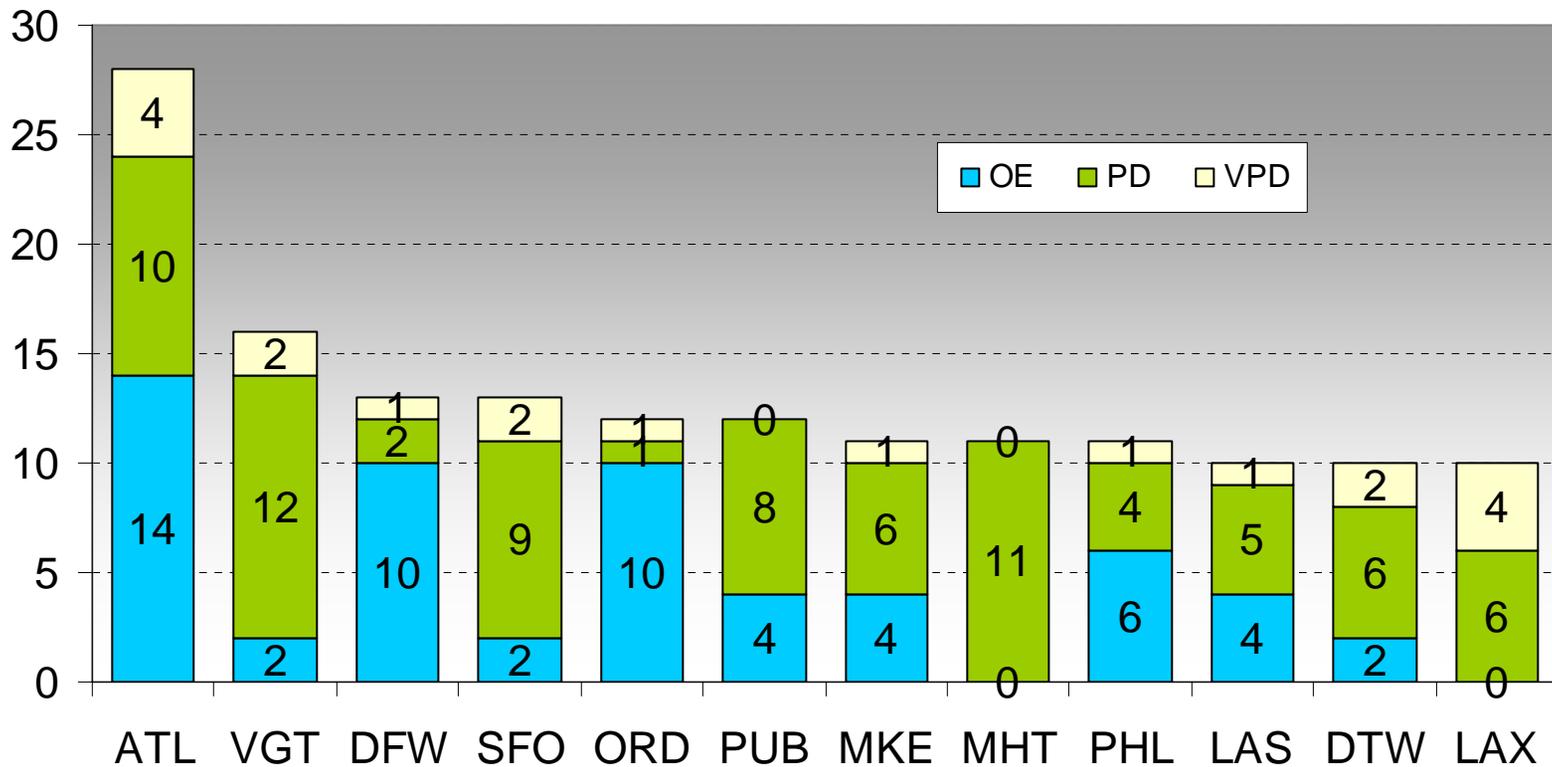
Runway Incursion Stats

- 110 (67%) events attributed to Part 91
- 49 (30%) events attributed to Part 121/129/135
- 5 (3%) events attributed to Military aircraft
- Time and weather: Day/VMC 150, Night/VMC 8, Day/IMC 5, Day/IMC 1

Of the 164 PD's, 148 occurred during taxiing out for departure and taxiing in after landing



Runway Incursions for the 12 Airports with Most Runway Incursions for FY08



Data as of Jul 08

Common Pilot Errors resulting in a Pilot Deviation

- **Read back the air traffic instruction (for example, to “hold short”) correctly and then do something else**
 - Most common reason for the error is that pilots lose track of where they are (misidentifying their location)
 - Most common factor cited for losing track of location is that pilot is “heads down” programming FMC, conducting checklists or talking to company/FBO

Runway Incursion Challenge

- **64 million landings and takeoffs last year ***
- **18,000 runway crossings per day!**
- **Human error is a certainty**
- **Technology has limitations**
- **Causes – Consequences are global in nature**

Source: * FAA Runway Safety Fact Sheet



Runway Incursion Reduction Requires Partnership



Flight Standards Next Steps

- Flight Standards has formed an Enhanced Pilot Deviation Work Group to improve our understanding and response to pilot deviations in order to reduce the numbers, including runway incursions
- This work group involves stake holders from across AVS and ATO in developing improved inspector training, investigative techniques, data collection and analysis of pilot deviations
- That data will allow us to better understand root causes and design interventions that will reduce future pilot deviations

More Next Steps

- A determination on extending the Runway Incursions Information Evaluation Program (RIIEP)
- The FAASTeam will support the General Aviation Airport Surface Incident Mitigation Strategy (ASIMS) at both the national and regional level
- Provide the guidance and educational information necessary to create a positive cultural change in the General Aviation industry that assures airmen conduct ground operations as a critical phase of flight



More Next Steps

- Presenting runway incursion focus presentation aimed at Part 135, corporate operations
- Better Practices for Improving Airport Ramp Management and Safety (Transportation Research Board)
- Better practice advisory circular on Tug/Tow operations along with an updated CD/DVD/CBI for ground operations users that move aircraft around the surface apron
- Aviation Safety Inspectors now verify that pilots have current surface movement charts (airport diagrams) available and that they are in use



Safety Risk Management (SRM) Panel consisting of aviation industry and FAA reps to ensure the maximum level of safety associated with the following changes

- Standardized taxi routes-shorter clearances; Clearer, Specific Taxi instructions
- Prohibit the issuance of a takeoff clearance until the aircraft has crossed all intersecting runways
- No crossing of any runway without stopping and getting further clearance from ATC
- ATO eliminate implied crossings, such as “taxi to” should not include crossing runways (91-129i)
- Do not issue landing clearance more than 3-5 miles from the airport
- Standardization of language---Terminology and slang during Tower Communication (Use ICAO Standard, i.e., “Line Up and Wait”.)

Where can you get more information

- Pilots can get excellent training and information through the FAA Safety Team (FAASSTeam) at faasafety.gov
- Runway Safety Office has a website <http://www.faa.gov/runwaysafety/>
- The AOPA Air Safety Foundation (ASF) has an excellent interactive on line runway safety course as does ALPA
- Flight Standards is working with NBAA, ALPA, AOPA, NATA, EAA and others to reach the flying community with runway safety information



Questions

