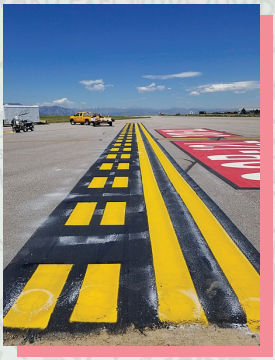
TAKEOFFS/LANDINGS

ATC & YOU: PILOT/CONTROLLER COMMUNICATIONS

TIPS FOR A SUCCESSFUL TAKEOFF & LANDING

- Plan your route of flight from chock to chock. Make sure you have the current airport diagram, SID, STAR, and other pertinent publications.
- Conduct a departure/landing briefing, even if your passengers aren't pilots. It's not just "an airlines" thing to do.
- Eliminate distractions during critical phases of flight. Initiate sterile cockpit procedures that eliminate all talk about anything not related to taxi and takeoff or approach to landing.
- Practice good crew resource management. Every person on board can contribute valuable information if they are briefed on their expectations.
- Let ATC know if you are a student pilot or unfamiliar with the area so they know to keep an eye on you. Consider asking for progressive taxi instructions, especially at night.
- When taxiing for departure, always hold short of the solid double yellow runway hold short lines.
- When exiting the runway, cross the dashed double yellow lines.



- Monitor and cross-check instruments. For example, set the heading bug to the runway alignment and cross-check.
- Never allow any aspect of a flight to become routine; each one is unique with different challenges. Don't just go through the motions.
- Identify potential factors, such as bad weather, airport construction, or feeling rushed that may lead to a questionable decision and a pilot error.
- Don't allow yourself to get distracted because of high task load in the cockpit, passengers, sightseeing, etc.

If you're not sure, ASK! ATC can provide help.
Don't wait until it's too late.

TAKEOFFS/LANDINGS

WRONG SURFACE OPERATIONS

A wrong surface event occurs when an aircraft lands or departs, or tries to land or depart, on the wrong runway, taxiway, or airport. The United States averages one per day and they are committed by all levels of experience from students to airline transport pilots.

The most common causes include:

AIRPORT GEOMETRY Parallel runways, including those with staggered thresholds, account for the highest number of incidents. Airports in close proximity with similar runway alignments also add risk.

COMMUNICATION More than 90 percent of incidents had a good readback by the pilot but still ended in a misunderstanding of the ATC instruction.

EXPECTATION BIAS Some of the highest risks resulted from pilots expecting the widest, brightest surface, or assuming the first runway/taxiway that they encounter, is the runway of intended operation.

DISTRACTIONS Resulting in a loss of situational awareness.

ENVIRONMENTAL ISSUES Conducting operations into a rising/setting sun; maneuvers to avoid clouds and obstructions.

BEST PRACTICES

UTILIZE navigation equipment such as localizer/GPS to verify proper runway alignment.

ACTIVELY LISTEN! Know and use proper phraseology to eliminate communication errors.

BE PREPARED! Preflight planning should include familiarization with destination and alternate airports (to include anticipated landing runway).

USE EXTRA CAUTION when operating at an airport with closely spaced parallel runways, especially those with staggered thresholds.