

Training, General: BZN TOWER 2011 RUNWAY SAFETY PILOT BRIEFING

New to the area? Here are tips for operating at and around Gallatin Field, provided by the tower manager during a meeting. (Original attached at end of FAQ.)

Source: 2012 Runway Safety Action Team Meeting, October 11th, 2012, at Gallatin Field.

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A runway incursion is defined as: Any occurrence at an aerodrome involving the incorrect presence of an aircraft or person on the protected area of a surface designated for the landing and take off of aircraft.

- First thing s first, once you've run all your pre-taxi checklists, listened to the ATIS and are ready to taxi, ground control remember the three W's, **Who are you, Where are you, What do you want to do.** Remember if you are inbound or outbound we must insure you have the ATIS, this is the first question asked anytime there is a runway incident.
- Taxi instructions: You must receive a runway crossing clearance for RWY's 03/21 when taxiing to runway 03 hangars or GA ramp. You must receive a runway crossing clearance for runway 21, when you'll be coming from the south east hangars and taxiing to runway 12. *Example;* **"RUNWAY 12 TAXI VIA ALPHA" or "RUNWAY 12 TAXI VIA ALPHA CROSS RWY 21" or "RUNWAY 30 TAXI VIA ALPHA, HOLD SHORT/CROSS RWY 03/21"**

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- When you're taxiing out and you would like an intersection departure, let us know; don't just show up Bravo/Charlie/Delta/Echo.
- **"LINE UP AND WAIT"**: Due to FAA minimum requirements we are not able to continuously use the staffing level does not allow us. So to eliminate the possibility of an operational deviation or operational single controller operations, we have decided not to use this; we may be setting ourselves up for failure it when not correctly staffed.
- What you may see or hear is, **"START YOUR TAXI ONTO THE RUNWAY"**. If you do hear this, then you taxi onto the runway and are lining up for departure you will receive a **"TAKE OFF CLEARANCE"** way of expediting our departures when it gets a little busy. Maybe in the future, staffing permitting, we will use **"LINE UP AND WAIT"**. **But until then, hold short of that runway until ATC approves you on it.**
- We are required to ensure Pilot read backs are correct. In order to reduce excessive or multiple transmissions ensure you read back ATC instructions correctly; you **must** use your call sign. When issued hold short instructions, you must read back, **"CALL SIGN, HOLD SHORT, AND WHICH RUNWAY NUMBER"** **HOLDING SHORT OF**, all in the same transmission. Avoid lazy or inappropriate communications especially when the airport is busy. It's much quicker to say something slower and correct once, than maybe three times.
- When inbound/outbound, communicate to ATC your intentions example: inbound from sw/w/nw/n/ne staying in the pattern, requesting a runway other than what is advertised on the ATIS, etc... Let us know it to be useful. If you don't do this, when the time comes, we will clear you to land. Often aircraft controllers we'd like a touch and go, stop and go, full stop taxi back, low approach, etc... We are not mind readers what you want the more we can plan for it, remember, there are other aircraft in the airspace besides you.
- There has been an increase in student pilot training in the past few years. This results in an overall decrease in experience and proficiency. Instructors remember, you are the **PIC**; if your students don't do something, make sure you correct it, whatever it is, in a timely manner.
- **"LAND AND HOLD SHORT" (LAHSO)**: RWY 12 has 6,841 ft available landing distance; you must hold down to the nearest 50 ft. A few years ago we implemented LAHSO procedures in order for us to keep operations be more expeditious. This allows us to use RWY 03/21 simultaneously with RWY 12 arrivals; this is for VFR operations and can be used during daytime VFR conditions only. We are not allowed to use this for all Scheduled Airlines inbound for the Terminal. The acft we are allowed to use LAHSO operations with is a LAHSO group of 7 or below. We can't use it with a tailwind or with any student **solo** pilots, however.

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an instructor is authorized.

- **Vehicle traffic:** In order to reduce and lower the possibility of a runway incursion, we ask all vehicle on movement areas to use available access roads as much as possible. If an aircraft in tow requires the taxiway to or from the East Ramp or West Ramp, that is perfectly acceptable, other wise limit your movement areas. During winter months when de-icing is in progress on the East de-ice pad, we can use Alpha as long as there is two way radio communications with the Tower.

Airport movement area “Hot Spots”: *A location on an aerodrome movement area with a history or potential for a runway incursion and where heightened attention by pilots/drivers is necessary.*

- Any runway TDZ is obviously an area to be extremely vigilant. This is where we have a lot of problems crossing runway hold short lines. Airport Management has recently painted all hold short lines in white and WHITE numbering, with yellow dash lead up lines to help identify, you are approaching a runway hold short line.
- The intersection of Alpha Taxiway and RWY 03/21 is Gallatin Fields most common runway incursion. Aircraft are instructed to hold short of RWY 03/21, while taxiing to RWY 12/30, somewhere along the way that when aircraft are issued taxi instructions for a departure from RWY 21 @ Alpha, they often taxi onto RWY 03/21 before they have contacted Tower or have been cleared for Take-Off. There has been multiple runway incursions where aircraft landing RWY 03/21, have had to go-around. ATC can't keep a constant eye on every aircraft in the airfield, all of the time. ATC has to continually scan the airfield and the airspace for multiple aircraft.
- **TURF RWY 11/29:** There are three ways to get to and from RWY's 11/29. Charlie TWY, Echo TWY, and Golf TWY. The best option is near the approach end of RWY 21. A big thank you goes out to the airport for paving Charlie TWY and connecting taxiways. New hold lines have been painted for RWY's 12/30 and RWY's 11/29. This has helped reduce any confusion for Pilots taxiing to or from RWY 11/29. There is new SOD added to portions of these taxiways.
- **Runway exiting:** Try to get in the habit of using minimum time on the runway after landing. When exiting the runway, do not stop until you have crossed the runway hold short lines on the taxiway leading from the runway. If a situation arises that prevents you from completely crossing the hold short line, advise the Tower immediately. Advise other aircraft exiting on the same taxiway as not to prevent them from being able to completely cross the hold short line. Stop just on the other side of the hold line.

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- **Glider staging:** Most of you have seen these operations; this does not close RWY's 03/21. We will close RWY's 03/21 on a case by case basis, with the glider personnel, of any arriving or departing aircraft.
- **RWY 03/21:** Due to the close proximity of the back hangers, and the amount of vehicular traffic, there is a possibility an unfamiliar or unauthorized vehicle will proceed onto RWY's 03/21. Any aircraft operating on the runway keep your eyes open, we are not in contact with most operators on the non-movement areas of the runway.
- **Run-up areas/De-ice pads:** There have been several questions about these areas. If you cross the movement area (Alpha Taxiway) into a de-ice pad, and you've completed your checklist/run-up, contact tower on 118.1 for instructions, or take-off clearance. Let tower know you are in the de-ice area and ready for departure, and which runway you are using. If you pull off Alpha Taxiway but do not cross the non-movement area line, traffic permitted to proceed toward RWY 12/30, hold short and contact Tower.
- **Pilots:** Please remain vigilant in regards to radio transmissions, control instructions. There are too many transmissions being made or several attempts to make contact, resulting in increased workload.

AIRBORNE PILOT DEVIATIONS

What is an airborne pilot deviation? The actions of a pilot that result in the violation of a Federal Aviation Regulation. Such deviations could result in a loss of separation between your airplane and another or with the next aircraft.

Why do pilot deviations happen? Pilots don't start off the day by saying, "Today I'm going to go out and commit a pilot deviation." We don't say, "I'm going to fly through some airspace that I'm not supposed to." No, pilot deviations happen because of poor technique, inattention, or failure to plan properly.

The FAA Safety Team wants airmen to be aware of this problem, and encourages pilots to increase their awareness of the problem so that aviation safety is enhanced.

Types of IFR Deviations (Listed in order)

- Altitude violations - Failure to maintain the assigned altitude
- Course clearance violations
- Airspeed violations
- Missing a compulsory reporting point

What can be done about it?

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- First, have a method to remember and record directions and/or clearances from ATC, and second, example,
 - Write it down,
 - Input it into an altitude alerter or avionics system, or
 - Index the heading bug
- Use current directories, charts, approach plates, and data bases
- If ever in question, call ATC and confirm

Types of VFR Deviations (Listed in order)

- Airspace violations - Flying into airspace such as class B, C, D, prohibited, restricted or TFR's without and/or clearance
- Flying VFR into IMC conditions
- Low level flight
- Required aircraft equipment is not installed or operating

What can be done about it?

- Improve flight planning - Know the route and requirements
- Have only current directories, charts and data bases onboard
- Obtain better/complete weather briefings
- Obtain the NOTAM's and TFR's for your route of flight

Plan ahead and be precise in your preparation for flight and in your actions while operating the aircraft. Don't or make assumptions. Always be alert and aware and continually processing the situation. Ask yourself, "Do I everything correct?"

LOCAL ATC RADIO PHRASEOLOGY EXAMPLES

READY TO TAXI

Pilot: *"Bozeman Ground, Yellowstone 29, ready to taxi from the GA ramp, with Bravo, departing to the SW"*

Tower: *"Yellowstone 29, runway 12 taxi via alpha", (may be asked to use the left or right side of taxiway alpha)*

READY FOR TAKE-OFF

Pilot: *"Bozeman Tower, Yellowstone 29, holding short RWY 12, ready for take-off".*

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Tower: *“Yellowstone 29, Bozeman Tower, hold short RWY 12”.* (This is what you will get if a take-off clearance is issued).

Tower: *“Yellowstone 29, Bozeman Tower, right turn out approved, RWY 12 Cleared for Take-off”, or “Yellowstone 29, Bozeman Tower, left turn out approved, RWY 12 Cleared for Take-off”, or “Yellowstone 29, Bozeman Tower, Fly straight out/make a left downwind departure/etc..., RWY 12 Cleared for Take-off”.*

INBOUND TO THE AIRPORT

Pilot: *“Bozeman Tower, Yellowstone 29, 10 miles south west inbound for touch and goes/option/full stop/full stop Alpha”.*

Tower: *“Yellowstone 29, Bozeman Tower, enter right base/midfield downwind/straight in etc, report three miles out ident”.*

If we are very busy, you may be instructed to remain outside the Bozeman class “D” airspace. Remember, the tower is going on in the Tower than most Pilot’s are aware of, even with outstanding situational awareness we may be saturated. Ensure you establish two way radio communications **BEFORE** entering the airspace.

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