Runway Incursion Safety Issues

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2017 Runway Incursions

FAA National Runway Incursion Totals by Quarter

Data Source: FAA.gov
Operation

315 destinations
45 Countries
19 Aircraft Types
847 Aircraft
13,000 Pilots
Trend Monitoring

Voluntary Safety Reporting - Aviation Safety Action Program (ASAP)
Mandatory Safety Reporting – Aviation Safety Reports (ASR)
Flight Operations Quality Assurance – (FOQA)
Air Safety Investigations
Confidential Information Sharing Program (CISP – ATSAP)
FAA Aviation Safety Information Analysis and Sharing (ASIAS)
Runway Safety Action Team (RSAT) Meetings
Flight Crew Resources

Airport diagrams
Flight plan remarks
Company airport pages
Safety publications
Airport familiarization pages
Airport familiarization videos
Flight Crew Resources

DEPARTURES

Pushback Clearance: Required. Contact Miami Gates.
- Pilots should expect the following:
  - Gates H3 & H5: Standard push of tail south with a turn when able and release at the designated point.
  - Gates H7-H17: Standard push of tail north with release at the designated point.
  - Standard push instructions may be changed if engine start at the gate is required.

Engine Start Clearance: Required. Contact Miami Gates.
- Engines may be started and kept at idle during pushback.
  - Pilots should configure for engine start so as to begin the engine start sequence when abeam Gate H9.
  - No breakaway thrust can be used until aircraft is fully aligned on the center line at the assigned power cut marker.
  - Engine starts may only be to a maximum of ground idle.
  - Crossbleed starts may only be conducted at Spot 20.

Taxi Restrictions

CAUTION
Be vigilant when taxiing to Rwy 9R/27 and Rwy 12/30 to avoid runway incursions.
Verify correct runway heading with compass prior to departure to avoid inadvertently departing wrong runway.

Rwy 8R and Rwy 12 Departures
- Stop at first hold short line.
- Refer to Airport Diagram page.

ARRIVALS

Arrival Restrictions

CAUTION
Rwy 12 arrivals may experience wake turbulence when Rwy 8L/R is in use.
Noise Abatement Procedures: Night visual approaches to the east expect vectors to remain west of the airport prior to being cleared for a visual approach.
Rwy 8R/26L Approach Procedures: Autoland approaches are not authorized.

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Electronic Flight Bag

Current EFB
- Highlighting capabilities
- Airport diagrams
- Company airport pages
- Airport familiarization pages
- Flight Plan
  - Company remarks
- Notice to Airmen (NOTAM)

Future EFB Enhancements
- GPS enabled
- Moving airport maps
- Depict closed movement areas
- Video player
Additional Mitigations

Controller/Pilot Awareness Videos
Company communications
Instructor training on mitigation strategies
FOQA enhancements
Enhanced data mining
Continuing industry collaboration