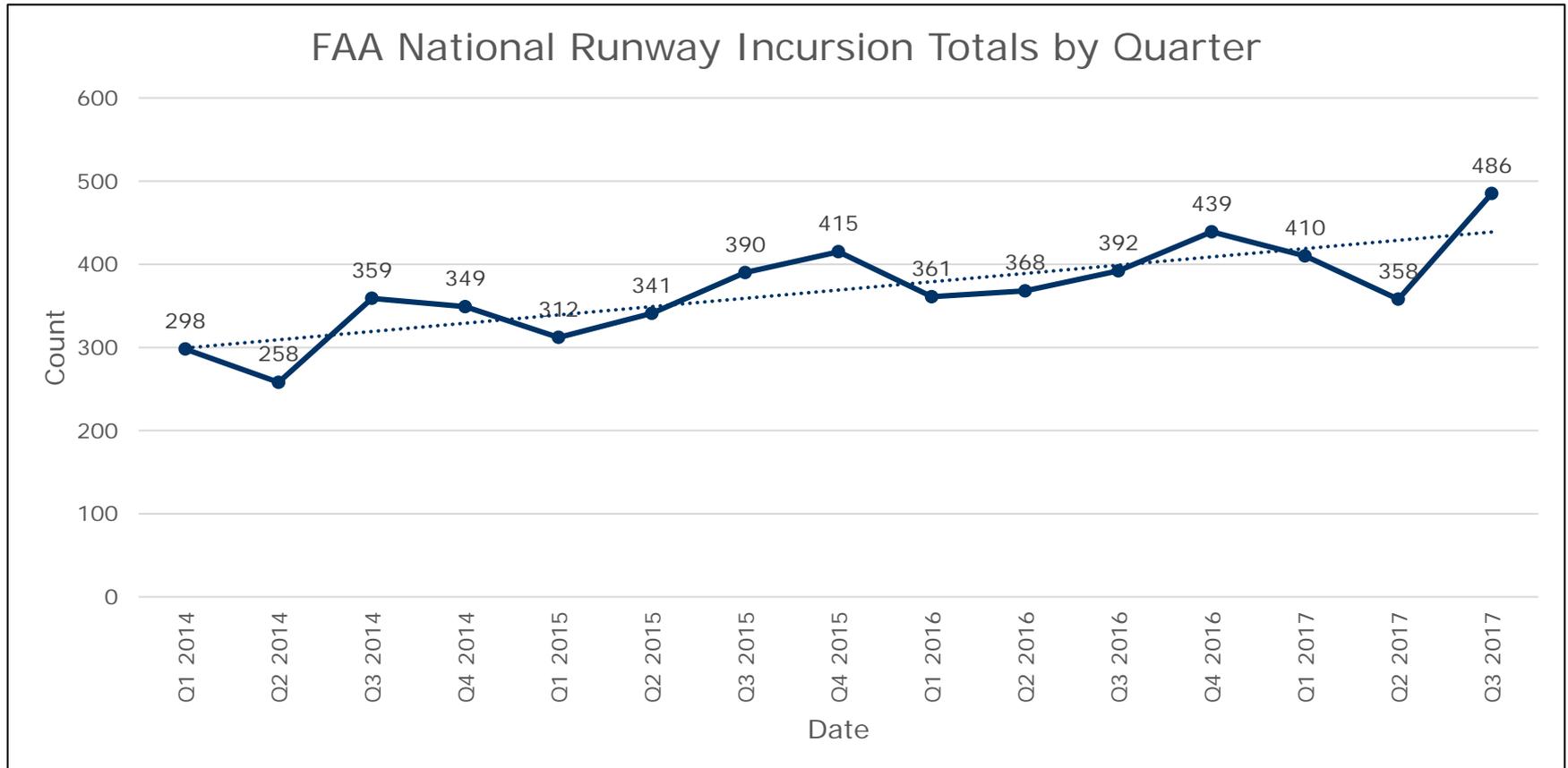


Runway Incursion Safety Issues

Joshua Migdal
Senior Air Safety Investigator



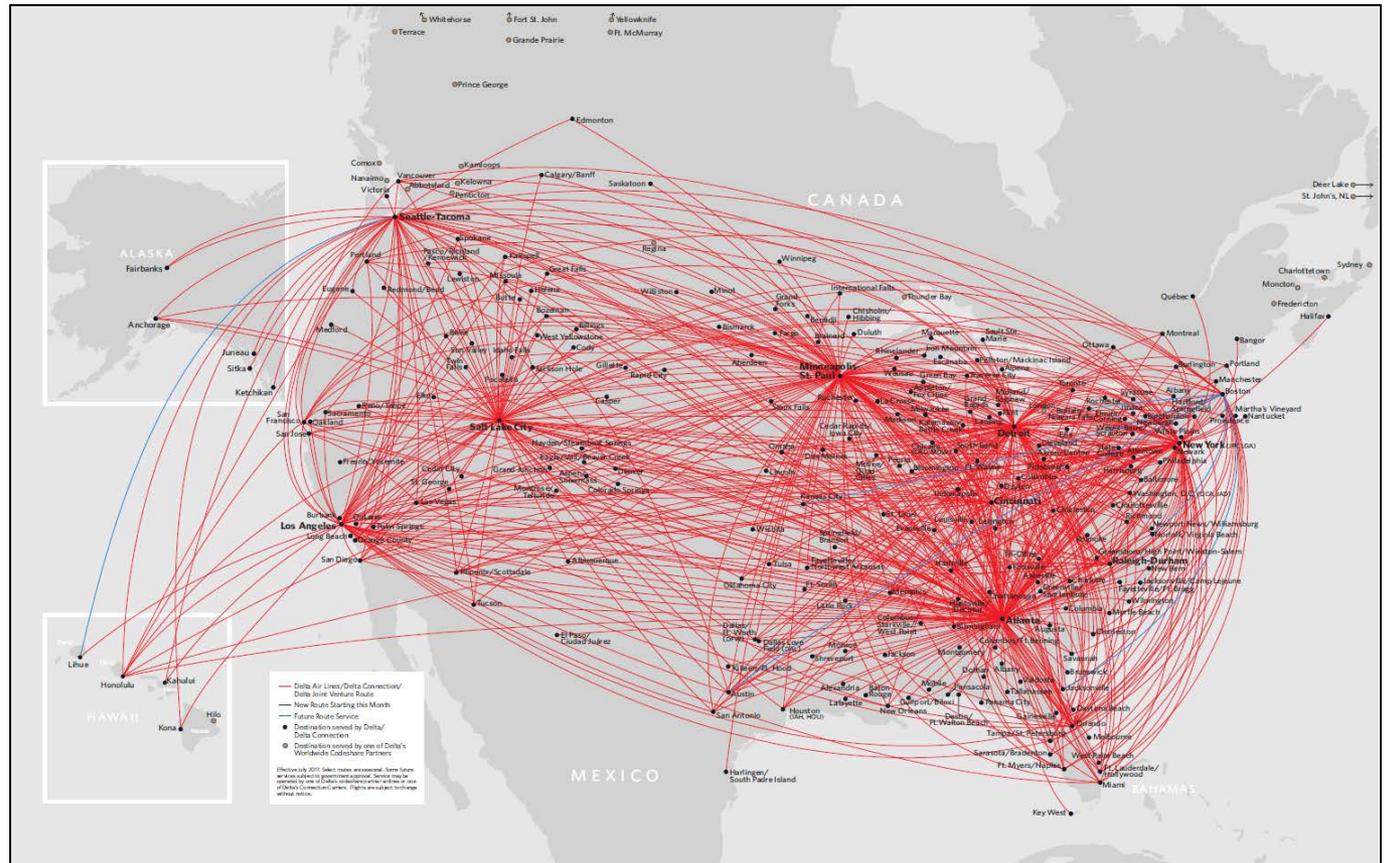
2017 Runway Incursions



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)

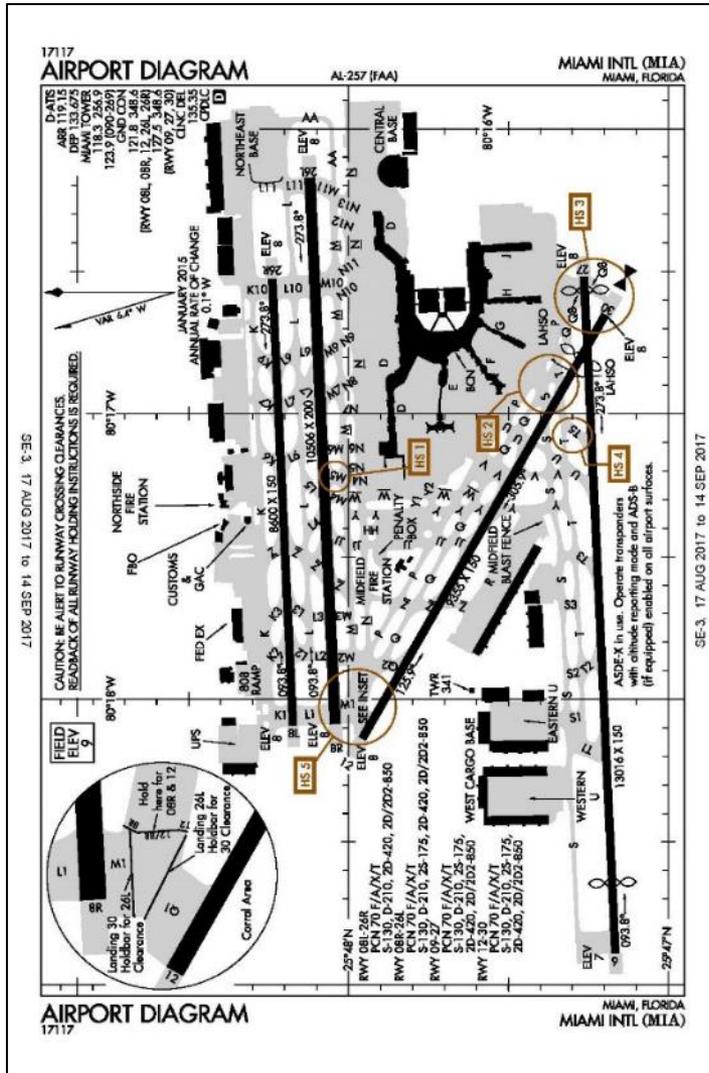
Air Safety Investigations

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

KMIA/MIA

Elev 9

1 JUL 16



MIAMI, FLA

MIAMI INTL

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 out 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 9/27 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

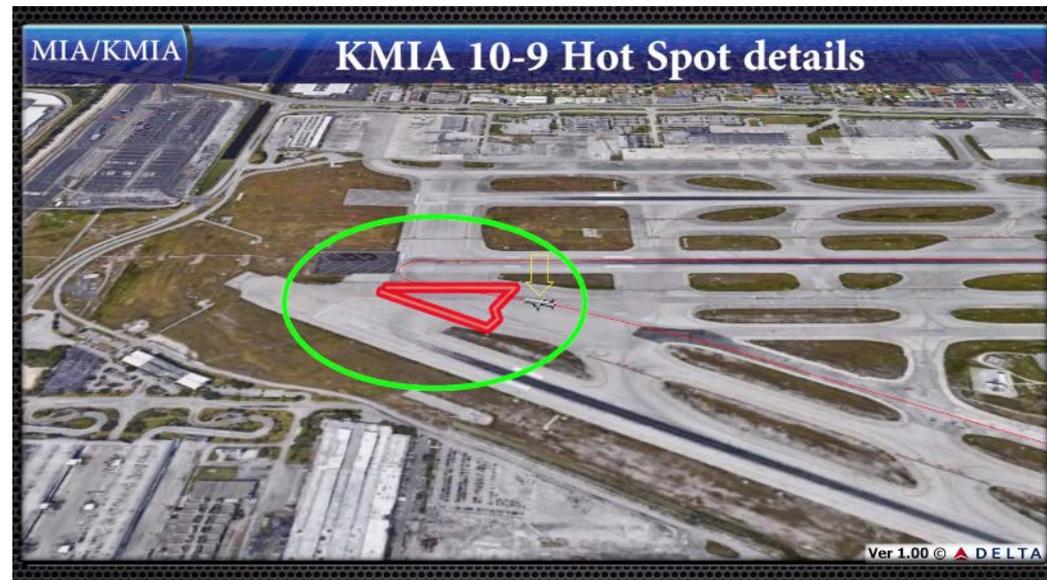
CAUTION

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.

(Continued Next Page)

DEP / ARR 1

Imaged by Jeppesen



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