

Final Transcript

Runway Safety Landing Scenario

Narrator - Safety relies not only on the training and skillset of a pilot, but also on their ability to maintain a proactive mindset, when preparing for landing or taxiing. A proactive mindset is key in maintaining situational awareness in the air and on the ground. There are a number of elements to consider as you prepare to land, such as conducting a robust checklist and using effective communication with air traffic control. And don't forget - a thorough understanding of phraseology, hot spots, markings, signage, and lighting - all lead to surface safety. In the following scenario, you are returning from a cross-country flight. Get ready to land!

Narrator: You are on a visual approach to Runway Two Eight Left.

Pilot: Tower, November One Two Three is with you on a visual approach to Runway Two Eight Left.

Tower: November One Two Three, Runway Two Eight Left cleared to land, wind 2-7-0 at 8.

Pilot: November One Two Three cleared to land Runway Two Eight Left, copy the wind.

Narrator: As you approach the airport ensure you are lined up with the correct surface.

Tower: November One Two Three, go-around, you appear to be aligned with the wrong runway.

Pilot: November One Two Three, go-round.

Tower: November One Two Three, go-around, you appear to be aligned with the taxiway.

Pilot: November One Two Three, go-round.

Narrator: You picked the correct surface. Remember, when identifying your landing surface, use all available resources to ensure the correct runway. These resources can include visual cues, such as terminals, hangars and taxiways. You can also gather visual cues from VFR charting products, such as terrain, roads and buildings. Lastly, if able, Localizer courses, VOR radials and GPS/RNAV courses as a verification that you have visually identified the correct runway.

Tower: November One Two Three, turn left at Romeo Two, contact ground control on 121.9.

Pilot: November One Two Three will turn left at Romeo Two, contact ground control.

Tower: November One Two Three, you exited at the wrong taxiway. Possible pilot deviation. Contact Tower at 555.555.1234 after you get to the ramp.

Narrator: You were instructed to exit Romeo Two. By acknowledging that instruction yet not exiting Romeo Two, this is a possible pilot deviation.

Tower: November One Two Three you missed Taxiway Romeo Two, expedite to taxiway Romeo One, traffic on short final.

Pilot: November One Two Three, expedite to Taxiway Romeo One.

Tower: November Three Four Six, go-around, traffic on the runway.

Pilot: November Three Four Six, going around.

Tower: November One Two Three, possible pilot deviation; advise you contact tower at 555.555.1234.

Narrator: That is correct. You have chosen Taxiway Romeo Two.

Narrator: After clearing the runway, where should you stop before contacting ground control?

Narrator: That is incorrect. If the air traffic controller does not tell you to hold short of the next taxiway, continue moving past the hold short line. To fully clear the runway, ensure the entire aircraft including the tail is clear of the hold short line. By holding here, your aircraft will not be clear of the runway and could cause a runway incursion, either with the next arrival or departure using Runway Two Eight Left. In this scenario, you should only hold here if the air traffic controller has instructed you to hold short of Taxiway Romeo.

Narrator: Correct. When you clear a runway, ensure the entire aircraft including the tail is clear of the hold short line unless air traffic control has given you an instruction that does not allow this, for example "hold short of the next taxiway".

Pilot: Ground, November One Two Three, clear of Runway Two Eight Left

Ground: November One Two Three, Ground, taxi via Romeo and Foxtrot, hold short of Runway Three Two.

Pilot: Taxi via Romeo, Foxtrot, hold short of Runway Three Two, November One Two Three.

Narrator: Which pavement should you select to continue on Foxtrot?

Ground: November One Two Three, you turned the wrong way on Taxiway Foxtrot. Hold short of Runway Two Eight Right.

Pilot: Ground, November One Three will hold short of Runway Two Eight Right.

Ground: November One Two Three, stop. You turned onto the wrong taxiway. Hold short of Runway Three Two.

Pilot: Ground, November One Three, stopping.

Narrator: Correct. You have followed the airport diagram correctly.

Pilot: Ground, November One Two Three is holding short of Runway Three Two at Foxtrot.

Tower: November One Two Three roger.

Ground: November One Two Three Stop! You were not cleared to cross the runway. Possible pilot deviation. Advise you contact tower at 555.555.1234 after you get to the ramp.

Narrator: The term roger is not a clearance to do something, but only an acknowledgment. You must receive a specific clearance to cross a runway from the controller.

Narrator: Correct – the term roger is not an approval to do something. It is only an acknowledgement.

Ground: November One Two Three, cross Runway Three Two taxi via Echo to the ramp.

Pilot: Cross Runway Three Two, taxi via Echo to the ramp, November One Two Three.

Narrator: Incorrect. Locate the correct taxiway using the signage.

Narrator: Correct. You're done now ready to move on to the ramp!

Narrator: Congratulations! You have successfully landed on the correct runway and taxied successfully.

You were able to:

- Maintain situational awareness.
- Understand phraseology.
- Recognize signage and markings.
- Understand the correct use of “roger.”

Remember to spend an appropriate amount of time preparing for your flight portion on the ground as you do in the air.

It’s incredibly important to double-check your surface-related knowledge and skills.

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