



Runway Crossing Procedures & Radio Phraseology Review

July, 2010



New Runway Crossing Procedures

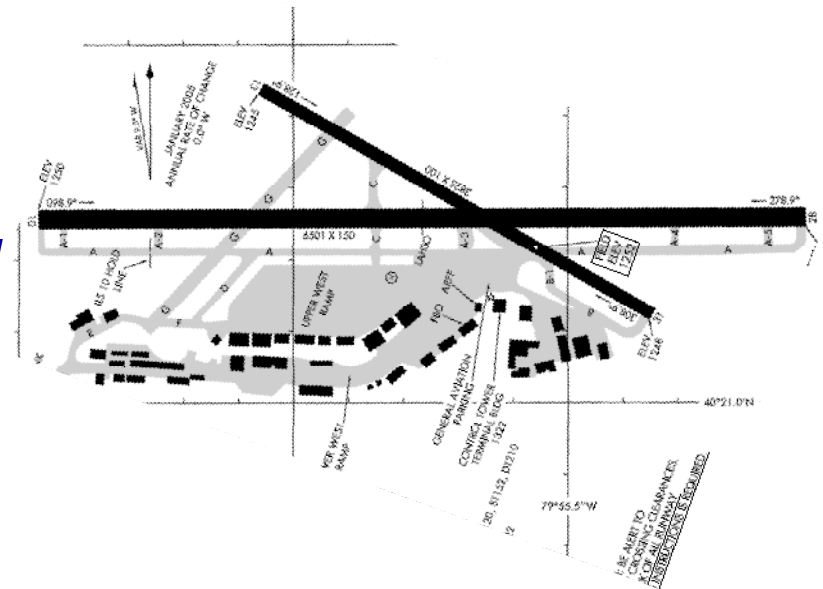
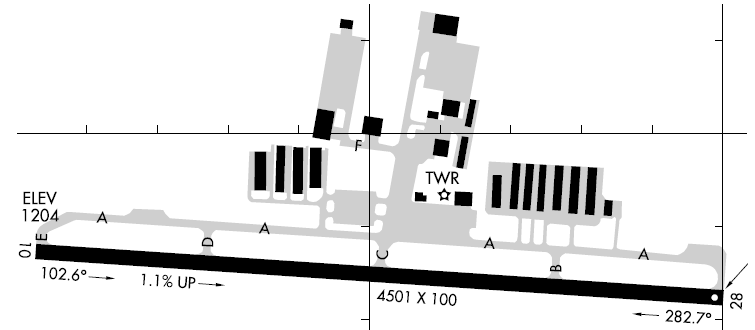
- **Effective: June 30, 2010**
- Controllers are required to issue explicit instructions to cross or hold short of each runway that intersects a taxi route
 - “Taxi to Runway...” will no longer be used when issuing taxi instructions to an assigned take-off runway
- Instructions to cross a runway will be issued one at a time
 - Instructions to cross multiple runways will not be issued.
 - An aircraft or vehicle must have crossed the previous runway before another runway crossing is issued.
- Changes will be made to the AIM & AIP to reflect the new procedures.
- **Never cross a hold line without explicit ATC instructions.**
 - If in doubt ASK!
- **Reminder:** You may not enter a runway unless you have been:
 - instructed to cross or taxi onto that specific runway
 - cleared to take off from that runway
 - instructed to position and hold on that specific runway.
- For additional information, go to <http://www.faa.gov/go/runwaysafety>



New Runway Crossing Procedures Examples

- *Beaver County Examples:*
 - “Runway Two-Eight, taxi via Alpha”
 - “Runway One-Zero, taxi via Alpha, hold short Taxiway Charlie”

- *Allegheny County Examples:*
 - “Runway Two-Eight, taxi via Alpha, hold short Runway Three-One”
 - “Runway Two-Eight, taxi via Alpha, cleared across Runway Three-One”





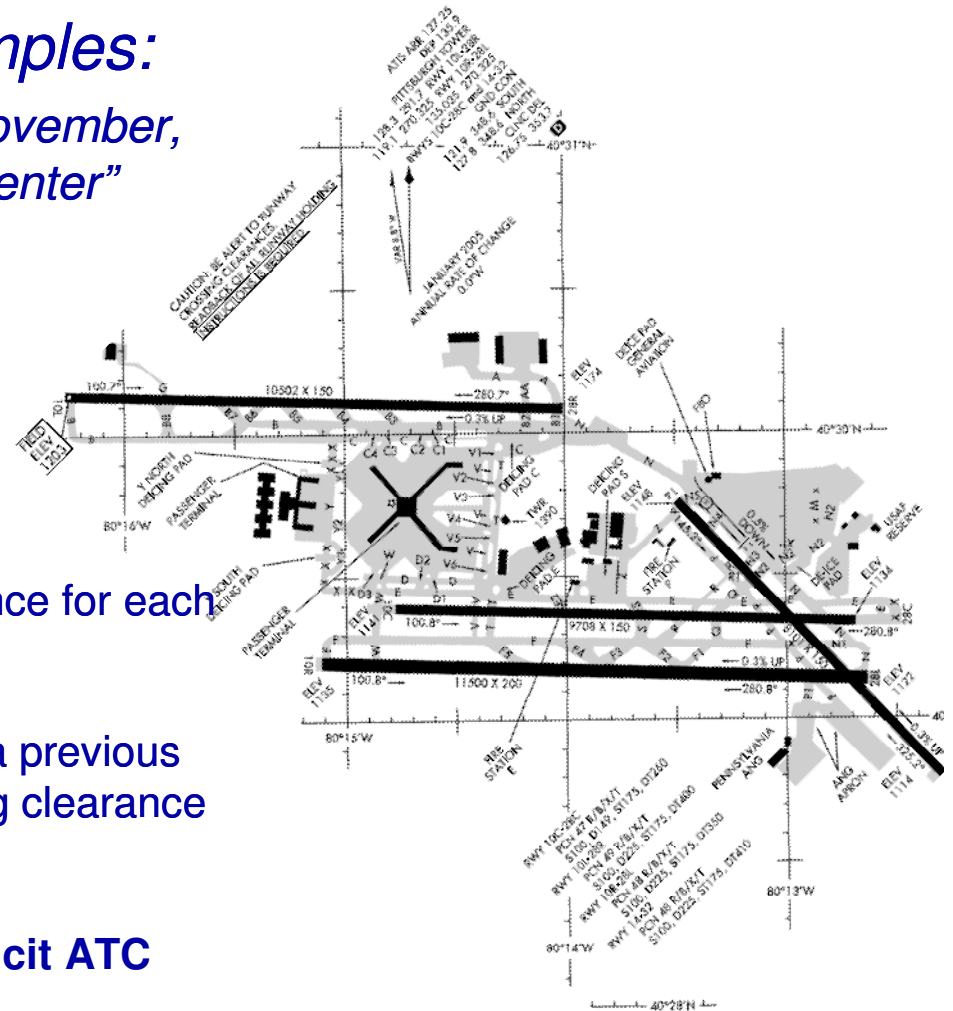
New Runway Crossing Procedures Examples

■ Pittsburgh International Examples:

- Runway Two-Eight Left, taxi via November, hold short of Runway Two-Eight Center”
- Etc.

■ Summary:

- Aircraft/vehicles must receive a clearance for each runway their route crosses.
- An aircraft/vehicle must have crossed a previous runway before another runway crossing clearance may be issued.
- Never cross a hold line without explicit ATC instructions.
- If in doubt **ASK !**





Radio Phraseology Review



Radio Phraseology Review

1. Position Reports at Non-Towered Airports
2. Precision, Concision, and Standardization
3. Handling Handoffs
4. Enroute Procedures
5. Acknowledging ATC Calls



Position Reports at Non-Towered Airports

- You are operating a C-172 tail number N62104. You are turning left base for runway 35 at the Zelig Municipal Airport. What call should you make?
 - A. “Zelig, Cessna One Zero Four, left base”
 - B. “Cessna One Zero Four turning left base”
 - C. “Zelig Traffic, Cessna Six Two One Zero Four, Cessna 172, turning left base Runway Three Five, Zelig”
 - D. “Cessna Six Two One Zero Four landing Runway Three Five, Zelig”
 - E. “Zelig Traffic, we’re turning left base Runway three Five, Zelig”
- *Answer: C*



Precision, Concision, and Standardization

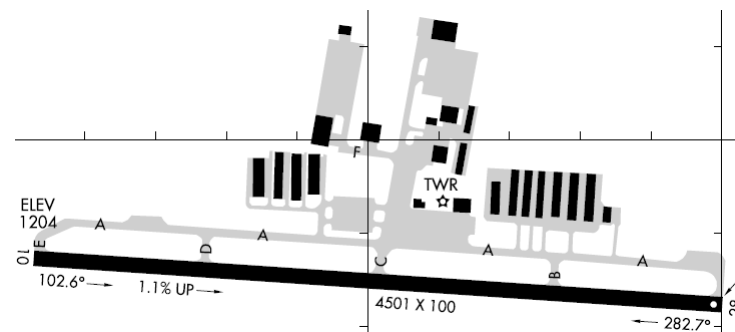
- Your call sign is “Cessna 89549, you are at the Allegheny lower ramp (Aircraft Supply), and you wish to call Ground Control to obtain your IFR clearance to Zelienople. What should you say?
 - A. “Allegheny Ground Control, this is Cessna Eight Niner Five Four Niner, we are at the lower ramp and we are ready to pick up our IFR clearance to Zelienople now.”
 - B. “Eight Niner Five Four Niner is at the lower ramp and we are ready to copy IFR clearance to Zelienople.”
 - C. Requesting IFR clearance to Zelienople, Cessna Eight Niner Five Four Niner.”
 - D. Allegheny Ground, Cessna Eight Niner Five Four Niner, lower ramp, IFR Zelienople.”
- *Answer: D*



Precision, Concision, and Standardization

- Your call sign is Cessna 1413V. You have just landed on runway 28 at Beaver County, clearing at taxiway C. You wish to return to taxi to the transient ramp. What should you say?
 - A. Beaver Ground, Cessna One Four One Three Victor, clear two eight at charlie, taxi to the transient ramp.”
 - B. “Cessna One Four One Three Victor clear of the active.”
 - C. “Cessna One Four One Three Victor with you off two eight.”
 - D. “Ground, Cessna One Four One Three Victor is with you.”
 - E. “Cessna One Four One Three Victor request taxi to transient ramp.”

■ **Answer: A**





Precision, Concision, and Standardization

- You are flying Cessna 96573 and you wish to request VFR flight following from Cleveland Center. What should you say?
 - A. "Cessna Niner Six Five Seven Three with you."
 - B. "Cleveland Center, Cessna Niner Six Five Seven Three, One Zero miles northwest Tyrone, four thousand five hundred, request VFR flight following."
 - C. "And hello, Cleveland Center, this is Cessna Niner Six Five Seven Three with you and we would like to pick up some VFR traffic advisories from you now if you have time, please."

- *Answer: B*



Handling Handoffs

- Your call sign is Arrow 1963T. You are level at 5,000. When you are told by Cleveland Center to switch to Pittsburgh Approach. What should you say on your initial transmission to Pittsburgh Approach?
 - A. "Pittsburgh Approach, Arrow One Niner Six Three Tango, level five thousand."
 - B. "Pittsburgh Approach, this is Arrow One Niner Six Three Tango with you level at five thousand, heading 330, IFR to Zelienople"
 - C. "Pittsburgh Approach, Arrow One Niner Six Three Tango, five thousand."
 - D. "Pittsburgh Approach , Arrow One Niner Six Three Tango, with you five thousand."

- *Answer: A*



Enroute Procedures

- As you are cruising along at 3,500 feet, Pittsburgh Approach tells you “Cessna Six Eight Four Sierra Papa, radar service terminated, squawk VFR. For further flight following suggest Cleveland Center on frequency 124.4. Good day.”
What should you say when you contact Cleveland Center?
 - A. “Cleveland Center, Cessna Six Eight Four Sierra Papa, level three thousand, five hundred.”
 - B. “Cleveland Center, Cessna Six Eight Four Sierra Papa, Cessna 172, one zero miles north of Arnold Palmer Airport at three thousand, five hundred feet, request VFR flight following to Altoona.”
 - C. “Cleveland Center, Cessna Six Eight Four Sierra Papa, level with you at three thousand, five hundred.”
 - D. Cessna Six Eight Four Sierra Papa with you.”

- *Answer: B*



Acknowledging ATC Calls

- Pittsburgh Approach says “Piper Two Eight Zero Six Mike, turn right heading three six zero, this will be vectors for the final approach course ILS eight at Butler County, AWOS now reporting wind zero niner zero at one one gusting to one five.” What would be the best response?
 - A. “Roger, understand vectors for the final approach course ILS eight at Butler, Piper Two Eight Zero Six Mike.”
 - B. Right turn to heading three six zero, vectors for the ILS eight, wind zero niner zero at one one gusting to one five, Piper Two Eight Zero Six Mike.”
 - C. “Three six zero, Piper Two Eight Zero Six Mike.”
 - D. “Roger, Piper Two Eight Zero Six Mike.”
- *Answer: C*



Acknowledging ATC Calls

- What response is expected when ATC issues an IFR clearance to pilots of airborne aircraft?
 - A. Read back the entire clearance as required by regulation.
 - B. Read back those parts containing altitude assignments or vectors and any part requiring verification.
 - C. The read-back should be unsolicited and spontaneous to confirm that the pilot understands everything that the controller said.
 - D. Acknowledge with “Roger” unless you have a specific question.
 - E. Read back only altitude assignments unless something has been amended.

- *Answer: B*



Gender Aero Club
Zelienople, PA

Questions ?

