

ORDER: 8400.10 and 8700.1

APPENDIX: 4

BULLETIN TYPE: Joint Flight Standards Information Bulletin (FSIB) for Air Transportation (FSAT) and General Aviation (FSGA)

BULLETIN NUMBER: FSGA 00-06 and FSAT 00-09

BULLETIN TITLE: Increased Surveillance and Testing of Surface Movement Operations

EFFECTIVE DATE: 09/13/00

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1. PURPOSE. This bulletin is issued for immediate safety of flight and instructs Flight Standards District Offices (FSDO), aviation safety inspectors (ASI) (operations), and principal operations inspectors (POI) to place increased significance on ground operations performance during all pilot flight checks and certification flights. With respect to ground operations, this "increased significance" includes, but is not limited to, knowledge testing on airport signs, lighting, markings, flightcrew coordination, and adherence to taxi clearances.
2. BACKGROUND. The Federal Aviation Administration's (FAA) goal is to reduce runway incursions by 20 percent. Historical data clearly demonstrates that runway incursions most likely to cause accidents generally occur at complex, high-volume airports. These airports are characterized by parallel/intersecting runways, multiple taxiway/runway intersections, complex taxi patterns, and the need for traffic to cross active runways. The analysis of historical data also shows that a disproportionately large number of runway incursions involve general aviation pilots and often result from misunderstood controller instructions, confusion, disorientation, and/or inattention. Nearly all runway incursions are caused by human error.
3. ACTION. ASI's shall increase surveillance and testing of applicants for initial pilot or instructor certificates and additional category and ratings to ensure that applicants are thoroughly familiar with safe surface movement operations. ASI's with oversight responsibility for Designated Pilot Examiners (DPE) shall ensure that DPE's increase surface movement testing during initial pilot certification, additional category and ratings, flight reviews, instrument competency checks, high altitude checks, tail dragger transitions, type rating rides, etc., in accordance with the appropriate Practical Test Standards

(PTS). In accordance with Order 8700.1, General Aviation Operations Inspector's Handbook and Order 8400.10, Air Transportation Operations Inspector's Handbook applicable PTS tasks, the Aeronautical Information Manual (AIM), and the "Best Practices" reflected in the attached Appendix:

A. Each FSDO shall provide certified flight instructors, designated pilot examiners, and flight schools within their jurisdiction with the runway safety information and recommended best practices.

B. Each person or organization authorized to conduct a Flight Instructor Refresher Course (FIRC) will receive a letter containing the runway safety information and best practices recommendations. The letter will instruct FIRC's to include this runway safety information and best practices in a revision to its training course outlines submitted for approval.

C. Each POI with oversight responsibilities for DPE's and training center evaluators (TCE) shall ensure that all new applicants for a certificate and/or additional rating are tested on runway safety in accordance with the requirements outlined in the PTS and knowledge tests.

**NOTE: All PTS and Knowledge Tests are currently being revised to include testing on runway incursion, runway safety, and surface movement operations. The forthcoming revised guidance will be included in the AIM and two new surface movement advisory circulars (AC), one for general aviation, Title 14 Code of Federal Regulation (14 CFR) part 91 operations, and one for 14 CFR parts 121, 125, and 135 operations.**

4. INQUIRIES. This bulletin was developed by the General Aviation and Commercial Division, Operations and Aviation Safety Support Branch, AFS-820, and the Air Transportation Division, AFS-200. Questions regarding this bulletin should be directed to AFS-820 at (202) 267-3411 or AFS-200 at (202) 267-7759.

5. EXPIRATION DATE. This bulletin will expire on September 30, 2001.

/s/  
L. Nicholas Lacey  
Director, Flight Standards Service

ATTACHMENT

## APPENDIX

### Runway Incursion Prevention Best Practices

1. The need to read back all runway crossing and/or hold short instructions;
2. The need to review airport layouts as part of preflight planning and before descending to land, and while taxiing as needed;
3. The need to know airport signage;
4. The need to review Notices to Airmen (NOTAM) for information on runway/taxiway closures and construction areas;
5. The need to not hesitate to request progressive taxi instructions from ATC when unsure of the taxi route;
6. The need to check for traffic before crossing any runway or entering a taxiway;
7. The need to turn on aircraft lights and rotating beacon or strobe lights while taxiing;
8. The need when landing to clear the active runway as quickly as possible then wait for taxi instructions before further movement;
9. The need to study and use proper radio phraseology as described in the Aeronautical Information Manual in order to respond to and understand ground control instructions; and
10. The need to write down complex taxi instructions at unfamiliar airports.