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# New Rules for Taxi Instructions Start Today

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## Quote of the month

*"When the weight of the paper equals the weight of the airplane, only then can you go flying."*

- attributed to Donald Douglas (Mr. DC-n)

Hit reply and send me your favorite quote.

## Did You Know?

As of November, 2008, a runway incursion is defined

Thank you for taking the time to read this safety message.

Please keep in touch through my website: [www.cfidarren.com](http://www.cfidarren.com)

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Thanks for your continued support,  
Darren

## *FAA Issues Runway Crossing Clearance Changes*

Effective June 30, 2010, air traffic controllers will no longer use the term "taxi to" when authorizing aircraft to taxi to an assigned takeoff runway. With the change, controllers must issue explicit clearances to pilots crossing any runway (active/inactive or closed) along the taxi route. In addition, pilots crossing multiple runways must be past the first runway they are cleared to cross before controllers can issue the next runway-crossing clearance. One exception to the new rule is at airports where taxi routes between runway centerlines are fewer than 1,000 feet apart. In this case, multiple runway crossings may be issued if approved by the FAA Terminal Services Director of Operations.

The elimination of the "taxi to" phrase will apply only to departing aircraft. Arriving aircraft will still hear the phrase "taxi to" when instructed to taxi to the gate or ramp. However, controllers in these situations still will be required to issue specific crossing instructions for each runway encountered on the taxi route.

For more information on the change, refer to FAA Order N JO 7110.528, which can be found at: <http://www.faa.gov/documentLibrary/media/Notice/N7110.528.pdf>

## Pilot's Radio Communications Guide

This 70-page review guide is designed as a quick reference guide or radio communications training self study guide. This covers VFR & IFR radio communications. Build your confidence by knowing what to say and when. Designed to fit in your flight bag, size: 3.6" x 8.5" Price: \$14.95 (Free Shipping to US addresses). ISBN: 978-0-9823940-7-6

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as: "Any occurrence at an aerodrome involving the incorrect presence of an aircraft, vehicle or person on the protected area of a surface designated for the landing and take off of aircraft."

This change was promulgated to harmonize our rules with ICAO. The previous rule required a loss of separation. The new rule does not require loss of separation, only an "incorrect presence".

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## Taxi Phraseology

from Pilot's Radio Communications Guide

**Acknowledge** - Let me know that you have received my instruction.

**Advise intentions** - Tell me what you are going to do.

**Affirmative** - yes

**Negative** - No

**Hold for...** - (could be: landing traffic, IFR clearance, release, take off clearance) means don't move.

**Immediately** - do it now or there could be trouble.

**Expedite** - means hurry up or there could be problems. Also used: "Without Delay"

**Standby** - means please wait.

**Position & Hold** - means go out on the runway indicated and wait for a takeoff clearance.

**Read Back** - means repeat what I've told you.

**Roger** - I understand, but it does not mean yes or no.

**Wilco** - I understand & will comply.

**Unable** - not able to comply or approve your request/instruction.

**Verify...** - used to request confirmation. "Verify assigned heading."

If you wait a long time, just ask.

## The Ultimate Checklist: Pilot's Rules of Thumb

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## Tips for Avoiding Runway Incursions

from [Pilot's Radio Communications Guide](#)

### At all airports

- Anticipate runway in use from ATIS/AWOS reports, then...
- Familiarize yourself with the airport diagram
- Before leaving the ramp
- For airport of origin and destination
- Have taxi diagram available during ground movement
- Learn standard signs and markings, see inside back cover.
- Look both ways entering or crossing runways & expedite off them
- Maintain situational awareness - don't do checklists while moving, heads up always.
- Minimize heads-down duties while moving.
- Do not make configuration changes or execute checklists while moving (to avoid distraction) unless you're part of a multi-crew flightdeck.

### At towered airports

- Use standard pilot/controller terminology
- Listen carefully & read back full clearance including runway numbers and holding positions. Remember that a clearance to taxi to a runway is not a clearance to enter that runway.
- Ask for "progressive" taxi assistance if necessary
- If in doubt, STOP & ASK
- Look for light gun signals if you have any hint of radio troubles.
- When advised to "hold short," "position & hold," and "cleared for takeoff" requires a full read-back including runway numbers.
- When landing, do not turn off the active runway onto another runway, exit only onto taxiways.

Hold Short: do not cross from the solid lines side without a clearance. You can confirm with the controller in a way that doesn't make you sound foolish: "Lakeland ground, Archer 45C, confirm clear to cross runway 23."

### At non-towered airports

- Use radio to listen to other traffic.
- Use radio to make your position & intentions known as necessary. See [radio communications at non-towered airports](#) for more info.
- Remember some users don't have radios, your eyes are the best safety resource.
- *Clear* yourself visually prior to departing the ramp, along the taxi route, and prior to entering the active runway. This also applies to procedures after landing:

clear of the active runway, cross other runways and taxiways only after assuring that other aircraft is not using them.

## Visi-Hold™ - *Know Instantly*

Never wonder about holding entries again! Works with standard holds and non-standard holds (left turns). The Visi-Hold™ package comes complete with Visi-Hold™ template, directions, and two articles on holds: All About Holding and Holding Simplified. You'll pay no less than \$14.95 for a complicated sliderule holding pattern calculator made by ASA. That's not even including shipping! Those of you who know what real IFR is like know that you can't fool around with a sliderule while the airplane is bouncing around. Instead, get the original Visi-Hold™ helping pilots know the holding pattern entry since 2000.

Price: \$9.95

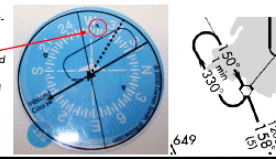
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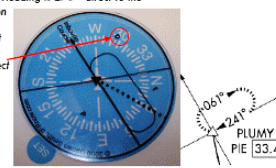
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### Examples:

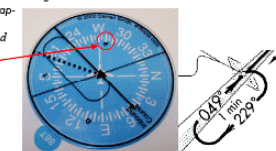
**Teardrop Entry**—Heading is 270° direct to the VOR to enter the hold. Point the arrow at 150° and Visi-Hold shows a teardrop entry and a recommended outbound heading of 300° after station passage.



**Direct Entry**—Heading is 270° direct to the PLUMY intersection to enter the hold. Point the arrow at 241° and Visi-Hold shows a Direct entry.



**Parallel Entry**—Heading is 270° direct to the VOR to enter the approach. Point the arrow at 045° and Visi-Hold shows a Parallel entry.



## Finally... Police: Pilot Stalks ex-girlfriend with Airplane

CONCORD, Calif. -- Police have arrested a California pilot who they say stalked his ex-girlfriend by repeatedly flying his plane low over her house.

Concord police Sgt. Tiffany Leftwich says Tom Huey made several low passes over a residential neighborhood Wednesday evening.

A dozen residents called police to complain. Huey was arrested shortly after landing the Beech single-engine aircraft.

Leftwich says police have been investigating reports of a low-flying plane in the area for more than a year.

Huey's girlfriend filed for a restraining order last year, but he was not served until Wednesday afternoon.

Huey is being held on \$155,000 bail on suspicion of felony stalking and violating a restraining order. As of June, 2010, FAA records indicate this pilot's certificate is "inactive".

## Got an IFR Checkride or IPC Coming Up?

### IFR Checkride Reviewer

Finally, Instrument Rating HELP! This best selling 340-page review package is designed to help you to get through the Instrument



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