TIPS TO AVOID A RUNWAY INCURSION

✓ Plan your taxi

- » At both departure and arrival aerodromes
- » Check for NOTAMS that will affect your ground movements
- » Research the likely runway in use (ATIS or Met)
- » Check ERSA for standard taxi routes
- » Ensure you have a current Aerodrome Chart for planning purposes and to reference during taxi

The Aerodrome Chart in AIP Departure and Approach Procedures (DAP) contains more detail than ERSA for ground operations. Aerodrome Charts are accessible through the Publications/ AIP section of the Airservices website.

✓ Ensure you understand aerodrome markings, signs and lights

- » Look out for, and comply with these when taxiing

Your destination aerodrome might have different markings to your departure aerodrome

Holding Points will not be aligned with the sealed surface of the runway – they will be set back to be in line with the gable markers, or a greater distance

✓ Minimise 'heads-down' activities while the aircraft is moving

✓ Resist the pressure to take short cuts

✓ Listen and comply with ATC instructions and clearances

- » Wherever possible get your airways clearance prior to engine start or taxi
- » Write down your taxi instructions
- » Ask for progressive taxi instructions if unfamiliar with the taxi routes at an airport
- » Listen carefully to avoid responding to an instruction/ clearance intended for someone else
- » Use standard phraseology and read back requirements from AIP

✓ Obtain a clearance to enter, cross, backtrack and taxi on any runway, including runway undershoots (where marked)

All runways are considered active at all times and require a clearance to enter, cross, backtrack or taxi

Unless directed otherwise by ATC, a clearance to land on any runway authorises you to cross any intersecting runway during that landing (it does not automatically allow you to vacate using an intersecting runway as a taxiway)
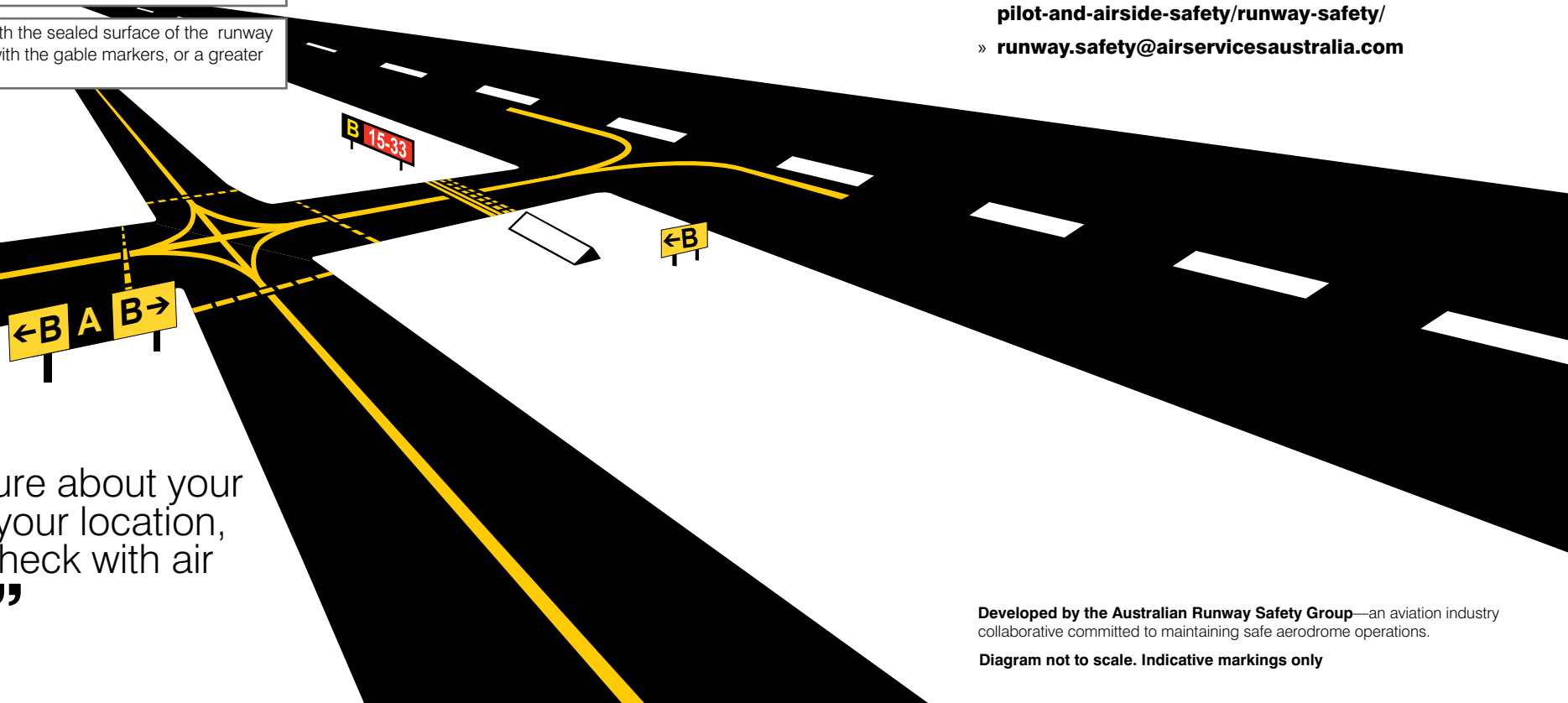
✓ Before entering a runway, always look out for other aircraft or vehicles on, or approaching the runway.

✓ Stay alert until after engine shut-down

More information on runway safety is available through:

- » **www.airservicesaustralia.com/flight-briefing/ pilot-and-airside-safety/runway-safety/**
- » **runway.safety@airservicesaustralia.com**

"If you are unsure about your clearance, or your location, immediately check with air traffic control "

Developed by the Australian Runway Safety Group—an aviation industry collaborative committed to maintaining safe aerodrome operations.

Diagram not to scale. Indicative markings only

COMMON AERODROME SIGNS AND MARKINGS

15-33

Mandatory Runway Holding Position Sign

Generally co-located with the Pattern A runway holding position markings.

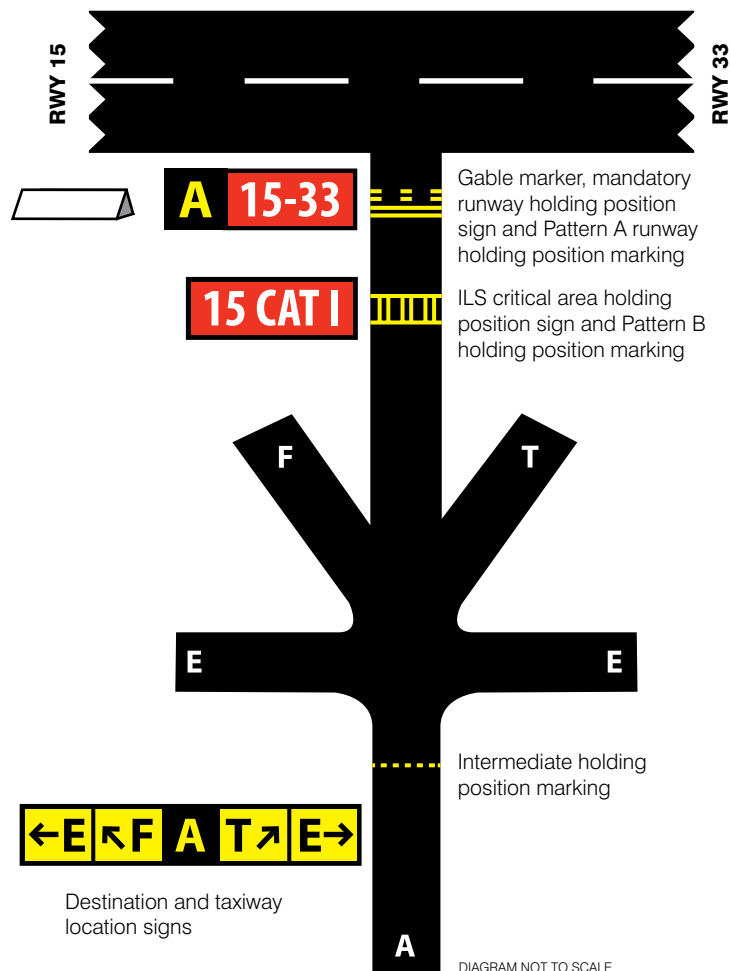## 15 CAT I

ILS Critical Area Holding Position Sign

Generally co-located with a Pattern B holding position marking.

⊖

Aircraft No Entry

Mandatory signs

At some aerodromes non-standard signage may exist. All signs with white text on a red background are mandatory and identify a location beyond which aircraft or vehicles shall not proceed unless authorised by ATC.

RWY 15

RWY 33

A 15-33 — Gable marker, mandatory runway holding position sign and Pattern A runway holding position marking

15 CAT I — ILS critical area holding position sign and Pattern B holding position marking

F   T

E   E

Intermediate holding position marking

← E ↖ F A T ↗ E → — Destination and taxiway location signs

A

DIAGRAM NOT TO SCALE

← APRON

Destination signs

These give directions of where to go and will be located before the taxiway turnoff

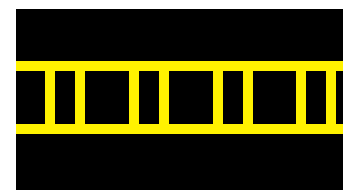(e.g. Turn left at the next taxiway for the apron)

Remember: Yellow array points the way

← Runway side

← Holding side

Pattern A Runway Holding Position

At controlled aerodromes you must have ATC clearance to cross from the Holding side to the Runway side.

These will always be set back from the sealed surface of the runway to be in line with the gable markers or a greater distance.

Pattern B Holding Position Marking

Similar to Pattern A runway holding positions, but are generally associated with precision approach runways. These will generally be set back further than runway holding positions and will only be applicable when advised by ATC or the ATIS.

Intermediate Holding Position Marking

Marks the holding position between taxiways. You will need to hold at these if ATC direct you to hold short of a particular taxiway.

A **Taxiway Location Signs**

These show where you are on the aerodrome

(e.g. You are on taxiway A)

Remember: Black Square—You are there