

# CADORS CORNER

By: **Graham Palmer, CFI**

On March 27th, 1977 the world witnessed Aviation's most horrific accident. On the Spanish Island of Tenerife in the Canary Islands, 583 people died when two loaded Boeing 747s (KLM Flight 4805 and Pan Am Flight 1736) collided on the main runway at the Los Rodeos Airport. While there were many causal factors associated with the incident, this accident was a result of a Runway Incursion.

For readers new to CADORS Corner, Transport Canada collects aviation occurrence infor-

mation through the CADORS (Civil Aviation Daily Occurrence Reporting System) reporting process; the system is intended to provide initial information on occurrences involving any Canadian-registered aircraft as well as events occurring at Canadian Airports, and in Canadian Air-space. In an effort to develop awareness, and enhance VFC Member Safety, CADORS Corner shares monthly member CADORS information, and suggests strategies to help mitigate future reoccurrences.

In this month's column we will focus again on perhaps one of the most hazardous situations a Pilot could be faced with while operating from the Victoria International Airport, the Runway Incursion. A Runway Incursion is a situation where an Aircraft or Vehicle

crosses a Runway Hold-Short Line without an Air Traffic Control (ATC) Clearance to do so.

This year, over a two week period from the end of September into early October we experienced two Runway Incursions (CADORS 2013P1597 and 2013P1681), while it was fortunate that these two incidents did not result in an accident, the sobering reality is that they could have. Unfortunately, Club Members have generated five of the twelve Runway Incursions that have occurred at the Victoria International Airport year to date. Even though VFC contributes heavily to the total annual Victoria Airport Aircraft Movement Statistics, 5 incursions in just over 10,000 hours of flying is a statistic that we shouldn't be proud of.



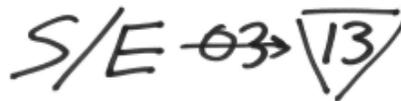
The Victoria International Airport has a relatively complex runway operating environment. Runway 09/27 is the predominantly active runway due to prevailing winds, however for efficiency purposes Victoria ATC will cross arriving and departing traffic on runway 13/31 and 03/21. Depending on traffic flows, runway 13 will be used for landing Commuter Aircraft in-bound from Vancouver (CYVR), after a turn-around at the Main Terminal; out-bound aircraft will depart back to CYVR off Runway 03. For these reasons, aircraft receiving Taxi Clearance to and from the Club may be asked to hold short of either runway. Due to the possibility that an Aircraft could be on approach or departure from either runway, the risk of a catastrophic collision is quite high. Therefore it is imperative that you remember if you have been issued a hold short restriction.

Over the years, because of the frequency of Runway Incursion occurring at these crossing runways, the area formed between runways 09/27, 13/31, 03/21 has been affectionately nicknamed the “Devil’s Triangle” (as seen on the left). Should a Runway Incursion occur, it will most likely happen here.

As we know, ATC will not authorize Taxi without a Pilot “reading-back” a hold-short restriction; therefore if a Pilot acknowledges a hold-short restriction, they are responsible to employ their own personal system to remember to hold-short. While techniques

can vary from Pilot to Pilot, there are certain strategies I will suggest you consider in order to help prevent you from experiencing a Runway Incursion.

For my Students and Instructors, acknowledging any Taxi Instruction with only the aircraft registration, whether a hold-short is assigned or not, is unacceptable. Reading-back the entire routing and runways to be crossed is the most professional way to respond to a Taxi Clearance. Disciplining oneself to always copy down an assigned taxi route is the trait of a Professional Pilot; even if the Pilot taxis the same route every day. Below is the technique I have always used to copy my taxi clearances:



### **“Taxi Sierra & Echo, Across Runway 03, Hold-Short of Runway 13”.**

In addition to copying down, and reading back a “Full-Route” Taxi Clearance, try to determine why a hold-short restriction was assigned in the first place; always look left and right when approaching each intersecting runway. Obviously identifying an Aircraft lining up for Departure, or an Aircraft on Approach provides an additional reminder of a hold-short requirement.

Furthermore adapting a “Sterile Cockpit” environment dur-

ing the critical phases of flight, meaning that everyone in the aircraft refrains from engaging in non-essential conversations and activities during all ground operations involving taxi, takeoff and landing, and all other flight operations conducted below 2,000’ or within a Control Zone.

If you feel that the “Sterile Cockpit” concept is not for you, consider utilizing the “Pilot Isolate” feature on the Comm Panel; this switch essentially cuts the PIC out from the rest of the intercom. Your passengers will still be able to communicate amongst themselves, but more importantly you will be able to concentrate on monitoring the radios and focusing on communication when approaching all hold lines.

Regardless of the techniques you use to remember that you have acknowledged a hold-short restriction, it is imperative that you hold-short of the runway. Remember that Runway Incursions continue to remain one of Aviation’s greatest hazards, and it rests upon us to do what we can to mitigate them. With the privileges granted by a Pilot Permit or Licence, we accept a many responsibilities including that of Safety.

And when it comes to Aviation Safety, I’ve been heard to say:

**“Don’t let the sole purpose of your life; simply serve as a warning to others...”**