

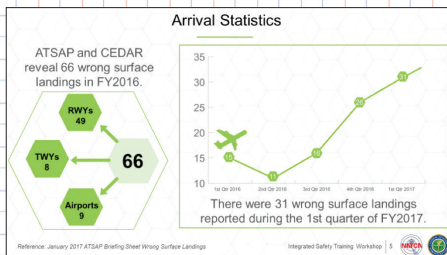
Pilot**Controller** COMMUNICATIONS

TAKEOFFS/LANDINGS

TIPS FOR A SUCCESSFUL TAKEOFF AND LANDING

- Plan your route of flight from chock to chock. Make sure you have the current airport diagram, SID, STAR, and other pertinent publications.
- Conduct a departure/landing briefing, even if your passengers aren't pilots. It's not just "an airlines" thing to do.
- Eliminate distractions during critical phases of flight. Initiate sterile cockpit procedures that eliminate all talk about anything not related to taxi and takeoff or approach to landing.
- Practice good crew resource management. Every soul on board can contribute valuable information if they are briefed on their expectations.
- Utilize ATC services whenever possible. Let them know if you are a student pilot or unfamiliar with the area so they know to keep an eye on you. Consider asking for progressive taxi instructions, especially at night.
- Monitor and cross-check instruments. For example, set the heading bug to the runway alignment and cross-check.
- Never allow any aspect of a flight to become routine; each one is unique with different challenges. Combat complacency.
- Identify potential factors, such as bad weather, airport construction, or feeling rushed that may lead to a questionable decision and a pilot error.
- Don't allow yourself to get distracted because of high task load in the cockpit, passengers, sightseeing, etc.
- If you're not sure, ASK! ATC can provide help. Don't wait until it's too late.

WRONG SURFACE OPERATIONS



The United States has seen a significant increase in the number of wrong surface operations. Between January 2016 and March 2017, there were more the 130 departures or landings on the wrong surface. Wrong surface refers to a wrong runway/taxiway or a wrong airport. It is important to note that these statistics include incidents committed by private pilots and airline transport pilots alike.

Wrong surface operations occur because:

- **Loss of Situational Awareness.** Pilots may get overwhelmed by complex airspace, distractions, or misinterpret information.
- **Pilot Cognitive Bias.** A bias can cause pilots to ignore facts or information that are contrary to what they perceive. In short, they see what they expect to see or hear what they expect to hear.
- **Refer to the front of this card for tips to combat these situations.**

• DISCLAIMER •

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