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*Analysis of recent events has revealed an increase in pilot awareness in the following areas or procedures!*

### Exiting a Runway and Taxi Clearance Requirements

The [AIM](#) defines a movement area as, the runways, taxiways, and other areas of an airport/heliport which are utilized for taxiing/hover taxiing, air taxiing, takeoff, and landing of aircraft, exclusive of loading ramps and parking areas. At those airports/heliports with a tower, specific approval for entry onto the movement area must be obtained from ATC. The taxiways between runway 7R/25L and runway 7L/25R are movement areas and require a taxi clearance from ATC whether from the tower or ground control position in order for an aircraft to operate. Therefore, in the absence of ATC instructions, the pilot is expected to taxi clear of the landing runway and hold unless further instructions have been issued by ATC. An aircraft exiting a runway is not clear of the runway until all parts of the aircraft have crossed the applicable holding position marking.

Pilots need to pay particular attention to the control instruction received by the tower when exiting a runway. The majority of the time it is to turn left/right at TWY \_\_\_ and to contact ground on 121.8. This instruction prohibits the aircraft from any further movement after it has cleared the runway. (Refer to AIM 4-3-20 on next page.)

### Holding Short of a Runway

When instructed by ATC to, "Hold Short of runway (xx)", the pilot must stop so that no part of the aircraft extends beyond the runway holding position marking. When approaching the runway, a pilot should not cross the runway holding position marking without ATC clearance at a **controlled airport**, or without making sure of adequate separation from other aircraft at uncontrolled airports. Controllers are required to get an accurate readback of all "Hold Short" instructions. Therefore, to reduce frequency congestion, the tower requests all pilots to readback the instruction as issued and with type aircraft and call sign. (Example: "Roger, Hold Short of RY 7R at C3, Bonanza 2922W")

### Roger

Recently there has been confusion exhibited by pilots regarding the use of the term "roger". This term should never be confused with a control instruction or approval of a pilot request. This term solely means that a pilot's last transmission was received. Therefore, it should never be misconstrued with or as a takeoff, taxi, or other action requiring specific ATC approval or clearance. (Refer to AIM Pilot/Controller Glossary definition on next page.)

### Construction Debris

Over the next few months the airport will continue with airport improvement projects. Pilots will observe numerous vehicles operating or moving about on both movement and non-movement areas. Please exercise caution when taxiing in the vicinity of these vehicles as many of them have various features that can preclude the operator from being aware of your immediate proximity.

Please report any debris to airport operations or ground control after you have properly secured your aircraft. This will help preclude and prevent debris from impacting airport operations or becoming airborne and causing any damage to aircraft, personnel, or property.

## 4-3-18 Taxiing

**a 9.** When taxi instructions are received from the controller, pilots should always read back:

**(a)** The runway assignment.

**(b)** Any clearance to enter a specific runway.

**(c)** Any instruction to hold short of a specific runway, or taxi into position and hold (**which has recently changed to, "Line Up and Wait".**)

Controllers are required to request a readback of runway hold short assignment when it is not received from the pilot/vehicle.

**b.** ATC clearances or instructions pertaining to taxiing are predicated on known traffic and known physical airport conditions. Therefore, it is important that pilots clearly understand the clearance or instruction. Although an ATC clearance is issued for taxiing purposes, when operating in accordance with the CFRs, it is the responsibility of the pilot to avoid collision with other aircraft. Since "the pilot-in-command of an aircraft is directly responsible for, and is the final authority as to, the operation of that aircraft" the pilot should obtain clarification of any clearance or instruction which is not understood.

### **REFERENCE--**

*AIM, General, Paragraph 7-3-1.*

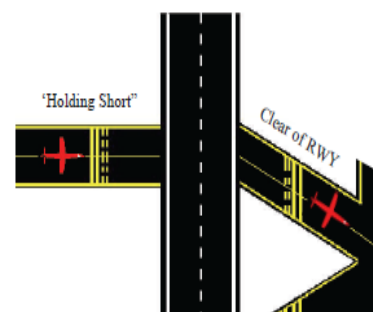
**1.** Good operating practice dictates that pilots acknowledge all runway crossing, hold short, or takeoff clearances unless there is some misunderstanding, at which time the pilot should query the controller until the clearance is understood.

## 4-3-20. Exiting the Runway After Landing

The following procedures must be followed after landing and reaching taxi speed.

**a.** Exit the runway without delay at the first available taxiway or on a taxiway as instructed by ATC. Pilots shall not exit the landing runway onto another runway unless authorized by ATC. At airports with an operating control tower, pilots should not stop or reverse course on the runway without first obtaining ATC approval.

**b.** Taxi clear of the runway unless otherwise directed by ATC. An aircraft is considered clear of the runway when all parts of the aircraft are past the runway edge and there are no restrictions to its continued movement beyond the runway holding position markings. In the absence of ATC instructions, the pilot is expected to taxi clear of the landing runway by taxiing beyond the runway holding position markings associated with the landing runway, even if that requires the aircraft to protrude into or cross another taxiway or ramp area. Once all parts of the aircraft have crossed the runway holding position markings, the pilot must hold unless further instructions have been issued by ATC.

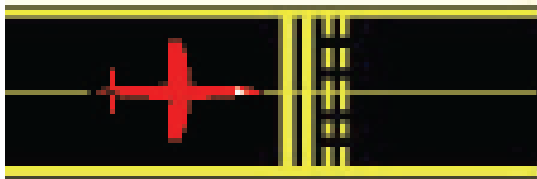


## Pilot/Controller Glossary

**ROGER--** I have received all of your last transmission. It should not be used to answer a question requiring a yes or a no answer.

# HOLDING SHORT and EXITING A RUNWAY

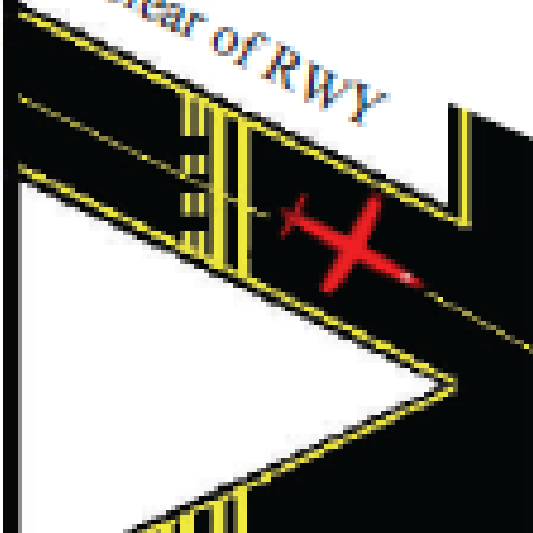
**'Holding Short'**



When instructed by ATC to, “Hold Short of (runway “xx”)", the pilot must stop so that no part of the aircraft extends beyond the runway holding position marking. When approaching the runway, a pilot should not cross the runway holding

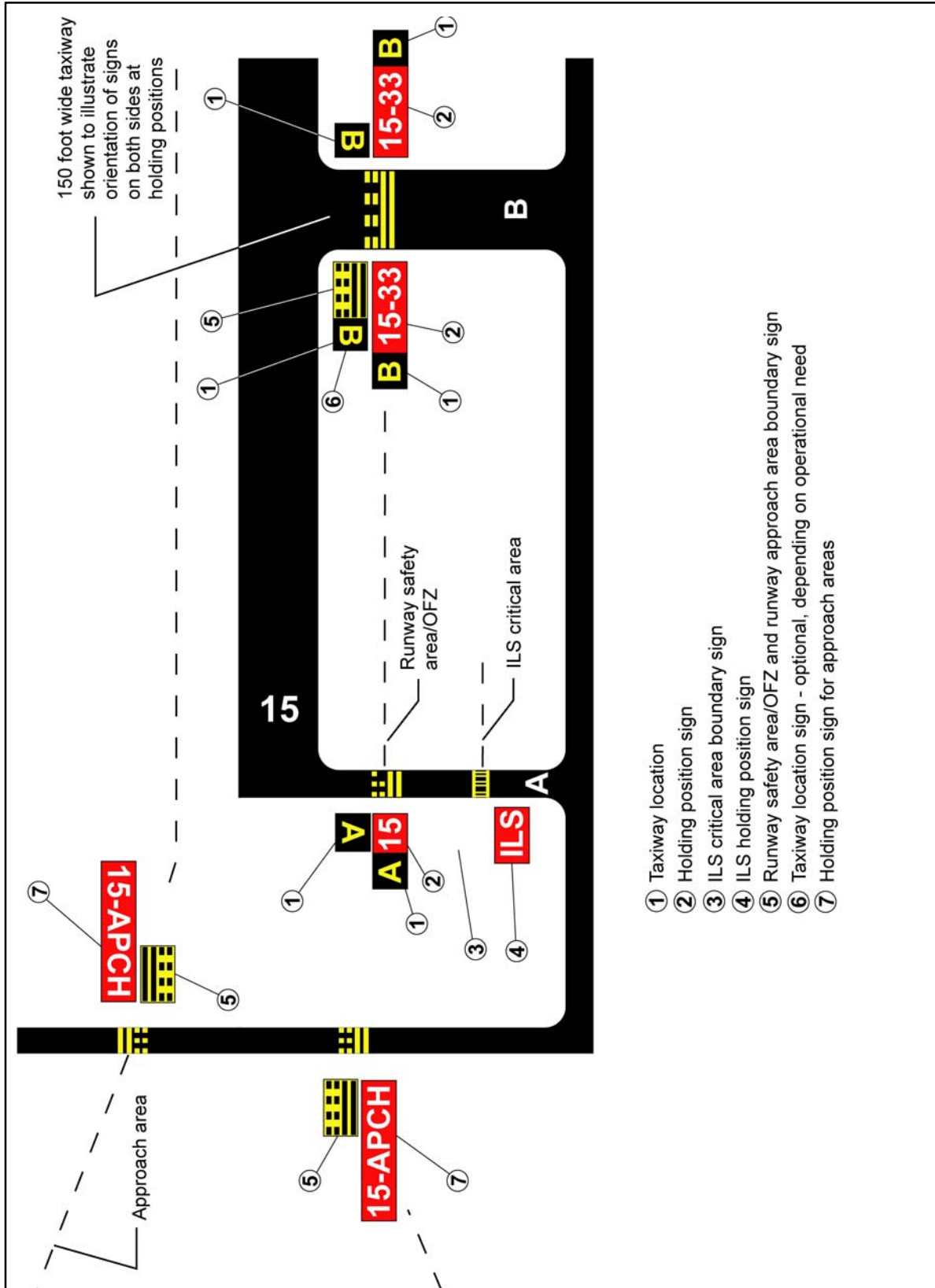
An aircraft exiting a runway is not clear of the runway until all parts of the aircraft have crossed the applicable holding position marking.

**Clear of RWY**



Refer to Aeronautical Information Manual (AIM) paragraphs: 2-3-5. Holding Position Markings and 4-3-20. Exiting the Runway After Landing, for more specifics.

FIG 2-3-15  
Taxiways Located in Runway Approach Area



# URGENT SAFETY NOTICE

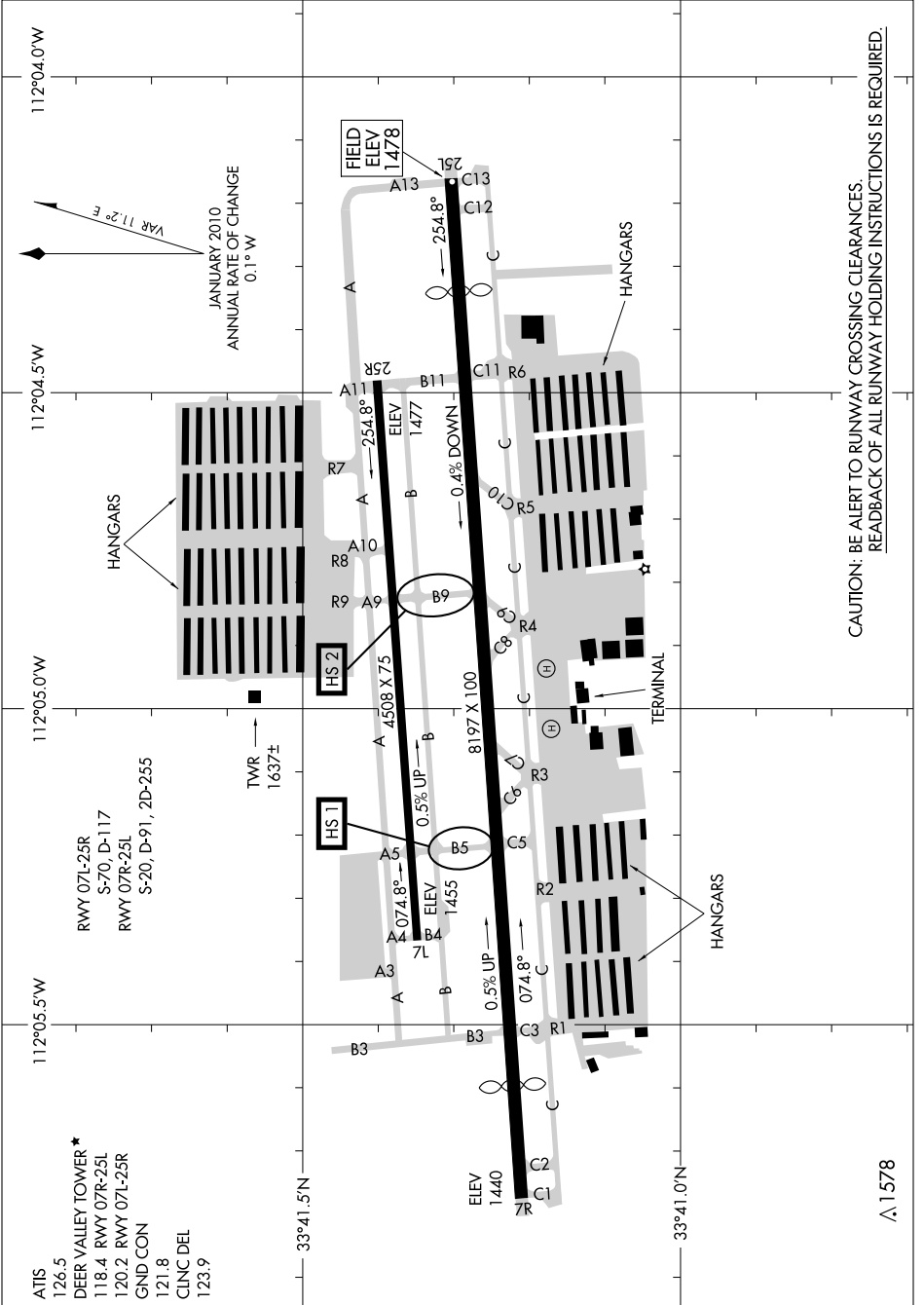


# AIRPORT DIAGRAM

AL-6646 (FAA)

PHOENIX DEER VALLEY (DVT)  
PHOENIX, ARIZONA

SW-4, 18 NOV 2010 to 16 DEC 2010



CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.  
REARBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

SW-4, 18 NOV 2010 to 16 DEC 2010

# AIRPORT DIAGRAM

PHOENIX, ARIZONA  
PHOENIX DEER VALLEY (DVT)

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