



U.S. Department
of Transportation
**Federal Aviation
Administration**

InFO

Information for Operators

InFO 08007
DATE 2/13/08

Flight Standards Service
Washington, DC

http://www.faa.gov/other_visit/aviation_industry/airline_operators/airline_safety/info

An InFO contains valuable information for operators that should help them meet certain administrative, regulatory, or operational requirements with relatively low urgency or impact on safety.

SUBJECT: Runway incursions – reducing pilot deviations; Outreach Action Plan revised

Purpose: To ensure that the message recently delivered to directors of safety, directors of operations, and chief pilots reaches every pilot and flight engineer under Part 121; and also to address concerns voiced by a number of certificate holders regarding the original 30-day target date for completion of the outreach action plan. Specifically, this InFO describes an alternative agenda for completion, no later than May 1, 2008. This InFO supersedes InFO 08003 (1/31/08).

Background: On August 15, 2007, the FAA Administrator convened airline industry representatives under a Call to Action for Runway Safety. Many worthwhile commitments were made, and an ambitious agenda was undertaken. Nevertheless, runway incursions continue to occur. The majority are caused by pilots in violation of regulations and air traffic control instructions (pilot deviations).

As a follow-on effort the acting Administrator of the FAA recently dispatched four high level officers of the Flight Standards Service, including the Director and the Deputy Director, to meet with key management officials of every certificate holder operating under Title 14 of the Code of Federal Regulations (14 CFR) part 121 to engage them personally in a joint industry-FAA action plan to reduce this persistent hazard. Those meetings were conducted over a seven-day period ending January, 25, 2008, and included an FAA briefing on runway incursion delivered as a slide show.

Discussion: The key management officials agreed to connect with every one of their flightdeck crewmembers, with the full support of their chief executive officers, to highlight the current data on runway incursions, and to require the review of two online programs.

In a teleconference on January 15 the acting Administrator had asked the chief executive officers to implement face-to-face briefings with each pilot and flight engineer. While fully supporting the idea of face-to-face meetings, industry officials meeting with Flight Standards made it clear that face-to-face meetings would not be practical in all cases. Accordingly, the FAA agreed to alternative methods of communication in order to meet a deadline of March 1.

Once the action plan was undertaken it became clear that not all certificate holders would be able to meet a completion deadline of March 1. For those cases industry and FAA representatives agreed to an extension of the deadline to May 1, 2008, under conditions shown below.

3-Step Outreach Action Plan

1. Direct communication with each pilot and flight engineer. The director of operations, the director of safety, or the chief pilot will accomplish direct communication with each flightdeck crewmember by one or more of the methods below, in the following order of preference:

Method A

- Face-to-face meeting at each pilot domicile (with individuals or groups)
- Video conference (with individuals or groups)
- Teleconference (with individuals or groups)

Communication by this method should include a review of the content of the FAA slide show prepared by the Director of the FAA's Flight Standards Service. The slide show may be found by clicking on the link below and then clicking on the AFSRoadshowPresentation.ppt link.

<http://www.faa.gov/safety/programs%5Finitiatives/pilot%5Fsafety/deviations/ReducingPDs/>

Communication by this method may be reported to the FAA as a "completion" for the purposes of the outreach action plan.

Method B

- Written communication (to individuals)

Communication by this method should direct the crewmember to review both of the online programs shown in paragraph 2, below.

Communication by this method may be reported to the FAA as a "completion" for the purposes of the outreach action plan.

2. Review of pertinent online programs. Each certificate holder may implement either Method A or Method B discussed above, in its discretion according to its specific needs, including abbreviating or otherwise modifying the content of the programs as needed to support implementation. The following are to be reviewed:

- The FAA slide show prepared by the Director of the Flight Standards Service. Go to <http://www.faa.gov/safety/programs%5Finitiatives/pilot%5Fsafety/deviations/ReducingPDs/> and click on AFSRoadshowPresentation.ppt; and

- The “Runway Safety” program developed by ALPA and offered by ALPA for this use http://flash.aopa.org/asf/runway_safety_alpa/.

3. Reports to FAA. By agreement between the certificate holders and the FAA, the director of operations of each air carrier operating under Part 121 will accomplish two feedback functions.

Preliminary report, by 3/1/08

1. Collect a record from each pilot and flight engineer showing evidence that he/she has reviewed the materials in accordance with Method A or Method B above.
2. Deliver a preliminary report to the respective principal operations inspector (POI) showing :
 - The percentage of the target population (pilots and flight engineers) who have accomplished the review; and*
 - A plan for completing the outreach for the remainder of the target population.

Final report, by May 1, 2008.

The director of operations will deliver a final report to the respective POI showing evidence that all pilots and all flight engineers have been reached by the action plan, and have completed the review as prescribed by the certificate holder.

* For those certificate holders accomplishing 100% completion by 3/1/08 no further action is necessary