

PRELIMINARY NFC MISHAP REPORT

Annotated Template

RAAUZYUW RHFJJCJN#### jjjhmm-UUUU--RHMCSUU. (SSN/julian/time assigned by drafter)

ZNR UUUUU

R ddhmm mth yr ZYB (DTG assigned by drafter or transmitter)

FM NAS JACKSONVILLE FL

TO COMNAVSAFECEN NORFOLK VA//10//

INFO CNO WASHINGTON DC//N88//

COMNAVPERSCOM MILLINGTON TN//PERS65//

COMNAVREG SE JACKSONVILLE FL

ALL NAVY FLYING CLUB ACTIVITIES

BT

UNCLAS FOUO

MSGID/GENADMIN/NAS JAX//

SUBJ/PRELIMINARY NFC AIRCRAFT MISHAP REPORT/REPORT SYMBOL 1710-21//

REF/A/DOC/NPC/05JUN2001/1710.22//

AMPN/BUPERSINST 1710.22 NAVY FLYING CLUB PROGRAM//

RMKS/1. A. HOST ACTIVITY: NAS JACKSONVILLE (UIC 00207)

B. CLUB: JAX NAVY FLYING CLUB (JNFC)

2. A. EVENT DATE/TIME:

B. ENVIRONMENT: (day/night/VMC/IMC/significant weather)

3. LOCATION OF MISHAP: (location and airfield ICAO code, if applicable)

4. AIRCRAFT: (make/model/registration)

5. DAMAGE: (describe)

6. PILOT AT CONTROLS IDENTIFICATION: (personal info for pilot at controls)

A. GRADE:

B. AGE:

C. ELIGIBILITY: (active duty/dependent/retired/CAP/DoD civ/etc.)

D. INJURIES: (none/first aid/minor/serious/disabling/fatal)

7. PILOT AT CONTROLS STATS: (flights stats for pilot at controls)

A. TOTAL TIME:

B. TIME IN TYPE/MODEL:

C. TIME IN MODEL 90/60/30 DAYS:

D. LAST STANDARDIZATION FLIGHT CHECK:

E. FAA CERTIFICATES/RATINGS:

8. COPILOT STATS: (same as para. 7 for other pilots w/access to flight controls)

A. TOTAL TIME:

B. TIME IN TYPE/MODEL:

- C. TIME IN MODEL 90/60/30 DAYS:
- D. LAST STANDARDIZATION FLIGHT CHECK:
- E. FAA CERTIFICATES/RATINGS:
9. OTHER CREWMEMBERS OR PASSENGERS: *(identify other crewmembers or passengers)*
- A. GRADE:
- B. AGE:
- C. ELIGIBILITY: *(active duty/dependent/retired/CAP/DoD civ/etc.)*
- D. INJURIES: *(none/first aid/minor/disabling/fatal)*
10. TYPE OF FLIGHT:
- A. *(training/ferry/local/cross country/etc.)*
- B. CLEARANCE DATA:
- C. TAKEOFF: *(airfield ICAO code)*
- D. DESTINATION: *(airfield ICAO code)*
- E. DURATION:
11. PHASE OF OPERATION: *(taxi/take off/cruise/descent/landing/etc.)*
12. MISHAP NARRATIVE:
- A. SUMMARY: *(who/what/when/where)*
- B. NARRATIVE: TBD
13. FINDINGS: TBD
14. RECOMMENDATIONS: TBD
15. OTHER DAMAGE OR INJURY: *(none/first aid/minor/disabling/fatal)*
(also other property damage, if known)
16. ADDITIONAL INFORMATION.
- A. DISPOSITION OF WRECKAGE: *(where/whom/phone number)*
- B. NTSB/FAA NOTIFICATION:
17. REPORTING OFFICER: LCDR ^{Robert Struge} ~~NBETTEL~~ ~~FRANK, SR.~~, DSN 942-2460/4552,
COMM (904) 542-2460/4552.//

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NNNN

Runway Incursion Issues

Best Practices

Pre-Flight Planning

- Review and understand airfield signage and markings.
- Review the appropriate airport diagrams. Review any Hot Spots identified on the diagram. Print a copy for use in the cockpit.
- Review airfield NOTAMS and current ATIS for any taxiway closures, runway closures, construction activity, or other airfield specific risks.
- Brief any passengers on the importance to minimize discussions, questions, and conversation during taxi (maintain a “sterile cockpit”).

Taxi

- Have the airport diagram out and available for immediate reference during taxi.
- Review current ATIS for any taxiway closures, runway closures, construction activity, or other airfield specific risks.
- During radio transmissions, use correct terminology and proper voice cadence.
- Copy the taxi clearance and use the airport diagram to review the taxi route to the assigned runway prior to releasing brakes and beginning taxi.

Taxi (Cont'd)

- Eliminate distractions while taxiing in the operational area.
- Focus attention and have your "eyes out" of the cockpit when taxiing.
- Maintain appropriate taxi speed.
- Be alert to similar call signs operating on the field.
- STOP aircraft on the taxiway and request ATC clarification if there is confusion regarding aircraft position or ATC taxi clearance.

Taxi (Cont'd)

- Prior to crossing any runway during taxi, ensure you have a clearance to cross. Visually check to ensure there is no conflicting traffic prior to crossing the runway.
- If there is any doubt that the runway is clear, reconfirm crossing clearance with ATC.
- Be aware that hold short lines can be as far as 400' from the runway due to new Precision Obstacle Free Zone (POFZ) requirements.
- Maintain a “sterile cockpit” when taxiing.

Take-Off

- If cleared to “line up and wait”, turn on all exterior lights except take-off/landing lights. ◆◆ If you have been holding in position on the runway for more than 90 seconds, or upon seeing a potential conflict, contact the tower.
- When “cleared for takeoff”, turn on all exterior lights, including take-off/landing lights.

Take-Off (Cont'd)

- Note that if you see an aircraft in take-off position on a runway with take-off/landing lights ON, that aircraft has most likely received its take-off clearance and will be departing immediately.
- When assigned a departure at an intersection versus a full length takeoff, state “intersection departure” at the end of the take-off clearance readback.
- Conduct "Clearing Turns" to check all areas prior to entering ANY runway.

Landing

- Wait until you have exited the active runway and you are sure of your taxi clearance prior to beginning an after-landing checklist
- Follow the same TAXI Best Practices above.

**REMEMBER: WHEN
IN DOUBT, ASK!**

Other Topics

Changes in FAA Regulations

- PTS Replaced by ACS
 - Private Pilot
 - Instrument Rating
 - Expect changes to Commercial, Instructor, ATP,...

ADIZ, TFRs & Intercept Procedures

- Know Where You Are
- Talk to ATC / Monitor 121.5
- Reasons for Intercept
 - Identify/Track/Inspect/Divert/Establish Comm w/Acft

Approach Phase

From Behind

Identification Phase

Controlled Closure

Post Intercept Phase

Looking for Compliance

AIM 5-6-2

Weather

- Shorter Days
- Cooler Temps
- Faster Weather Systems
- Frost
- Freezing Rain