FLYING ACADEMY Briefing

Miami Executive Airport (TMB)

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Federal Aviation Administration

AGENDA

** Tower Communications **

** Establish Consistent Procedures**
        In and out of TMB

** FAA TOP 5**

TOWER COMMUNICATIONS

What pilots wish controllers knew

- Idonthearasfastasyouspeak. I am likely multi-tasking and may not hear everything you need me to do.

- Please don't combine several difficult clearance instructions together.

- Aircraft performance characteristics.

- Flight deck automation. Changing a clearance / runway / approach is not always simple and quick.

- Landing and runway exiting procedures – sometimes I just can't do what you expect – or even what I expected…

- I know your job is stressful – but so is mine.

What controllers wish pilots knew

- It's REALLY important for us to get a proper and accurate read-back from you – *and it needs to include your call sign.*

- Never make assumptions – if you have any doubts about what we need you to do, please, ask us!

- Before you get to our airport, please take a look at the airport diagram. If we ask you to exit the runway on taxiway November, it's very helpful if you already have an idea where November is.

- When you don't hear anything on the frequency, it doesn't necessarily mean we're not doing anything.

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TMB TOWER COMMUNICATIONS

OUTBOUND:

CD – TMB Clearance Delivery, CALL SIGN, INTENTIONS, RELEVENT FLIGHT INFORMATION (if applicable), POSITION ON FIELD, ATIS CODE

Example - "Tamiami Clearance Delivery, N12345, for Touch and Goes, at the ACADEMY ramp with information Alfa"

Example - "Tamiami Clearance Delivery, Cessna 12345, requesting flight following to FXE at 2500 feet, C172. We are at the ACADEMY ramp with information Bravo"

GC – TMB Ground Control, CALL SIGN, POSITION, ATIS CODE

Example - "Tamiami Ground, N12345 at Spot 6 with information Alfa"

Example - "Tamiami Ground Control, Cessna 12345 at Spot 7 for Touch and Goes with information Bravo"

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New GC Phraseology

" Advise when you are at the hold short line and ready for departure "

GC shall issue you a sequence if there are more than one aircraft at the pad.

LC – MONITOR TOWER FREQUENCY AS INSTRUCTED BY GC, GC SHALL ISSUE A SEQUENCE, IF MORE THAN ONE AIRPLANE AT THE PAD.

"BE AWARE OF SIMILAR SOUNDING CALL SIGNS"

"IF YOU ARE NOT 100% SURE THAT THE CLEARENCE WAS FOR YOU"

"ASK"

"IF YOU ARE UNABLE TO COMPLY WITH AN INSTRUCTION"

"REMEMBER THAT THE PIC ALWAYS HAS THE LAST WORD"

TMB TOWER COMMUNICATIONS

INBOUND:

LC – TMB TOWER, CALL SIGN, POSITION RELATIVE TO TMB AIRPORT, INTENTIONS, ATIS CODE

Example – "Tamiami Tower, N12345, 8 miles NW of the field, inbound for Touch and Goes / Full Stop / Low Approach, with information Charlie"

Example – "Tamiami Tower, Cessna 12345, on the ILS/RNAV Approach, for a Full Stop / Low Approach for another Approach / Low Approach then Touch and Goes "

NOTE – If you are on a practice approach and have talked to MIA Approach. You should relay your intentions as to how you will terminate the approach to TMB Tower. ATIS code is not necessary in this case because that should have been verified with Miami Approach.

INBOUND:

GC – TMB GROUND, CALL SIGN, RUNWAY, INTENTIONS

Example – "Tamiami Ground, N12345, E-2, taxi to SPOT 6"

Example – "Tamiami Ground, Cessna 12345, A-1, taxi back for departure.

WHEN YOU CLEAR THE RUNWAY, BE AWARE THAT THERE MAY BE OTHERS LANDING BEHIND YOU

***WHEN INSTRUCTED TO CONTACT GROUND, CONTACT THEM AS SOON AS ABLE. DO NOT BLOCK THE INTERSECTION AND DO YOUR POST FLIGHT BREIFINGS""*
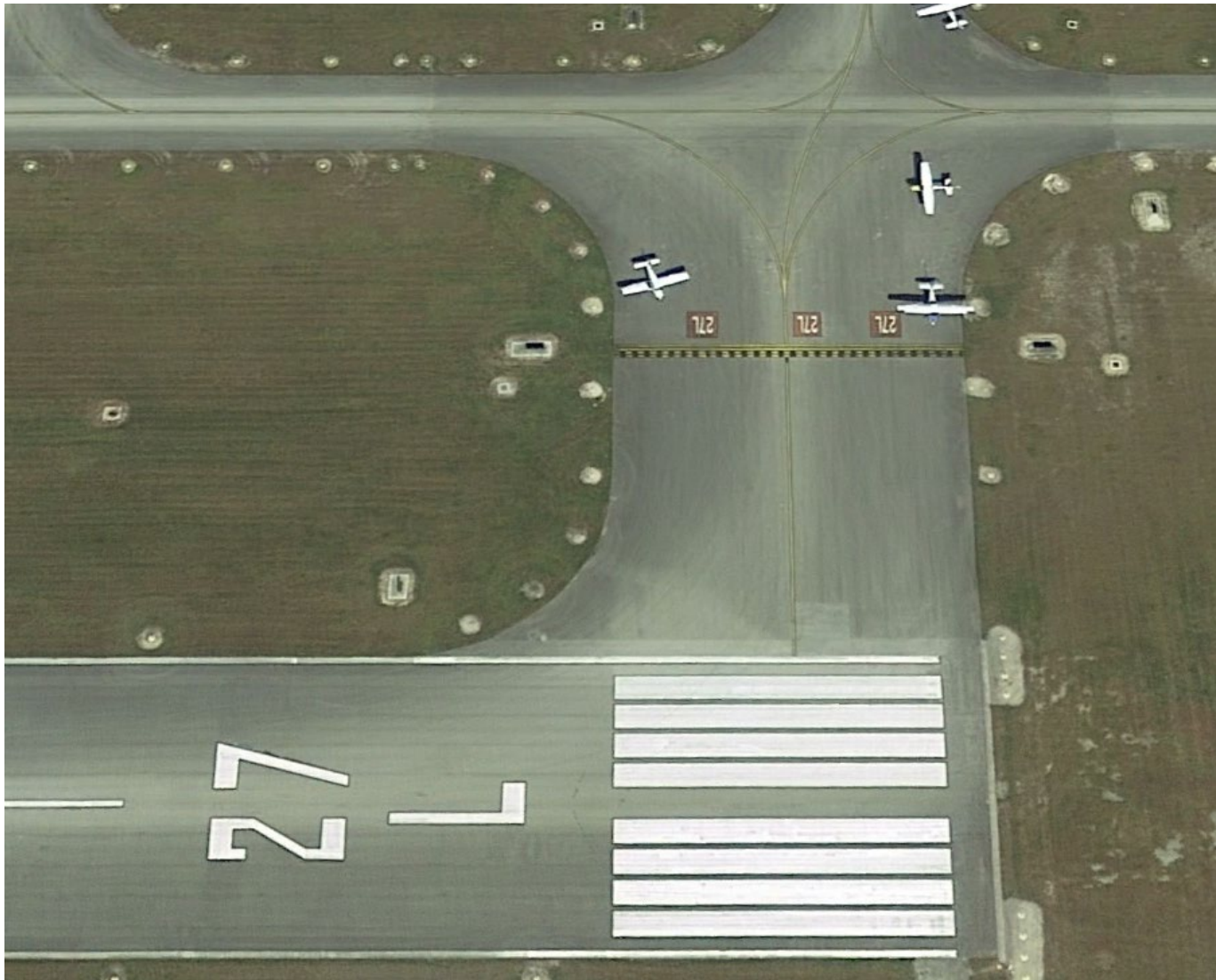
GC Situations

A/C advising they are ready for departure, but unable to access runway.

Be aware if there are more than one aircraft at the runway waiting for departure.

Confused as to their sequence for departure.

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LC Situations

A/C are instructed to monitor the tower frequency and think they are first for departure. (GC shall issue a sequence if there are more that one aircraft at the pad)
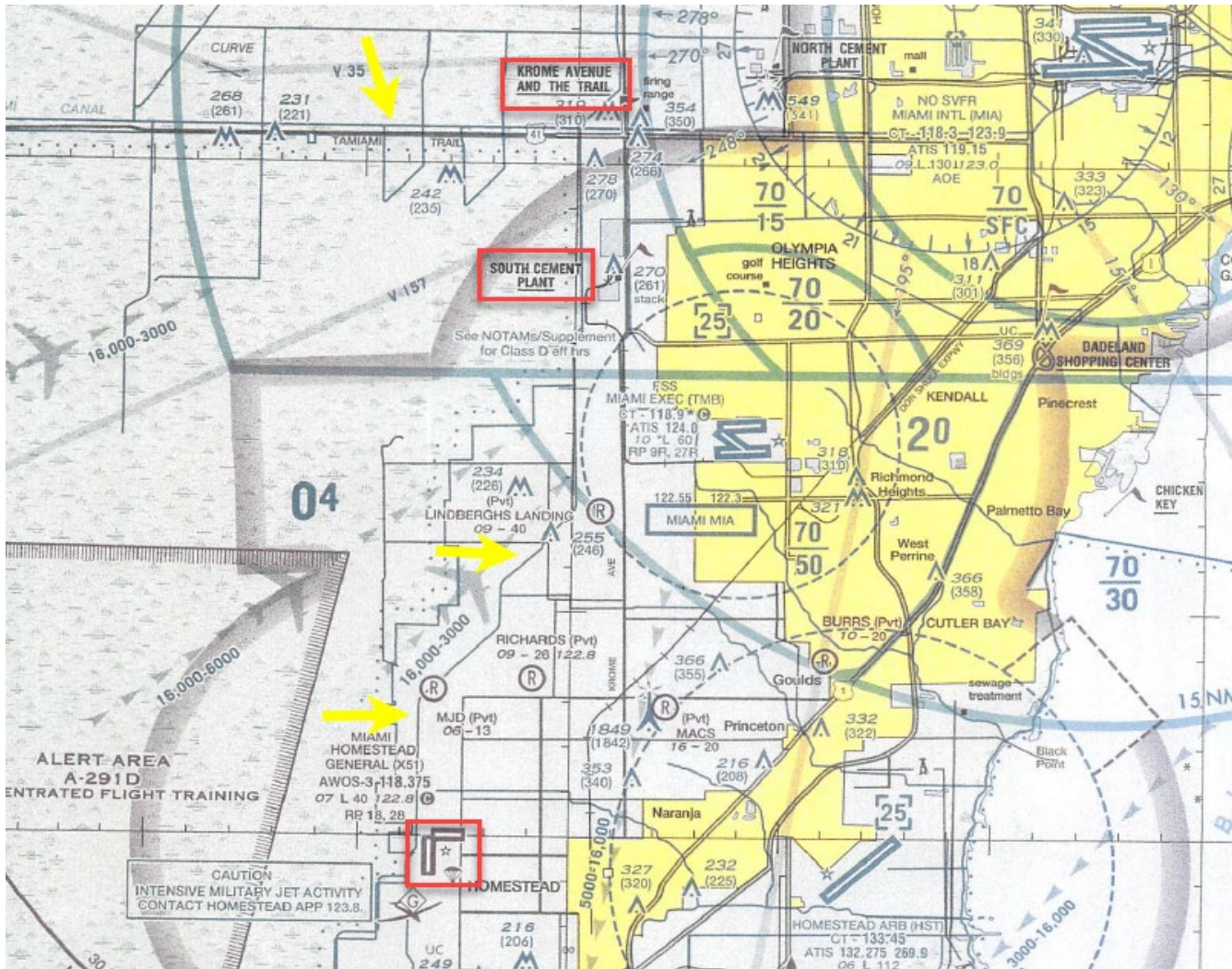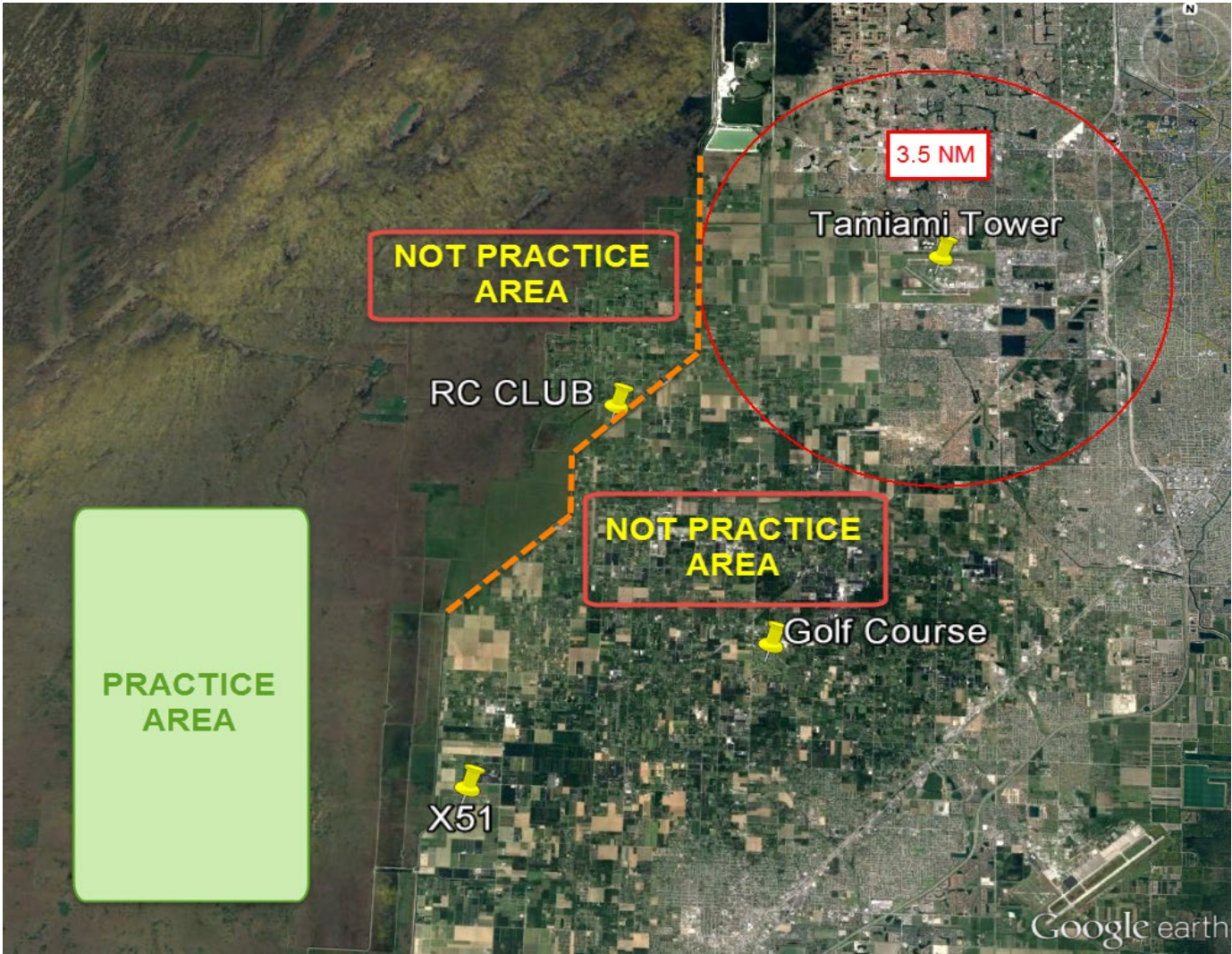
Scan the final before taking the runway

Do not depart unless you are 100% sure that the clearance was for you.
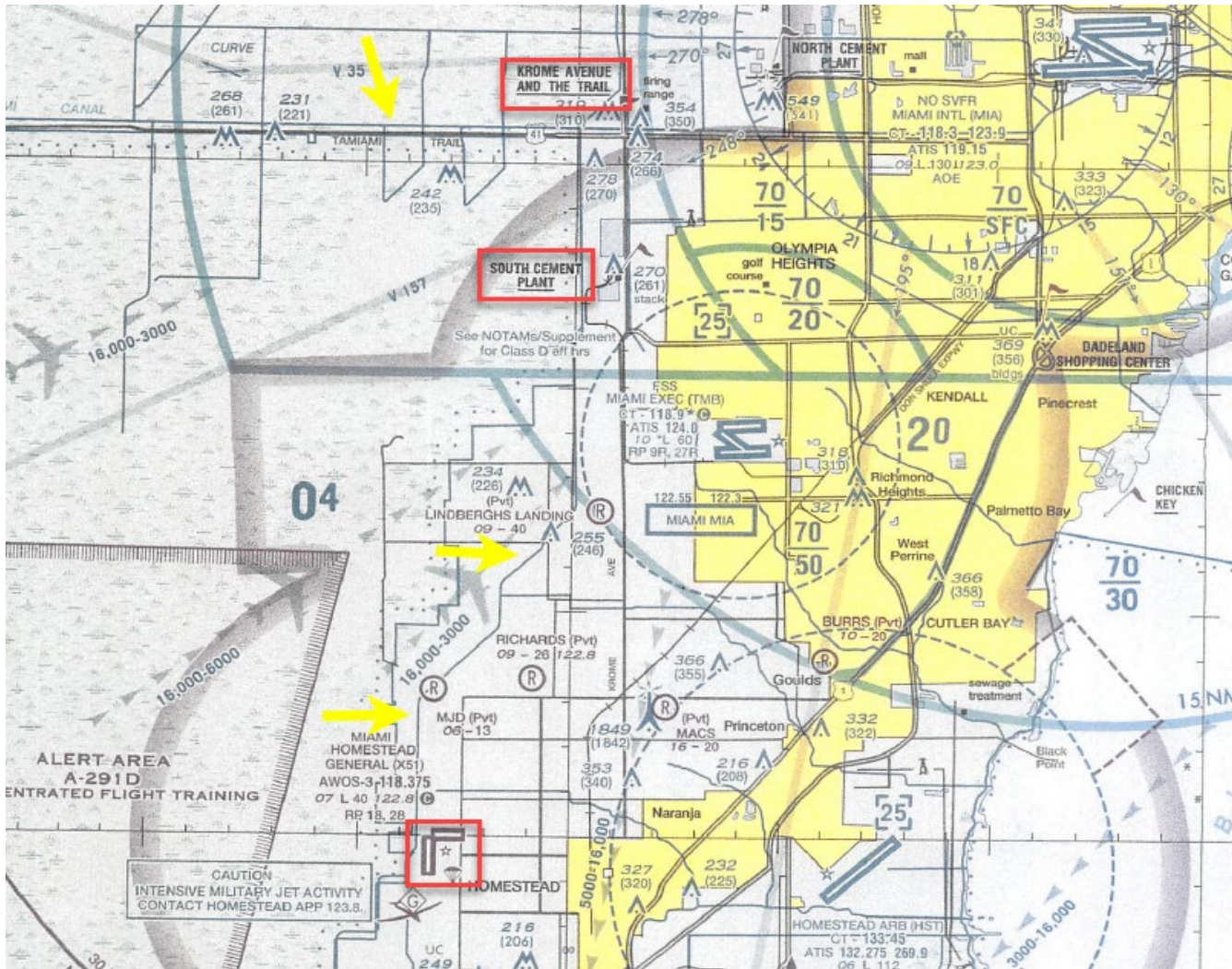
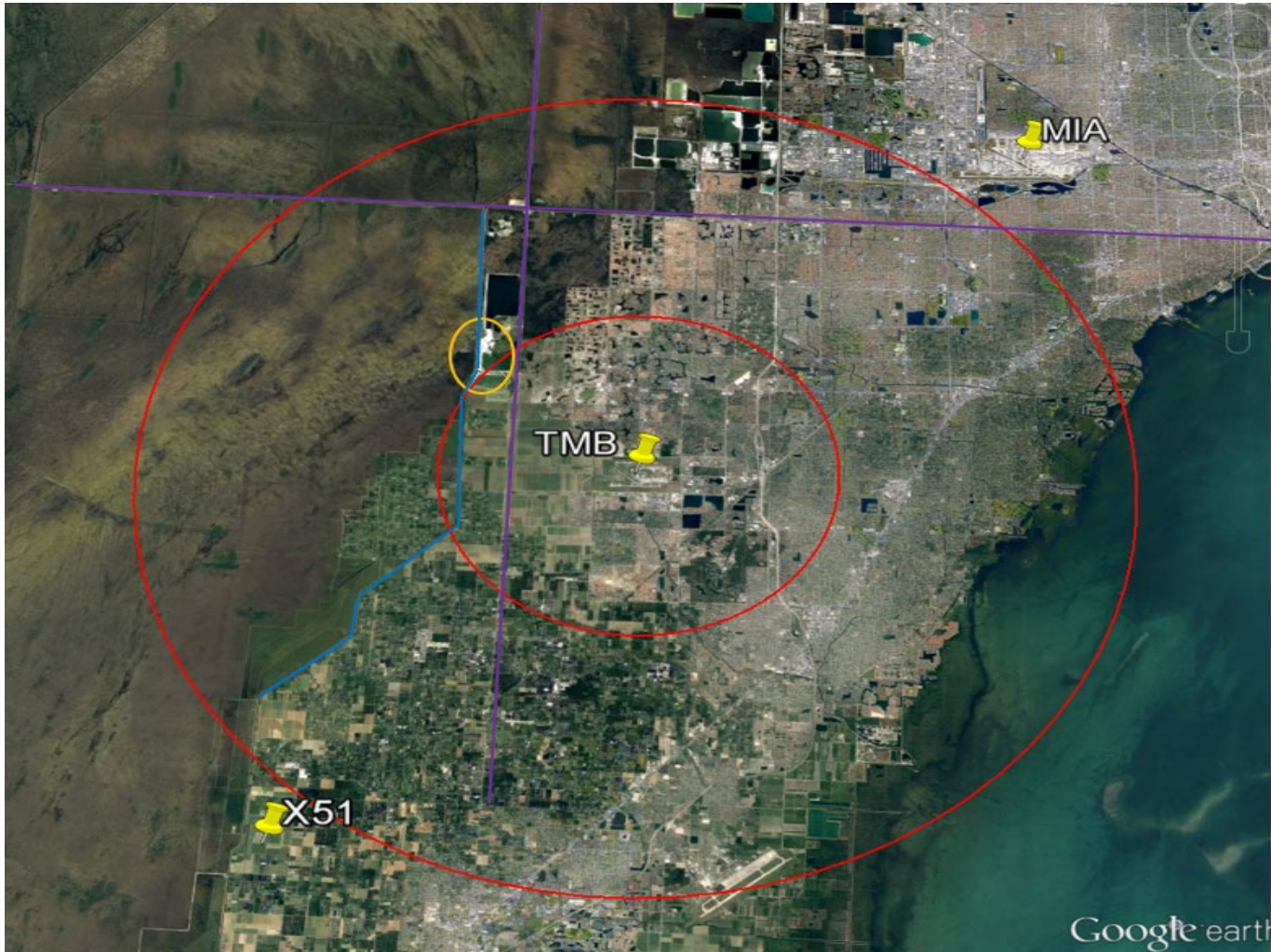# PROCEDURES IN AND OUT OF TMB
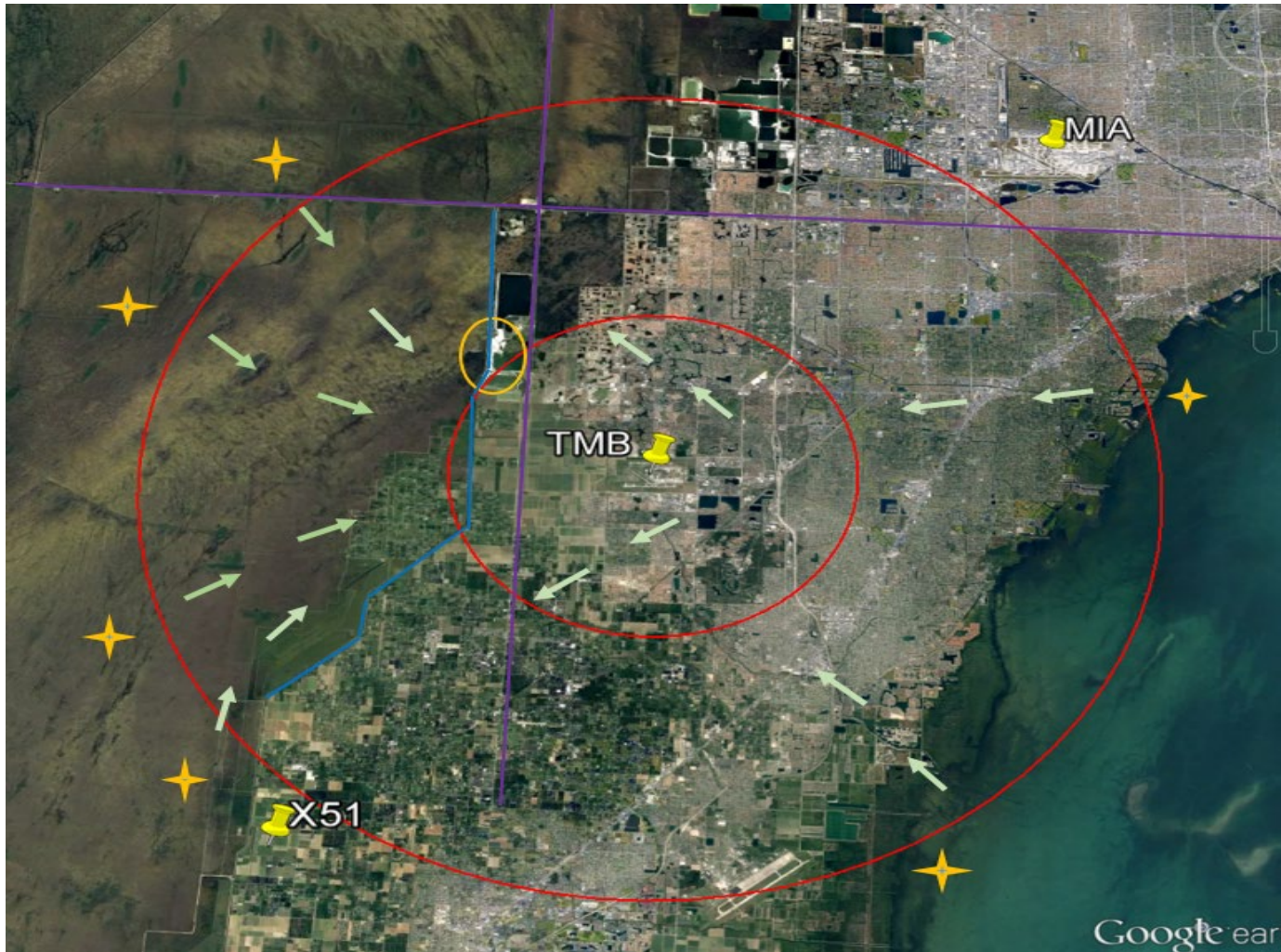
MIA Terminal Area Chart

MIA Terminal Area Chart

Google Earth

EAST OPERATION

BEST PRACTICE - EAST
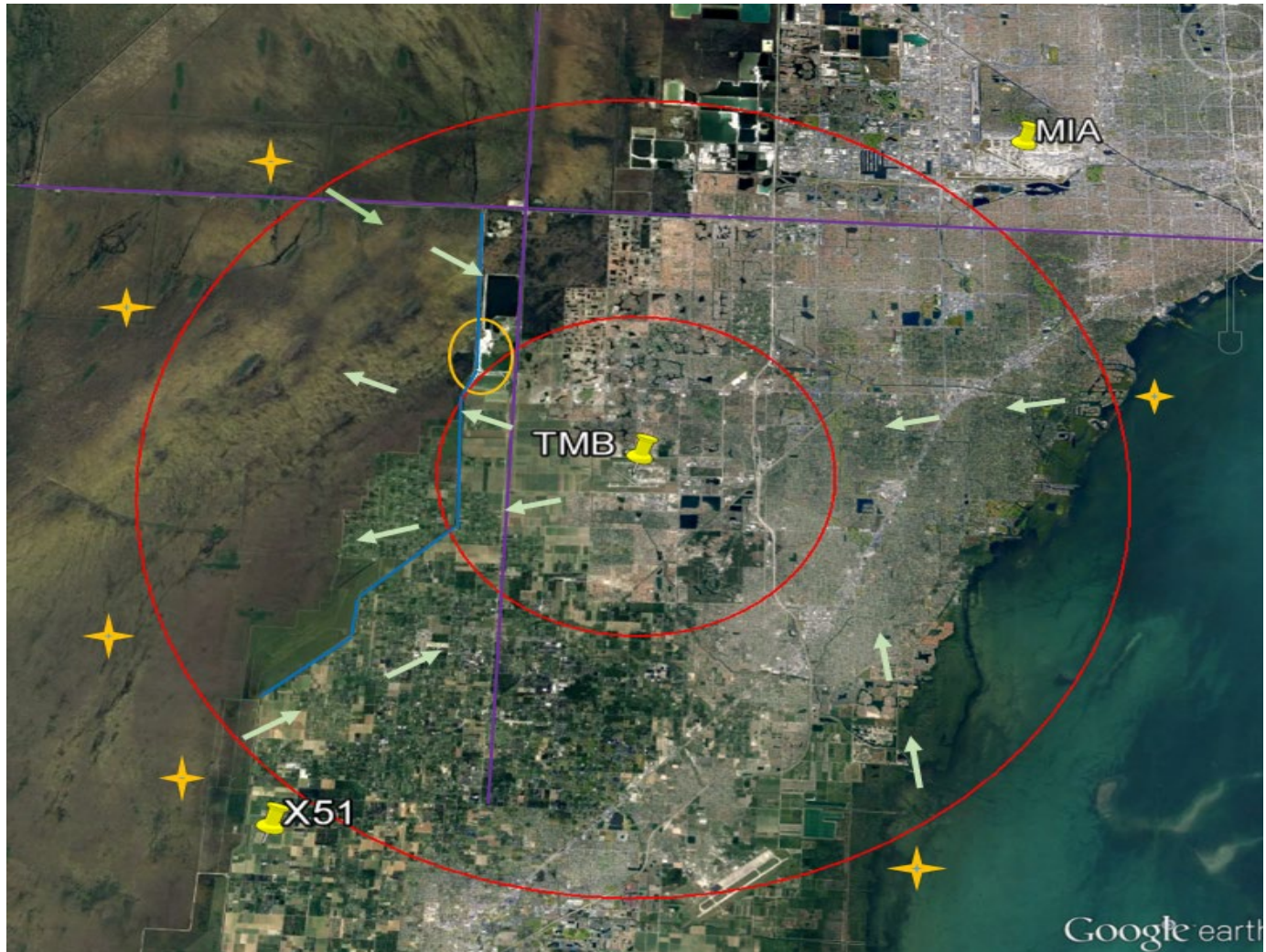
Initial call should be 8 to 10 miles from TMB.

Approaching from the NW – Remain west and south of cement factory.

Departing to the NW – Remain east and north of cement factory till 8 to 10 miles from TMB.

Approaching from the SW – Remain west of the canal.

Departing to the SW – Remain east of the canal till 8 to 10 miles from TMB.

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WEST OPERATION

BEST PRACTICE - WEST

Initial call should be 8 to 10 miles from TMB.

Approaching from the NW – Remain north and east of cement factory.

Departing to the NW – Remain south and west of cement factory till 8 to 10 miles from TMB.

Approaching from the SW – Remain east of the canal.

Departing to the SW – Remain west of the canal till 8 to 10 miles from TMB.

Communication Best Practices

- **Speech Rate - remember "icanthearasfastasyoutalk".**

- **Similar Sounding Call Signs – be aware of other aircraft or vehicles operating around you with similar call signs.**

- **Standard Phraseology – Everyone operating on the airfield has a lot to think about – using standard phraseology makes life easier for everyone.**

- **Aviation English Language Proficiency (AELP) – Are there regular users at your airport for whom this is a challenge?** *(see again… standard phraseology)*

- **PIC has ultimate authority**

2018

The Top 5 are:

1. **Traffic Advisories/Safety Alerts**
   Lack of issuance of traffic advisories and/or safety alerts where required

2. **Altitude Compliance**
   Aircraft operating at unexpected or unintended altitude

3. **Wrong Surface Landings**
   Aircraft lands on the wrong runway or on a taxiway

4. **Pilot Report (PIREP) Solicitation/Dissemination**
   Air traffic control did not meet the requirement to solicit and/or disseminate PIREP information

5. **Operational Risk Management (Coordination)**
   NAS status or interruption information was not formally coordinated with impacted parties

Questions?