



DOCUMENT
GSM-EL-PS1.054

DOCUMENT TITLE
PRE-SOLO SELF STUDY 1

CHAPTER 8 – AFTER LANDING AND BACKTRACKING

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AFTER LANDING

Slow the aircraft gently and turn off at the next convenient taxiway. If the airport is busy the controller may want you on the runway for the minimum possible length of time. He may say.....

Sierra Uniform Delta, one on short final, expedite clearance of the runway.

Papa Whisky November, take next taxiway left.

*** It is your responsibility to slow the aircraft sufficiently before attempting to turn off the runway onto a taxiway. Do not attempt the impossible! The aircraft behind you may just have to go-round

If there is no other circuit traffic, the controller may clear you to taxi to the upwind end of the runway and you vacate the runway at the upwind end, by issuing the instruction "roll through". This instruction may be issued with your landing clearance or after the landing roll is completed

This saves you taxi time. You will only get this instruction if you are landing on 03 L, 03 R, 08R and possibly 08L.

XYF, roll through

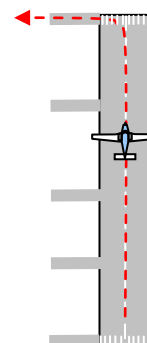
A pilot can also request a roll through.

XYF, request roll through

XYF, roll through

XYF

Note: You are not required to read back a "roll through" instruction.



After landing the pilot ensures they are well clear of the runway before stopping - taxi to the intersection. Then call the Ground Controller on 119.9. The call must now include the taxiway for example Bravo 2 when making the taxi call to return to the FTA parking area.

The format of the call is now:

"Parafield Ground, ABC, Bravo 3, for FTA apron"

You will then receive similar taxi instructions as you practiced under taxi calls.

BACKTRACKING

A 'backtrack' is a taxi in the opposite direction to the duty runway.

You always need permission to backtrack and a controller will only give permission if no one else is using the runway.

Backtracking saves taxiing time. Here are two situations in which you could expect to do a 'backtrack' at Parafield.

SITUATION 1

Runway 03 is the duty runway, but you are practicing crosswind circuits on runway 08. There are several aircraft on the 03 circuit, so the controller cannot allow you to do touch and go landings on every circuit, because of the danger of a mid-air collision.

On some circuits, he may say....

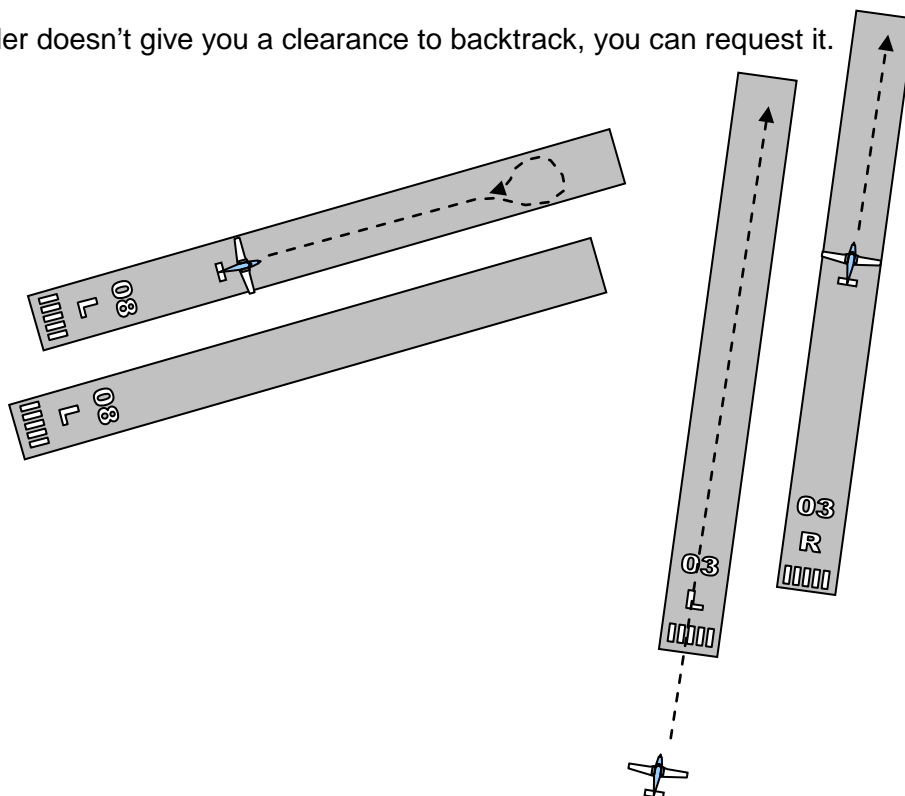
TGT, due traffic make this a full-stop, runway 08 left, clear to land.

After your landing, he may say....

TGT, backtrack and line up 08 left, report ready.

That means you can do a 180° turn and taxi back along the runway. You will remain on the Tower frequency, and do your pre-takeoff checks lined up on the runway. When they are completed, you will call ready.

If the Controller doesn't give you a clearance to backtrack, you can request it.



SITUATION 2

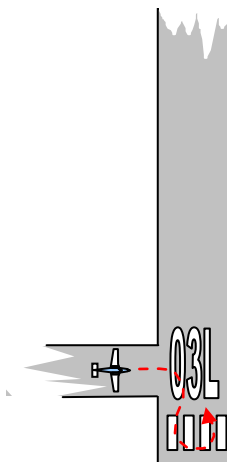
You have just done a full-stop landing, and there is another aircraft behind you on final. Unfortunately, you are just past the nearest taxiway, and the Controller wants you off the runway quickly. He may clear you to “backtrack” a short distance to save the other aircraft from ‘Going around.’

Even the small distance a pilot must taxi back along the runway in this situation, is called a ‘Backtrack’.

SITUATION 3

You also need to ask for permission to backtrack if you wish to use the full length of 03 Left at Parafield.

YBX, request enter, backtrack runway 03 left



PERMISSION IS REQUIRED FOR SOME TYPES OF CIRCUITS AT PARAFIELD

1. Normal Circuit and Landing - Permission not required.
2. Flapless approach and landing - You should advise the Controller downwind.
3. Glide approach and landing - You should advise the Controller with your d/w call.
If you want a glide approach at 1500 you must request it on the upwind leg
4. Short field landing - You should advise the Controller downwind if you want a stop and go
5. Low level circuits (Only on 21 R / 03L) Permission Required- request on the upwind leg.
6. Crosswind circuits (Using a different runway) - Permission Required
7. Asymmetric circuits for twin engine aircraft with 1 engine operating – simulated engine failure
- Permission Required