



Figure 14-49. *Confusing runway/runway intersection.*

Since inattention and confusion often are factors contributing to runway incursion, it is important to remain extremely cautious and maintain situational awareness (SA). When instructed to use a runway as a taxiway, do not become confused and take off on the runway you are using as a taxiway.

ATC Instructions

Title 14 of the Code of Federal Regulations (14 CFR) part 91, section 91.123 requires you to follow all ATC clearances and instructions. Request clarification if you are unsure of the clearance or instruction to be followed. If you are unfamiliar with the airport or unsure of a taxi route, ask ATC for a “progressive taxi.” Progressive taxi requires the controller to provide step-by-step taxi instructions.

The final decision to act on ATC’s instruction rests with you. If you cannot safely comply with any of ATC’s instructions, inform them immediately by using the word “UNABLE.” There is nothing wrong with telling a controller that you are unable to safely comply with the clearance.

Another way to mitigate the risk of runway incursions is to write down all taxi instructions as soon as they are received from ATC. [Figure 14-50] It is also helpful to monitor ATC clearances and instructions that are issued to other aircraft. You should be especially vigilant if another aircraft has a similar sounding call sign so there is no mistake about who ATC is contacting or to whom they are giving instructions and clearances.

Read back your complete ATC clearance with your aircraft call sign. This gives ATC the opportunity to clarify any misunderstandings and ensure that instructions were given to the correct aircraft. If, at any time, there is uncertainty about any ATC instructions or clearances, ask ATC to “say again” or ask for progressive taxi instructions.

ATC Instructions—“Hold Short”

The most important sign and marking on the airport is the hold sign and hold marking. These are located on a stub taxiway leading directly to a runway. They depict the holding position or the location where the aircraft is to stop so as not to enter the runway environment. [Figure 14-51] For example, Figure 14-52 shows the holding position sign and marking for Runway 13 and Runway 31.

When ATC issues a “**hold short**” clearance, you are expected to taxi up to, but not cross any part of the runway holding marking. At a towered airport, runway hold markings should never be crossed without explicit ATC instructions. Do not enter a runway at a towered airport unless instructions are given from ATC to cross, takeoff from, or “line up and wait” on that specific runway.

ATC is required to obtain a read-back from the pilot of all runway “**hold short**” instructions. Therefore, you must read back the entire clearance and “**hold short**” instruction, to include runway identifier and your call sign.



Figure 14-50. *A sound practice is to write down taxi instructions from ATC.*