# SAFETY SUMMARY

EVENT DEBRIEF: SMYRNA RUNWAY INCURSION

While on the landing rollout for runway 32 at KMQY, a DA40 crew was given instructions to turn left onto a taxiway and proceed to the ramp. The student read back the taxi instructions but actively rolled past the given taxiway turnoff. The crew then stopped at the next intersection, which was a runway intersection, and receiving amended taxi instructions from the tower.

KMQY: SMYRNA
SMYRNA, TENNESSEE, UNITED STATES

ATC Taxi Instructions
Runway Incursion
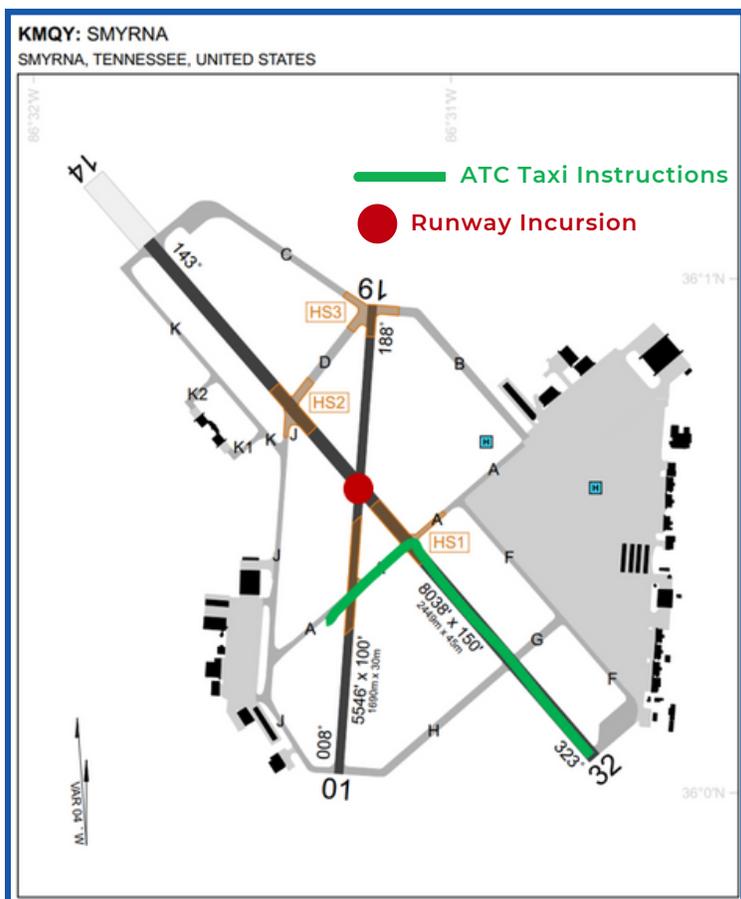
FROM THE CREW:
"Contributing factors included a perceived need to comply with instructions from ATC after those instructions could not be followed. Had we simply said "unable" we would not have accepted instructions we could not comply with."

FROM THE AIM 4-3-20:
"The following procedures must be followed after landing and reaching taxi speed.

Exit the runway without delay at the first available taxiway or on a taxiway as instructed by ATC. Pilots must not exit the landing runway onto another runway unless authorized by ATC.

Taxi clear of the runway unless otherwise directed by ATC. An aircraft is considered clear of the runway when all parts of the aircraft are past the runway edge and there are no restrictions to its continued movement beyond the runway holding position markings."

INVEST IN EVERY STUDENT

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WHEN SHOULD I SUBMIT A SAFETY REPORT?

We depend on your feedback to continuously improve the safety of our operations!

Safety reports are designed to capture **hazards, concerns, and recommendations** from those participating in the Department's operations.

Safety Reports are **confidential** by default, meaning identifying information included in the report will only be visible to the Safety Department.

There is also an option to make a Safety Report **anonymous**, meaning all identifying information is completely removed from the report.
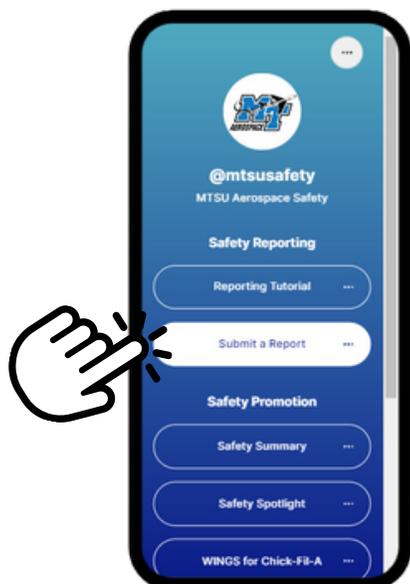
WHAT'S AN IROP?

Irregular Operation Reports (IROPs) are used to notify the Department's management team of significant events and to gather data as part of the investigation process.

IROPs must be submitted in response to the events listed below:
1. Any event reportable under 49 CFR 830 (involving MTSU or non-MTSU aircraft);
2. Damage events;
3. Propeller Strike;
4. Tail Strike;
5. Wildlife Strike;
6. Runway or taxiway excursions (at least one wheel leaving the pavement);
7. Potential regulatory violation;
8. Potential violation of Department policy;
9. Off airport landing;
10. Aborted takeoff at a towered airport;
11. Declared emergency or minimum fuel;
12. Partial or total engine failure at any point after initial departure;
13. Personal injury/illness; and
14. Other events, upon request.

<u>SUBMIT A SAFETY REPORT</u>
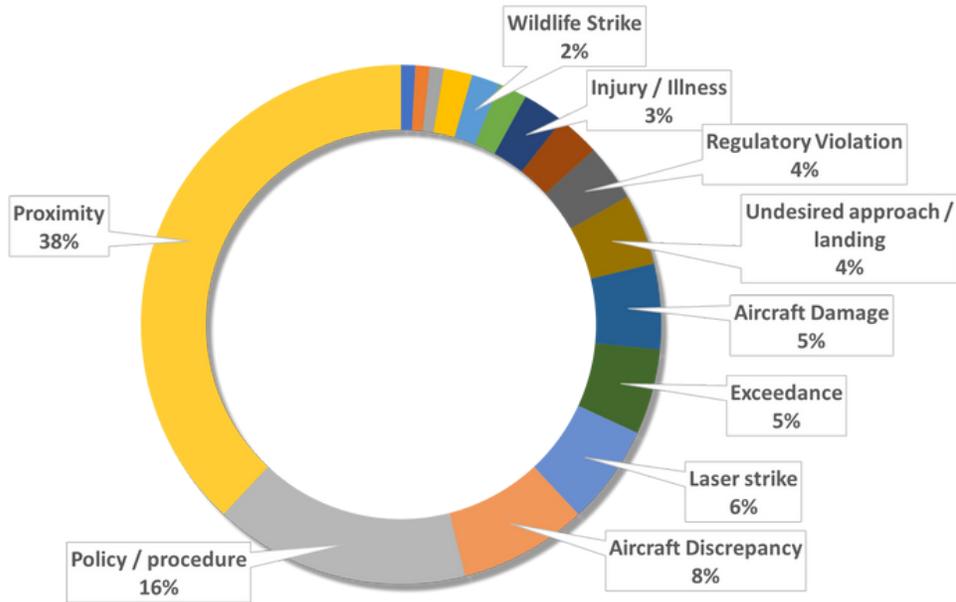
GIVE BACK AND INVITE IN

REPORTING DATA

A total of **430 reports** were received in the **2023 calendar year**, averaging approximately 36 reports per month. This represents about a **6% increase** in reporting compared to the 2022 calendar year.

Approximately **15% of the total reports received were Irregular Operation Reports (IROPs).** More information about the difference between a safety report and an IROP can be found on page 4.

The top graph to the right illustrates the categorized safety reports from the past semester (Fall 2023). Proximity reports remain the largest reporting category, and the breakdown of proximity reports by location is shown at the bottom right.

Reporting during the Fall 2023 semester **decreased by approximately 17%** compared to the Fall 2022 semester. Please ensure to submit safety reports when you identify a hazard or concern, experience an abnormal event, or have a recommendation you would like to share. We value your feedback!

SUBMIT A SAFETY REPORT

Fall 2023 Reporting Categories

- Wildlife Strike 2%
- Injury / Illness 3%
- Regulatory Violation 4%
- Undesired approach / landing 4%
- Aircraft Damage 5%
- Exceedance 5%
- Laser strike 6%
- Aircraft Discrepancy 8%
- Proximity 38%
- Policy / procedure 16%

Fall 2023 Proximity Reports by Location

Location	Count
Instrument Approach	10
Downwind	7
Takeoff/Landing	5
Final	4
Base	3
Cruise	1

CHOOSE EXCELLENCE AND SAFETY

FALL 2023 REPORT SUMMARIES

The following report summaries have been redacted and reworded to preserve submitter confidentiality.

*The Department of Aerospace is committed to maintaining a **positive safety culture**, one in which error is seen as inevitable and admission of errors results in productive dialogue and learning opportunities for all. Some of the report summaries below include errors in checklist usage, policy compliance issues, and procedural deviations. Report submitters range in age and experience level from student pilots to senior management. The hazardous attitude of invulnerability may lead us to believe that we are incapable of making the same mistakes, but please fight complacency and diligently adhere to the policies and procedures designed with your safety in mind.*

- DA 40 door warning light came on 15-20 minutes after take-off. The crew landed to ensure the door was secure. After shutting down, the crew took-off again and the door warning light extinguished.

- DA 40 crew entered the pattern at a local airport on the wrong frequency. This resulted in a proximity conflict with another aircraft.

Be sure to run the approach checklist, even when flying to local airports.

- On the base leg, a DA 40 crew put in landing flaps at 95 knots. The crew noticed the exceedance and retracted the flaps until they had decelerated to 91 knots.

- Inflight videos were taken on a student solo flight. This is in violation of the Operations Reference Manual.

- A crew was pushing a PA-44 back into its parking spot and contact was made the rudder of a DA 40. This resulted in damage to the Seminole's aileron.

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Ground Ops is available to help with parking aircraft!

- A DA 40 crew discovered the stall horn was very quiet during a stall. During the second stall, the stall horn did not sound at all. The crew filed a discrepancy for the inop stall horn.

- A PA-44 crew was on the RNAV 18 into KMBT when an aircraft appeared at same altitude that was not on ADS-B. The crew did a steep turn to avoid the conflicting aircraft's path.

Be sure to consider the possibility of unpredictable traffic. There may be imminent traffic threats that are not visible on ADS-B. Use all available resources to confirm spacing with other aircraft, especially scanning visually.

- During a soft-field take off, a DA 40 crew had a tail strike from holding back pressure for too long. The crew aborted the takeoff and taxied to the ramp to inspect the tail.

BUILD OUR TEAM

SAFETY NEWS

CHECKOUT THE LINKS BELOW TO STAY UP TO DATE ON THE LATEST HOT TOPICS IN AVIATION SAFETY!

What should you do if your door pops open in flight?

"A cabin door popping open just after takeoff can be a very distracting event and has been the cause of several accidents.

The natural pilot action is to attempt to get the door closed as soon as possible, and this is exactly the wrong thing to do...."

Posting Your Aircraft on Social Media: FAA and AOPA Discuss Protecting Your Pilot Certificate

"This series covers important information that pilots and aircraft owners need to know and understand when it comes to posting on social media, holding out for compensation or hire, and what may be used as evidence should safety regulations be compromised."

FAA's From the Flight Deck

KBNA   **KMQY**

"FAA's From the Flight Deck video series provides pilots with actual runway approach and airport taxiway footage captured with aircraft mounted cameras, combined with diagrams and visual graphics to clearly identify hot spots and other safety-sensitive items."