



Training Bulletin 09-01  
Runway verification  
05/27/2009

In order to align our training operation with current NTSB and FAA suggested practices, effective with the receipt of this training bulletin, upon taking the active runway, cleared runway or runway of intended use, verification of the runway is required. This will be completed using standard practices and phraseology.

As the aircraft is positioned onto the runway of intended use, either by ATC clearance or in the case of a non-towered airport, taxiing onto the runway the pilot will reference the heading indicator, the compass and the airport taxi diagram to ensure that they are aligned. The pilot will state verbally the runway label. For example, as the pilot taxis onto runway 17L, the pilot will state “runway 17 Left, verified”.

If the aircraft is equipped with an advanced avionics package such as the G1000, the MFD or applicable PFD should be set the lowest scale for take off and used to reference the runway of clearance and/or use as well.

This procedure is addressed on the UFS 172 checklist, but has not been a focal point. Please see line 21 on the UFS C172. The checklist addresses this procedure using the THATS acronym - Time Off, Heading, Altitude and Switches. The other checklist(s) will be updated to also address this.