

Redstone Flying Activity



Quarterly Safety Meeting September 2015

- New RAFA Written Tests
- Landing Risks
- SOP
- Night Flying

Updated Written Tests

- **New FAR/Local Procedures Test**
 - **Reflects SOP Updates**
- **Updated Cessna 172**
 - **Removed Questions on C-172 I model**
- **Other Updates Coming to Update new ATC phraseology**
 - **i.e. “Line Up and Wait” instead of “Taxi into position and hold”**

Airman Certification Standards ACS (The future PTS)

- **Task**
- **Objective**
- **Knowledge**
- **Skills**

**Risk
Recognition,
Mitigation**

Expect Private Pilot ACS to appear sometime in 2016

Risk Management

(FAA Risk Mgmt Hdbk)

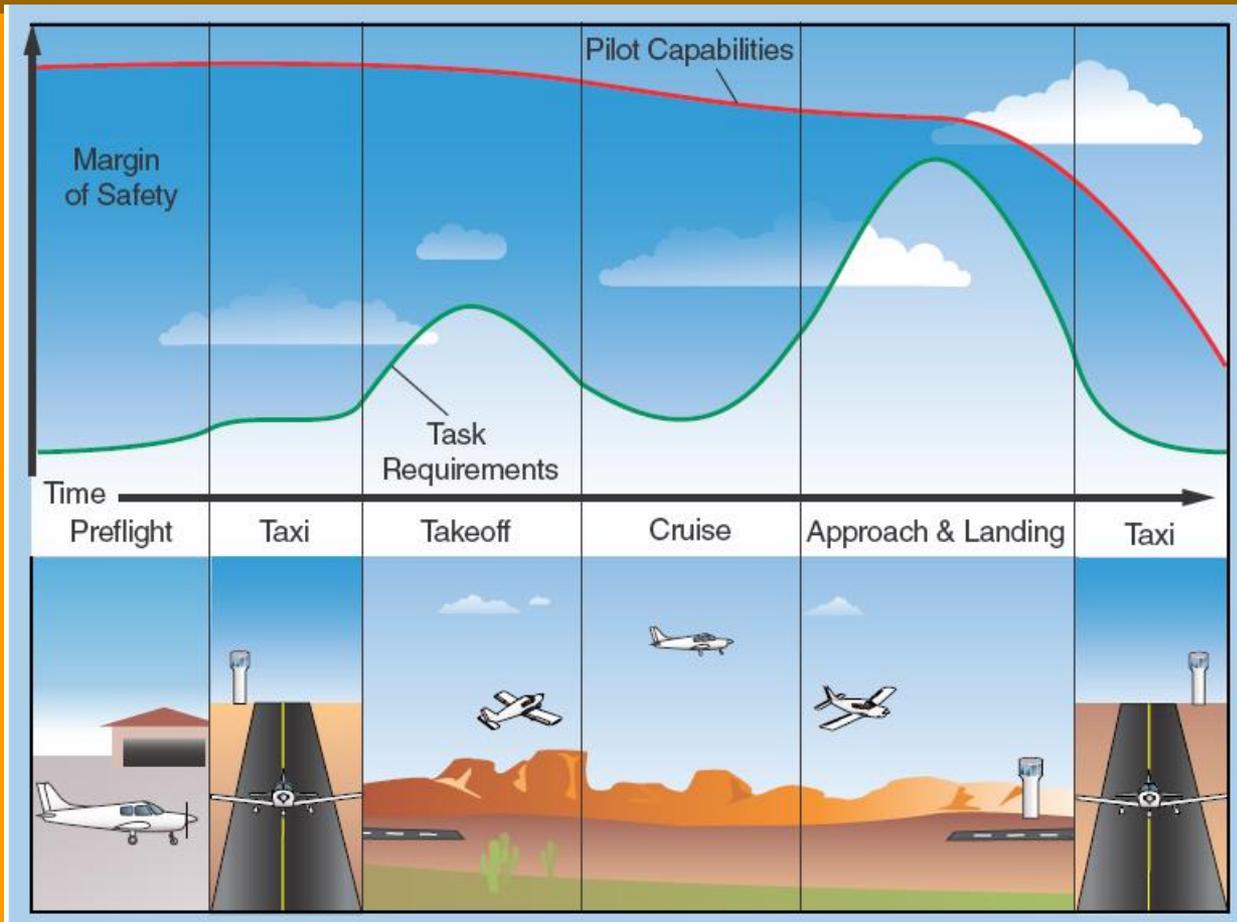
- **Decision Making Process-**
 - **Depends on Situational Awareness**
 - **Requires Risk Recognition Judgment,
Mitigation**
- **Pilot error- An action or decision made by the pilot that is a cause or a contributing factor that leads to Incident/Accident**

GA Risk And Human Error

(FAA Risk Mgmt Hdbk)

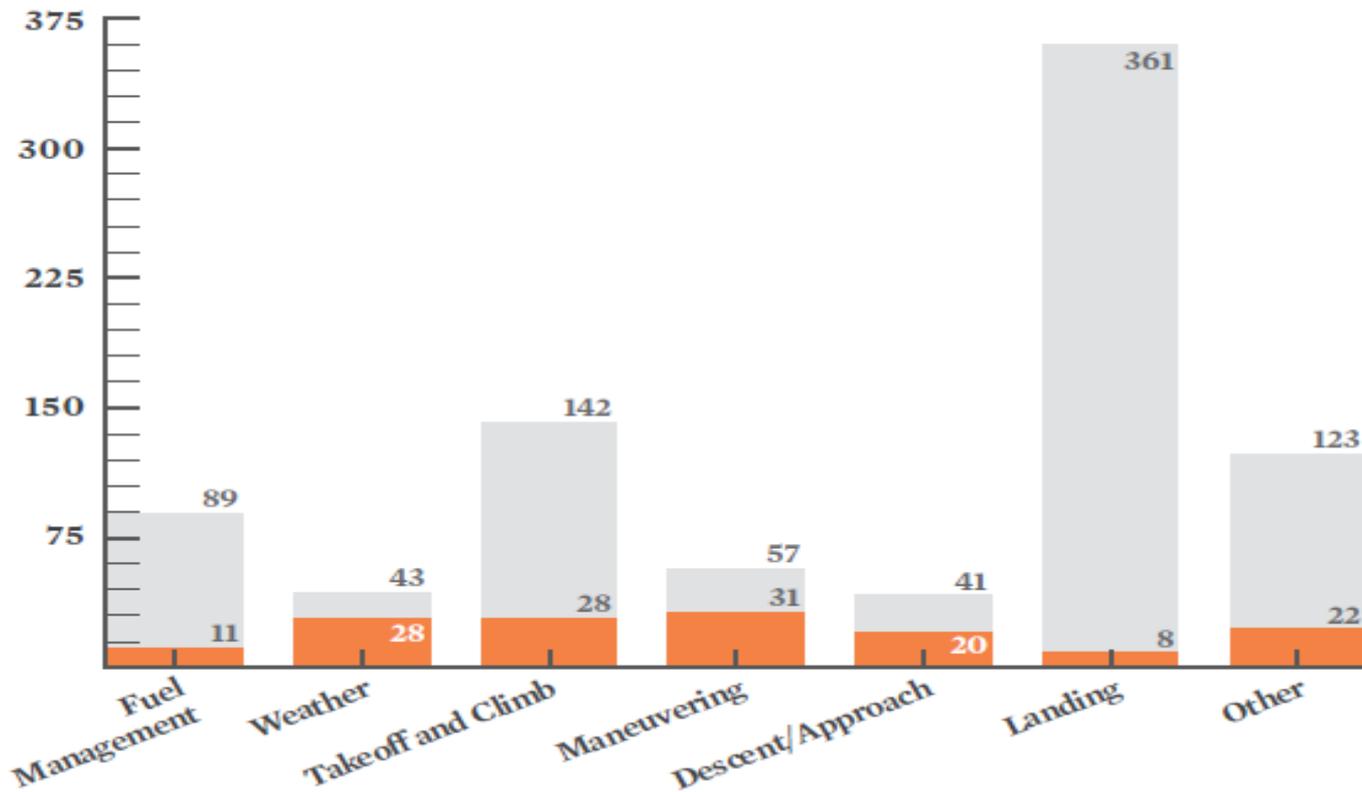
- **Pilot Skill** - Greatest contributor- Influences Mental “Bandwidth”, Task Management, and Decision time
- **Decision** Errors (Judgment)
- **Violation** of Rules and Regulations (FAA, SOP and AR 215)
- **Perception** Errors

Skill - Risk



Landing Risks

Figure 15: Types of Pilot-Related Accidents



Landing Risk

P A V E

- **Pilot**
 - Skill, Recent Experience (SOP/AR, FAA)
- **Aircraft**
 - Flight Controls, Tires, etc
- **EnVironment**
 - Winds - Gusty, X-wind Tailwind
- **External Pressure**
 - Urgency, Continuation Bias (“gotta get there”)

Recent Incidents



- **Possible Factors**
 - **High Touchdown Speed**
 - **Tail Wind**
 - **Feet on Brakes**
 - **Extreme Braking**
- **Risk**
 - **Loss Of Control (LOC)**

1.6.7 PILOT LIABILITY:

- **Where circumstances require an investigation, as prescribed in the controlling regulations, and upon a finding of negligence on the part of the pilot, he can be subject to legal actions arising from his liability. The pilot, upon being found negligent in the damage or destruction of an aircraft, may be required to pay up to \$1000.00 for the repair of the aircraft**

SOP Update

- **Available on Club Website**
- **Know Your Responsibilities**
 - **Pilot- Currency, Limitations**
 - **Aircraft - Airworthiness**
 - **Environment - Weather, Airports**
 - **External Pressures - Scheduling, RON/XC Cancellations, Emergencies, Weather**
- **SOP example guidance you should think about:**

4.4 ALL AIRCRAFT PREFLIGHT ACTIONS

- **IAW FARs, the POH checklists, AR 215-1, and this SOP.**
- **The pilot is charged with ensuring that the aircraft is safe and airworthy before flight.**
- **any incident or mishap which occurs after the aircraft is moved under its own power is the responsibility of the PIC**
- **Damage not noted by a pilot during preflight becomes his responsibility if he fails to notify the manager or owner of that damage prior to flight**
- **Damage other than fair wear and tear, may be the pilots responsible for said damage**

Tire Pressure Ramp Check

AIRCRAFT	MAIN	NOSE	MAIN
172N	29	31	29
5697E	35	33	35
172R/S	38	45	38
984SP	43	43	43
52057	38	43	38
871CP	35	28	38
182P	42	49	42
1298M	47	49	47
P28R	27	30	27
29RM	25	28	30
4884T	24	16	20

4.9 POSTFLIGHT ACTIONS

- **Close the flight plan with the appropriate FSS. Flight plans will be closed. (Radio, Telecon, **Smartphone App**)**
- **Complete Post-flight inspection- Note all deficiencies, missing items, including tire wear, and flight control freedom**
- **All recorded information from your flight plan should then be entered into the computer scheduling system**
- **Enter all squawks, maintenance issues**
- **Note on flight plan how flight plan was closed**

8.3 REPORTING DEFICIENCIES

- **It is the duty of each PIC to report "Squawk" any defect/suspected defect to any aircraft structure or accessory or required equipment**
- **Pilots should be accurate and descriptive as possible in their write-ups in order to assist maintenance personnel with the diagnosis ("airplane is shaking")**
- **If the PIC is not certain whether a defect should ground the airplane, he/she should err on the side of safety and not fly the aircraft**
- **Notify Manager, Mechanic to resolve status**

Night Operations



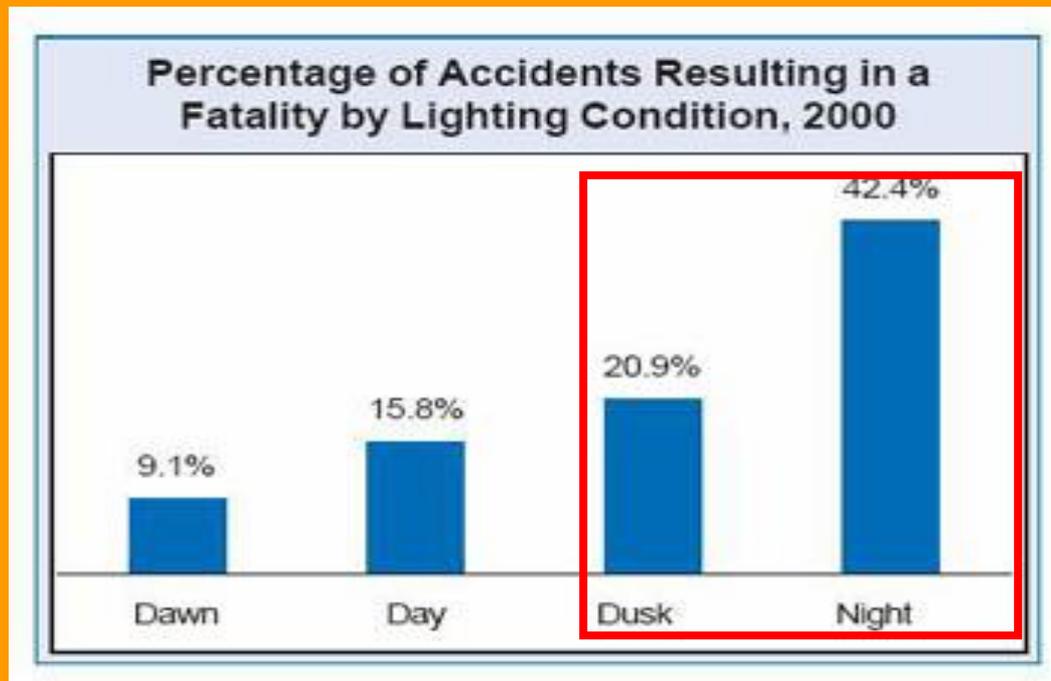
Night Operations

Daylight Savings Time ends 11/01/15

- **November Sunset: 5:26p - 5:06p CST**
- **December Sunset: 5:06p - 5:11p CST**
- **SOP/AR Currency (Cat & Class)**
 - **60 Days Pilot < 200 hrs (per SOP/AR)**
 - **90 Days Pilot (per FAR 61.57)**
 - **3 full stop landings, 1 hour flight time**
- **SOP/AR weather minimums higher than FARs**

Flight Safety Foundation

“Visual approaches at night typically present a greater risk because of fewer visual references and because of visual illusions and spatial disorientation”



4.2.2 FLIGHT PLANNING WEATHER MINIMUMS

- All pilots will determine **existing** and **forecasted weather conditions** prior to a flight and ensure that the **conditions meet minimum standards for the type of flight planned.** The following VFR minimums are listed below based on rating and experience as follows:

4.2.2 FLIGHT PLANNING WEATHER MINIMUMS

- **STUDENT SOLO DAY** **2000 Feet AGL** **3 Miles**
- **STUDENT/INST- DAY** **1500 Feet AGL** **3 Miles**
- **PRIVATE < 200 Hr DAY** **1500 Feet AGL** **3 Miles**

- **STUDENT/INST- NITE** **2500 Feet AGL** **5 Miles**
- **PRIVATE < 200 HR NITE** **2500 Feet AGL** **5 Miles**

- **Minimum en route altitude must be no lower than 1,500 feet above ground level (AGL).**

Valid Weather

- **Current Weather**
 - **ATIS, AWOS, ASOS, METAR**

- **Forecast Weather**
 - **TAF, PROG Charts**
 - **Area Forecast- It's Going Away!**
 - **Where Do You get Ceilings & Visibility?**

Area Forecast Matching

- **Area Forecast**

- **Ceilings**

- **Replacement**

- **AIRMET Sierra**
- **Significant Wx Chart**

- **Visibility**

- **AIRMET Sierra**
- **Significant Wx Chart**

Other

- **Fronts**
- **Pressures**
- **Winds**

Next Quarterly Safety Meeting

- **Thursday, December 17th, 2015**
- **Same Place, Same Time**
- **Be SAFE and see You There!**

Redstone Flying Activity

