

Redstone Flying Activity



December 2015
Safety Meeting

Situational
Awareness
In Context

HUA Operations

- **Situational Awareness:** The Accurate Perception and understanding of all factors and conditions within the five Flight Risk Areas:
 - **Pilot (Student? Rated, Night Current?)**
 - **Aircraft (Equipment, Lighting?)**
 - **EnVironment (Day, Twilight, Night, Pattern)**
 - **External Factors (Tower Open/Closed
NOTAMS)**

RFA Operations Incident, 20 October 2015

- NOTAM ISSUED

- M0568/15 - RWY 17/35 CLSD RWY -17/35 CLSD EXCEPT FOR BASE OPS APPROVED MILITARY AIRCRAFT. DLY 2130-1230, (ZULU TIME)
- 20 OCT 21:30 2015 UNTIL 24 OCT 12:30 2015.
- ISSUED: 19 OCT 19:29 2015
- 15:45 Local Time, Tower Closed
- Two students with instructor Clearances practicing landings
- Possible Critical safety issue/runway incursion
- Chief Airfield Division restricted RFA operations to Tower hours only

Initial RFA Restrictions as a result of NOTAMS Violation

- Chief, Airfield Division Director issued
- M0576/15 AERODROME
- REDSTONE ARMY AIRFIELD FLYING ACTIVITY
AIRCRAFT OPERATIONS RESTRICTED TO ONLY
THOSE TIMES THAT THE AIR TRAFFIC CONTROL
TOWER IS OPERATIONAL.
- EXCEPTIONS TO THIS RESTRICTION WILL BE ON A CASE BY CASE BASIS AND MUST BE APPROVED BY THE AIRFIELD MANAGER. 21 OCT 13:50 2015 UNTIL 31 DEC 23:59 2015. CREATED: 21 OCT 13:50 2015

Mitigation Plan

- RFA Brief all member pilots (This Meeting) to understand that it is mandatory to check NOTAMS on DINS/FSS and Aircraft Scheduling sites before conducting flights
- Ensure PICs understand that all NOTAMS posted are in UTC (ZULU) and how to convert to local time
- Mandate that all Flight Instructors and other clearing authorities review NOTAMS with Pilot prior to authorizing Clearance for RAFA flights (CFI Meeting conducted to mandate requirement)
- FaaSafety.gov -ALC-43 Know Your NOTAMs
- www.1800wxbrief.com - NOTAM Alerts

NOTAM Automated Alerts

- Lockheed Martin - AFSS
- **Adverse Condition Alert Service (ACAS)-**
 - Airport/Runway Closure Notification Prior to the time of your filed departure
 - TFRs. Weather Advisories
 - Other Urgent Weather advisories
- After account set up, any time you file you will get notices automatically
 - By Email
 - By Text Message
- No Excuse not to use the service -

Mitigation Plan (Cont)

- Clearance Authority Clarification
- Who can do it-
 - Students- Your Instructor
 - Rated Pilots- The Instructor who gave you your last Flight Review or an agreed upon alternate
- How-
 - Telephone or Face-to-Face
 - No text message clearances
- No Instructor “Cold Calls”

Mitigation Plan (Cont)

- **Monitor the results of this Mitigation Plan and modify them as necessary to ensure compliance with NOTAMS and Safety for HUA Airfield Operations by RAFA Pilots**
- **Coordinate with HUA Airfield Manager and Safety Officer to prevent and correct any deficiencies to this plan and procedures**
- **RAFA CFIs ensure all PIC are in full compliance with all established procedures**

Situational Awareness

- HUA is a world class Airport Facility
 - Tower, long runway
 - Full IFR capability
 - Full Emergency response
- Primary mission is National Defense
 - Accidents/ incidents can impact mission
 - RFA is held to a higher standard for the privilege to utilize these facilities
- RFA members need to be situationally aware of the responsibilities associated with these facilities

Night Flight Review

- The FAA's definition in FAR 1. Night:
- **Night:** The time between the end of Evening Civil Twilight and the beginning of morning civil twilight, as published in the American Air Almanac, converted to local time.

- December 17, 2015 Air Almanac
 - Sunset: 1637 Local
 - End of Civil Twilight: 1706 Local
- Only one of the ways night is described in the Federal Aviation Regulations.

Night Flight Review

- **Student Pilots: No Solo night flights**
- **Certificated pilots Recency: FAR 61.57(b) the pilot in command—before carrying passengers during the period beginning one hour after sunset and ending one hour after sunrise—to have logged, within the preceding 90 days, at least three takeoffs and landings to a full stop during that period**
- **Ignores the FAR 1 definition**

Night Flight Review

SOP/AR-215

- **SOP 5.7.3 NIGHT VFR CURRENCY: At least one hour of night flight time, with three takeoffs and three landings to a full stop, (With 60/90 experience limits of 5.7.2)**
 - Private Pilots Less than 200 hours 60 days
 - Private Pilots more that 200 hours and commercial pilots and CFI's 90 days
- **Night flights also fulfill day currency requirements.**

Night Flight Review SOP/AR

•5.7.3 NIGHT VFR CURRENCY:

- A pilot who does not meet night currency requirements but remains current in all other requirements is allowed a 30 day grace period in which to regain currency.

- Night flights during this period are flown either solo or with a flight instructor.

- Following the 30 day grace period, night currency must be regained through an initial night flight check with a CFI.

Night Flight Review

Aircraft: Position Lights (91.209)

- **During the period from sunset to sunrise Operate an aircraft unless it has lighted position lights;**
 - Park or move an aircraft in, or in dangerous proximity to, a night flight operations area of an airport unless the aircraft is clearly illuminated;
- **Has lighted position lights; or is in an area that is marked by obstruction lights;**

Night Flight Review

Aircraft: Anticollision Lights

- **Sunset to Sunrise**
- **Operate an aircraft that is equipped with an anticollision light system, unless it has lighted anticollision lights.**

- **However, the anticollision lights need not be lighted when the pilot-in-command determines that, because of operating conditions, it would be in the interest of safety to turn the lights off.**

Other Stuff

• Senate Commerce Committee passes Pilot Bill of Rights -2 (Senate Bill 571 The 3rd Class Medical

• Most Pilots who have held a 3rd class.

Regular or special issuance in the last 10 years would never need another FAA medical

• Aircraft less than 6000 lbs, up to 5 passengers, below 18000 ft, less than 250 kt, VFR or IFR

Other Stuff

The Fine Print

- Will require a visit to personal physician every 4 years, fill out form and keep with logbook
- Pilots will have to take a short free online course on aeromedical factors every 2 years
- FAA has 1 year from date legislation becomes law to produce a final rule.
- If FAA not ready pilots can fly under the new law without facing FAA enforcement

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