PIRATE FLYER

Runway Safety | Look Outside | Recreational Safety

HU Captain's Culture

THE SAFETY TRAIL

Trust - Safe, Valued, Respect
Report - Proactive, Accessible
Adapt - Flexible, Innovative
Inform - Sharing, Transparent
Learn - Safety Intelligence

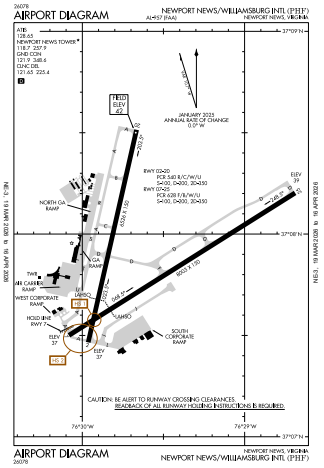
Name That Pilot

Safety Reporting

QR code to share continuous improvement ideas or identify safety hazards.

Runway Safety

When cleared to taxi to a runway, we must have an explicit clearance to cross any runway that we approach on our taxi route.
From **14 CFR § 91.129(i)**
Takeoff, landing, taxi clearance. No person may, at any airport with an operating control tower, operate an aircraft on a runway or taxiway, or take off or land an aircraft, unless an appropriate clearance is received from ATC.



Readback - Hearback

AIM 4-3-18 adds: "When assigned a takeoff runway, ATC will first specify the runway, issue taxi instructions, and state any hold short instructions or runway crossing clearances if the taxi route will cross a runway. This does not authorize the aircraft to 'enter' or 'cross' the assigned departure runway at any point."
Looking at the KPHF airport diagram, if we are leaving the Rick ramp at KPHF for runway 02, we would be given a clearance to taxi to runway 02 via Alpha, hold short of runway 07. Or taxi to 02 via Alpha, cross rwy 07. Controllers make mistakes. Don't just read back your taxi instructions. Think through how you'll follow them. If something seems off, ask for clarification.

Look - Listen - Live

On the ground, Communicate - Navigate - Aviate.
~~Multitasking~~. Avoid completing checklists while taxiing.

Spring is in the Air

Spring is a great time for to enjoy outdoor activities, but staying safe while enjoying these activities is essential. As the weather warms up, remember to hydrate often, use sunscreen, and dress appropriately for changing conditions. When participating in recreational activities like hiking, biking, or water sports, use proper safety gear and be aware of your surroundings. For water sports, **wear a PFD.** PFDs save lives when worn. Avoid risky behaviors and look out for friends by traveling in groups when possible. Making smart choices helps ensure spring fun stays healthy and injury-free.

Captain Herb Says "Look Outside."

Effective collision avoidance in aviation depends primarily on disciplined visual scanning and maintaining vigilance outside the cockpit, even when operating in radar or ADS-B environments. The FAA emphasizes the "see and avoid" concept, noting that most midair collision hazards are detected visually and that pilots must use a systematic scan to overcome limitations of peripheral vision and empty-field myopia (FAA *Pilot's Handbook of Aeronautical Knowledge*, FAA-H-8083-25; FAA *Airplane Flying Handbook*, FAA-H-8083-3). Looking outside is especially critical in VFR operations, where the pilot bears primary responsibility for traffic separation regardless of ATC services or onboard technology. This responsibility is codified in 14 CFR §91.113(b), which requires pilots to "see and avoid" other aircraft, and is reinforced by right-of-way rules intended to reduce collision risk when aircraft converge. FAA guidance further stresses that electronic aids are supplements—*not substitutes*—for visual scanning, and that consistent outside reference scanning remains the most effective defense against ground and air collisions.

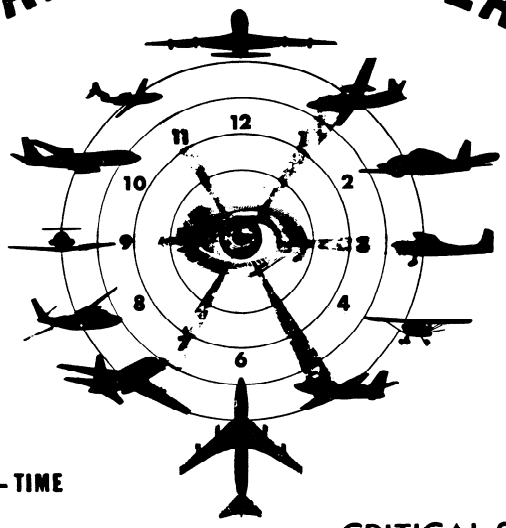
See and Avoid? As electronic conspicuity technology matures, the airborne collision avoidance systems (ACAS) mantra is transitioning to "Detect and Avoid."

Everybody is out flying on the nice days. A significant number of midair collisions, as well as near midair collisions, have occurred within the traffic pattern environment, during day, VFR conditions. Use all available resources to mitigate the threat, including VFR sectionals and Chart Supplements to identify local aerial and ground **Hot Spots**.

3/18/83 AC 90-48C
Appendix 1

Oldy from 1983 but still a Goody

A RADAR FOR ALL SEASONS



DISTANCE - SPEED - TIME

MPH	600	360
	SECONDS	
10 miles	60	100
6 miles	36	60
5 miles	30	50
4 miles	24	40
3 miles	18	30
2 miles	12	20
1 mile	6	10
½ mile	3	5

CRITICAL SECONDS

Move back 12 feet from this illustration. From that position the silhouettes represent a T-33 aircraft as it would appear to you from the distances indicated in the table on the left. The time required to cover these distances is given in seconds for combined speeds of 360 and 600 mph.

The blocks on the lower left mark the danger area. for the speeds quoted, when aircraft are on a collision course. This danger area is based on the recognition and reaction times shown in the table on the lower right.

RECOGNITION and REACTION TIMES (from U.S. Naval Aviation Safety Bulletin) Excerpt

	Seconds
see object	0.1
recognize a/c	1.0
become aware of collision course	5.0
decision to turn left or right	4.0
muscular reaction	0.4
aircraft lag time	2.0
TOTAL	12.5

LOOK ALIVE AND LIVE

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