

Select Next
to continue.



WEB-BASED RECURRENT TRAINING
JULY 2018
COURSE ID: FAA57201808

EN ROUTE VISUAL SEPARATION & WAKE TURBULENCE

4

Avoid flight below
and behind a
larger aircraft's
path.

BEST PRACTICES FOR SEPARATION FROM SUPER AIRCRAFT



VISUAL SEPARATION REQUIREMENTS



APPLYING VISUAL SEPARATION

Visual separation may be applied when other approved separation is assured before and after the application of visual separation. To ensure that other separation will exist, consider aircraft performance, wake turbulence, closure rate, routes of flight, known weather conditions, and aircraft position. Weather conditions must allow the aircraft to remain within sight until other separation exists.



Tell the pilot about the other aircraft, including position, direction, and type. If it is not obvious, include the other aircraft's intentions.

Reference: JO 7110.65 7-2-1

VISUAL SEPARATION CLEARANCE REQUIREMENTS

Visual separation may be used up to but not including FL 180 when a pilot sees another aircraft and is instructed to maintain visual separation from it as follows:





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ATSAP



Narrative statements are broken down into data points to identify unsafe policies and procedures.

- ❑ Trends are reported to stakeholders in the Federal Aviation Administration (FAA) and the aviation industry.
- ❑ De-identified reports may be shared with all employees in newsletters and safety reports.

USES OF ATSAP DATA



Data Trends and Analyses



ATSAP Briefing Sheets



ATSAP Alert Bulletins



Corrective Action Requests




WHEN SHOULD NON-MANAGERS USE ATSAP?


When acting in a management role, such as Controller-In-Charge (CIC), you must report in accordance with FAA Order 7210.632. You also may file an ATSAP report.

Additionally:

- ☐ If you observe a developing situation, you must take action to correct the situation.
- ☐ Submit MORs for events reported to you.
- ☐ ATSAP satisfies your requirement to report as CIC when:
 - ☐ You are directly involved in the occurrence.
 - ☐ You observe an occurrence, but are unable to correct the situation.

 **REQUIREMENTS**

 **CIC**

 **SUPPLEMENTAL INFORMATION**

KNOWLEDGE CHECK

What occurs when an **ATSAP** report is being reviewed?

Select the best answer, then select Submit.

- A** It is de-identified and fact finding is conducted.
- B** It is categorized for analysis and trending.
- C** The ERC identifies safety problems and decides if it should be accepted.
- D** The submitter files it electronically at www.atsapsafety.com.

SUBMIT

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WEB-BASED RECURRENT TRAINING
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VISUAL APPROACHES TO PARALLEL RUNWAYS

STABLE LANDING COMPONENTS

Pilots should configure the aircraft for landing properly (e.g., gear, flaps).



ALTITUDE



CHECKLIST



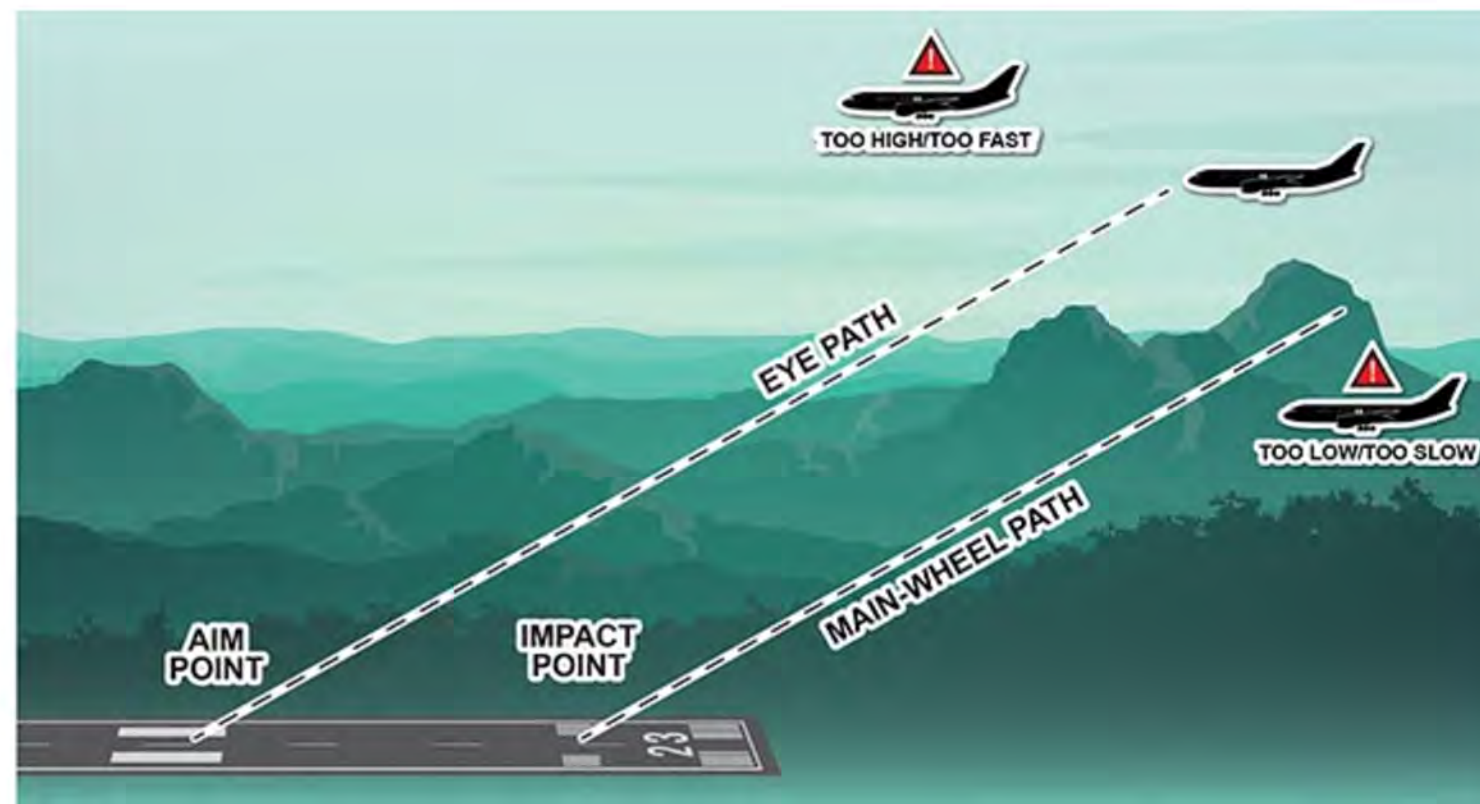
CONFIGURATION



DESCENT ANGLE



SPEED/
DESCENT RATE





WHAT IS A STABLE APPROACH?

A stable approach is one in which the pilot establishes and maintains a constant angle glidepath towards a predetermined point on the landing runway. It is based on the pilot's judgment of certain visual clues and depends on the maintenance of a constant final descent airspeed and configuration.

PARALLEL RUNWAYS SEPARATED BY 2,500 Feet or More

2,500-4,299 Feet

7-4-4 c. 2. (a) Approved separation is provided until the aircraft are:

- ❑ Established on a heading or established on a direct course to a fix or cleared on an Area Navigation (RNAV)/ instrument approach procedure which will intercept the extended centerline of the runway at an angle not greater than 30 degrees.
- ❑ Issued an approach clearance and one pilot has acknowledged receipt of a visual approach clearance.
- ❑ The other pilot has acknowledged receipt of a visual or instrument approach clearance.

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WEB-BASED RECURRENT TRAINING
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RUNWAY SAFETY SERIES 10: WRONG SURFACE LANDINGS



EFFECTIVE COMMUNICATION



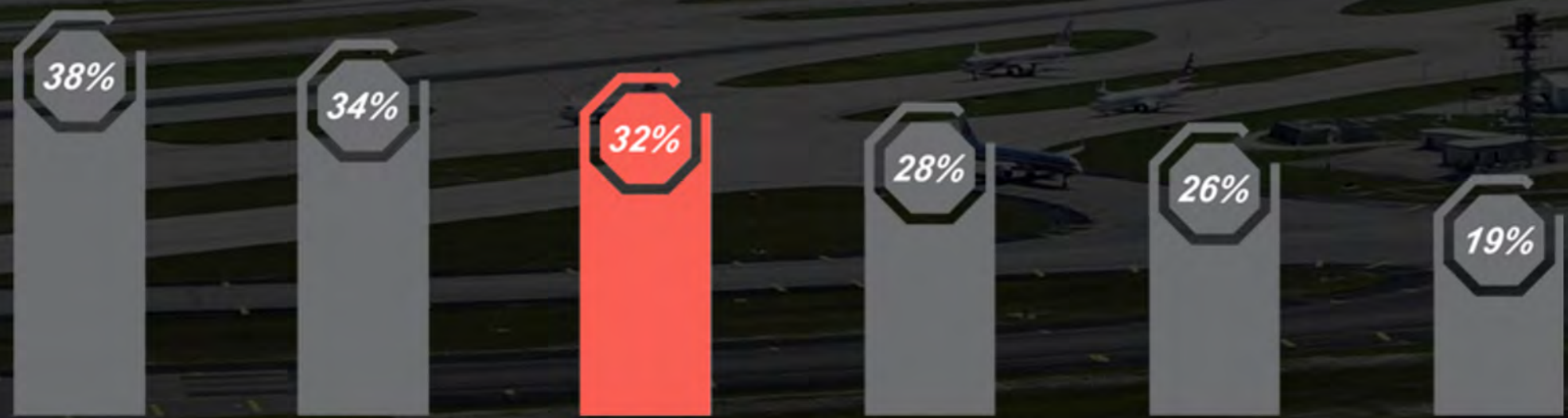
Request the pilot to read back assigned runway if any doubt exists (i.e., responds with roger).



CAUSAL FACTORS



Lack of Pilot Experience



Reference: ATO QA Safety Bulletin, June 2017



RUNWAY SAFETY SERIES 10: WRONG SURFACE LANDINGS

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Best Practices

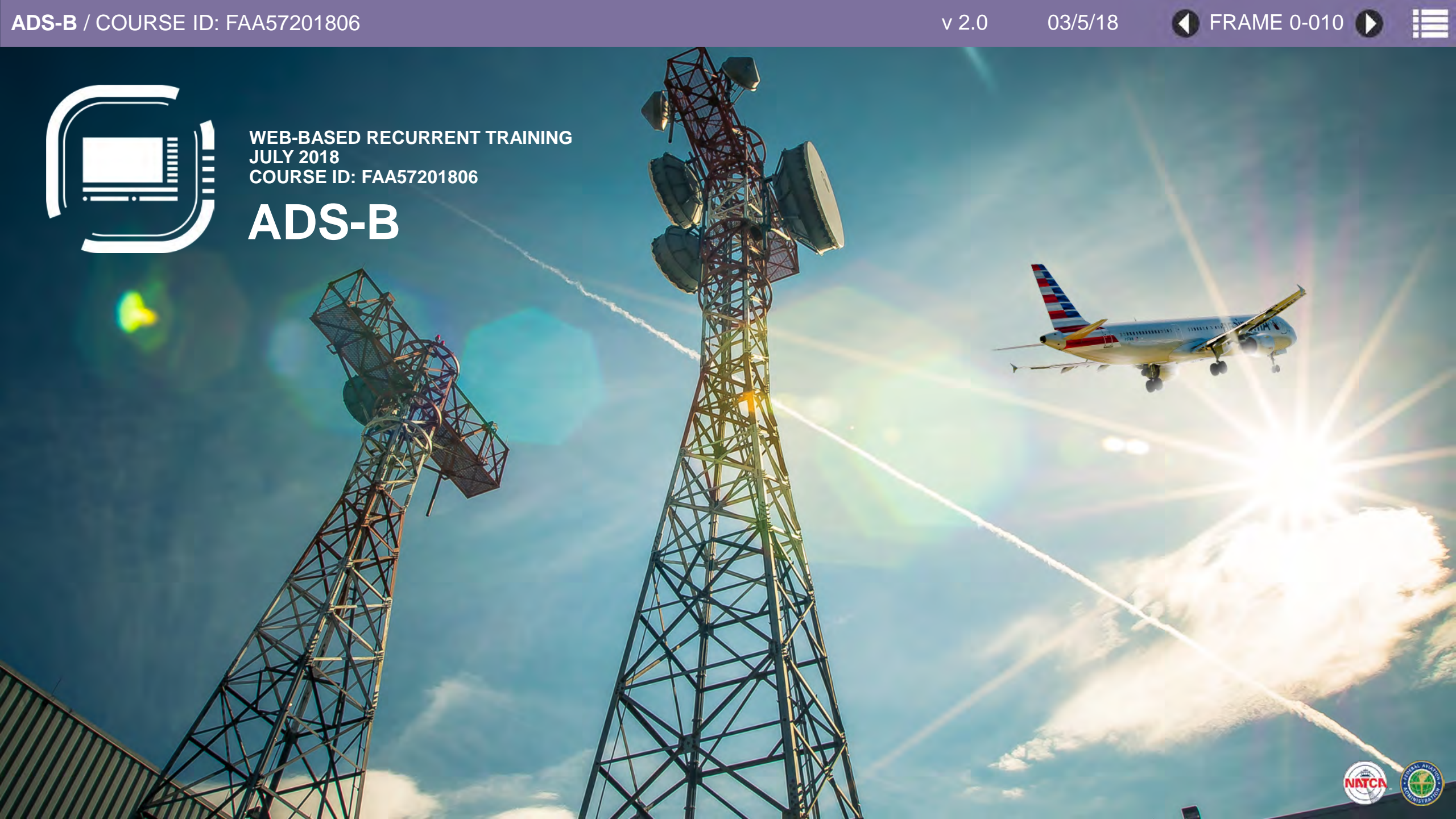
ADDITIONAL BEST PRACTICES





WEB-BASED RECURRENT TRAINING
JULY 2018
COURSE ID: FAA57201806

ADS-B



ADS-B OUT REQUIRED AIRSPACE

The final rules will require ADS-B Out for all aircraft operating:

- ☐ In all Class A, B, and C airspace
- ☐ Above the ceiling and within the lateral boundaries of Class B/C airspace up to 10,000 feet Mean Sea Level (MSL)
- ☐ Within 30 Nautical Miles (NM) of the primary airport within Class B airspace from the surface up to 10,000 feet MSL



CLASSES A, B, C



CLASS E

Reference: 14 CFR 91.225, .227



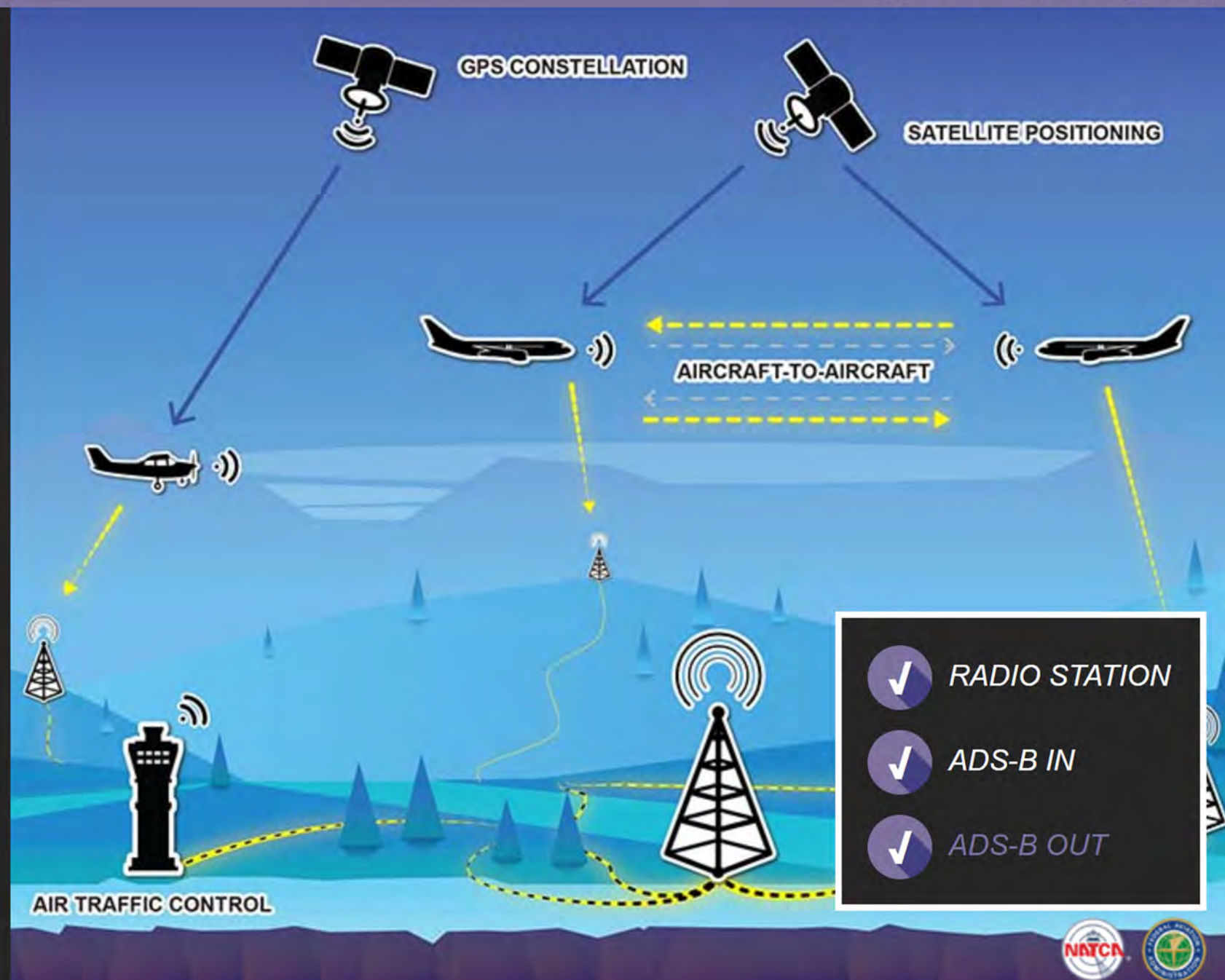


RESPONDING TO PILOT QUESTIONS

ADS-B OUT

ADS-B Out

ADS-B Out allows aircraft to broadcast flight position data to controllers on the ground. It provides accurate and frequent aircraft position reports, which are equivalent to secondary radar separation standards in non-radar areas.





UNMANNED AIRCRAFT SYSTEMS (UAS)





WHAT IS A
U

A

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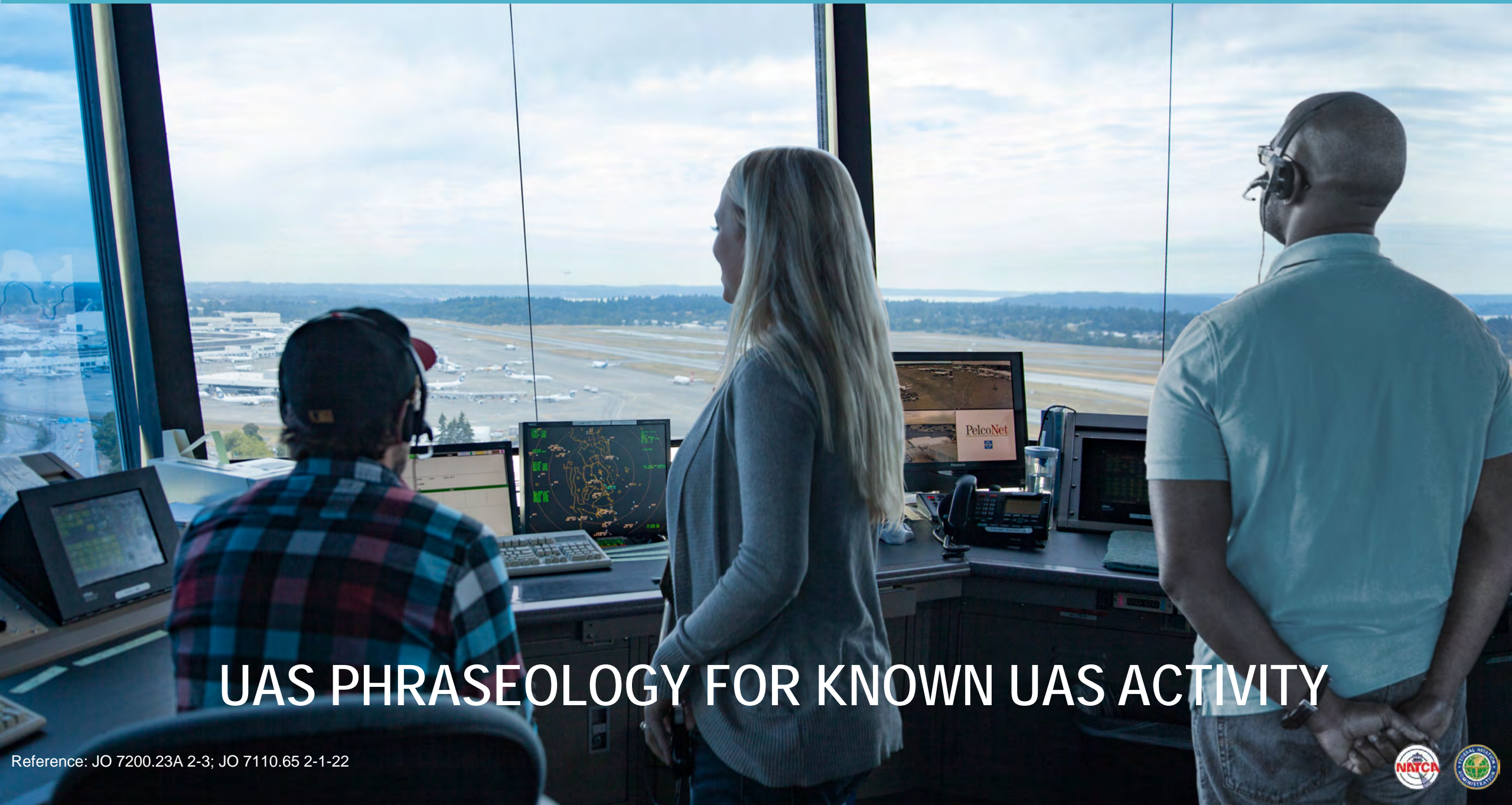
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DRONE RULES

14 CFR Part 101E

(Hobbyist Operations)





UAS PHRASEOLOGY FOR KNOWN UAS ACTIVITY

Reference: JO 7200.23A 2-3; JO 7110.65 2-1-22



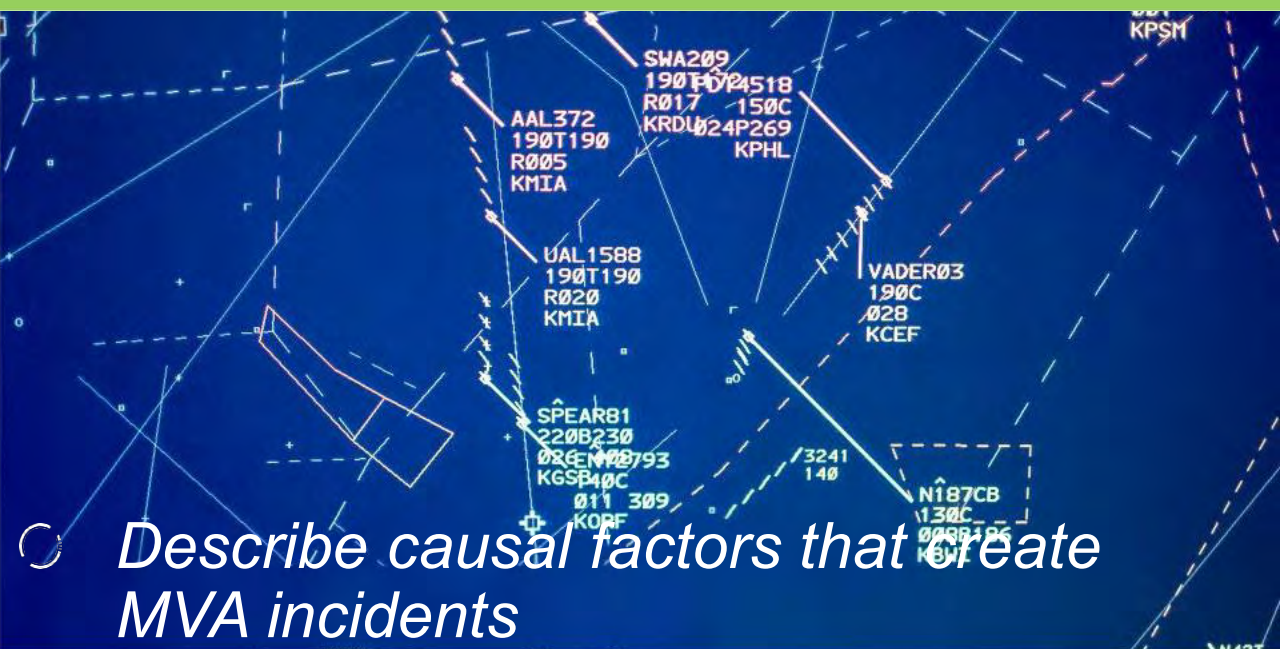


MINIMUM VECTORING ALTITUDE (MVA)

OBJECTIVES



- Define Minimum Vectoring Altitudes (MVAs)



- Describe causal factors that create MVA incidents



- Identify controller recovery actions for MVA compliance



DUTY OF CARE

*“... the pilot and FAA personnel... Are burdened with concurrent duties of due care for the protection of the aircraft and its occupants. Because both are responsible for the safety of the aircraft, **negligence on the part of the pilot does not automatically relieve FAA personnel of their duties of care.**”*



ISSUING SAFETY ALERTS

Reference: January 2018 ATSAP Briefing Sheet;
JO 7110.65 2-1-6





PROFESSIONALISM: LEGACY AND COMMUNICATION





VIKTOR FANKL AND CHOICE

*"Between stimulus and response there is a space.
In that space is our power to choose our response."*

-Viktor E. Frankl

TECHNIQUES THAT LEAD TO MISCOMMUNICATION



SUMMARY

- *Identify the impact of a professional legacy*
- *Identify how individual controller actions impact overall operation and safety of the NAS*
- *Describe the sources of miscommunication needed for the controller profession*
- *Describe how to apply professional behavior to the operation*

