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CFIDarren Newsletter

# Red Rules, Accident Risk, Taxi Clearances

Issue #37

January 17, 2012

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Thank you for taking the time to read this safety message -- this is my 3rd year of sharing the best practices and state of our industry.

Issue #37 is feature packed -- more than the title suggests. We devote this newsletter to Air Safety -- and a not-too-old concept called "Red Rules". There are some great reminders on Taxi Clearances and Accident Risk. This month's **video of the month** reviews the history of aviation in the USA -- the first jet flight in October, 1942. A well-narrated, color film on the first US jet flight. And finally, we've got a great graphic from WSJ -- an airline scorecard on various performance metrics is at the bottom of this newsletter.

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Thanks for your continued support,  
Darren

## Civil Aviation had a Safe Year: 2011

*By Aviation Safety Network (ASN)*

Let's start the newsletter with safety statistics from commercial aviation. The Aviation Safety Network (ASN) has described 2011 as a very safe year for civil aviation, the second safest year by number of fatalities and the third safest year by number of accidents. This is because the year also marked the longest period without a fatal airliner accident in modern aviation history,

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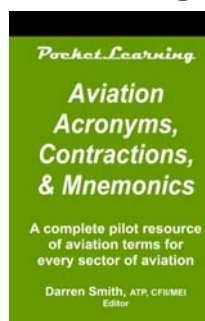
## Quote of the Month

*"The air up there in the clouds is very pure and fine, bracing and delicious. Any why shouldn't it be... its the same the angels breathe." --Mark Twain*

Hit reply and send me your favorite quote.

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### Quick tips for *SAFE* Winter Flying

according to ASN.

In 2011 the Aviation Safety Network recorded a total of 28 fatal airliner accidents, resulting in 507 fatalities and 14 ground fatalities. The number of fatalities is lower than the ten-year average of 764 fatalities.

The worst accident happened on January 9, 2011 when an Iran Air Boeing 727 crashed while approaching Orumiyeh, Iran, killing 77 people. The number of accidents involving passenger flights was relatively high with 19 accidents as compared to the ten-year average of 16 accidents.

Seven out of 28 accident airplanes were operated by airlines on the European Union "black list" as opposed to six out of 29 the year before. The E.U. added a total of nine airlines to the "black list" and removed three airlines based on improved safety records.

In 2011, Africa showed a continuing decline in accidents as 14 per cent of all fatal airliner accidents happened in Africa. It should be noted however that the continent only accounts for approximately three per cent of all world aircraft departures. Russia suffered a very bad year with six fatal accidents.

Source: [Leadership \(Blog\)](#)

## January Special - Winter Flying

A brand new book for a brand new year. New to the line-up is "Winter Flying" which offers you quick tips & techniques so that you can get the most out of your winter flying - safely. We started with 30 copies at this price, we're down to 19.

This 44 page guide offers quick tips & techniques so you can get the most out of your winter flying - safely. Includes information on Winter Preflight, Induction Icing, Carb Icing, Airframe Icing, Tail Stalls, Hypothermia Strategies for Reducing the Risk, Winter Survival Kit, Aeronautical Decision Making, and the Personal Minimums Checklist. 40 pages. Designed to fit in your flight bag, size: 5"x8" Sent USPS Class Mail, arrives in 2-7 days. Normal Price: \$8 (Free Shipping to US addresses). ISBN: 978-1468035070

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## Executive Summary of Nall Report

Shifting to general aviation, the AOPA Air Safety Foundation



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Pilot's Radio Guide

publishes the annual Nall Report, a detailed review of general aviation accident data from the previous year. This short article is an executive summary of this report for busy pilots who don't have time to read all 44 pages.

The last report continues to show that the majority of accident risk comes from take off and landing, even though it only accounts for about 5% of a cross country. This sure validates the need for pattern work and practice approaches & take offs under various conditions. And that's the key, varied conditions. Awareness of density altitude, aircraft performance and surface conditions contribute to loss of control accidents.

Another serious factor in the last Nall report is VFR flight into IFR conditions. Night IFR increases the chances of a fatal incident. In fact, those fatal approach & landing accidents are typically at night or IFR conditions.

An even greater risk than take off or landing incidents is maneuvering accidents. It produces 25% of all fatalities in general aviation.

Personal flights accounted for less than 47% of non-commercial fixed-wing flight time but led to 78% of all and 84% of fatal accidents. Finally, Amateur-built aircraft continued to have significantly higher rates of both fatal and non-fatal accidents than comparable type-certificated aircraft, suffering particularly from greater numbers of mechanical failures and unexplained losses of engine power.

## Flying Safely: Red Rules

More rules? Isn't aviation filled with rules? Well... Red Rules are meant to keep you alive. Sure, we've all heard of Personal Minimums. No doubt some of us have used the [Personal Minimums Checklist](#). Some may have even

created a set of personal minimums to guide your flight operations. Those that actually have are rare.

More rules? Isn't aviation filled with rules? Well this rule is meant to keep you alive. Sure you've all heard of Personal Minimums. No doubt some of you have heard of the [Personal Minimums Checklist](#). Some of you may have even created a set of personal minimums to guide your flight operations.

Too much of life is interrupt driven and full of distractions. Work and personal pressures can sometimes paralyze your best efforts. For many of us, flying is the diversion that helps us recover from the crushing weight of life. It's for you that Red Rules are





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designed.

Maybe you're the professional pilot whose goal is to keep your eye on the rules non-stop. You've got a set of operation specifications or a Flight Operations Manual which guides your every movement. Rules are your lifeline to safe flight operations. Well its also for you that Red Rules are designed.

## What Are Red Rules?

Now that you're convinced Red Rules apply to your flying, you should know what they are. Red rules are those rules are meant to be followed to the letter. An example is drinking and driving. But there are hundreds of examples and I need your help creating them. I said that Red Rules are meant to be followed to the letter, but what I really mean is that Red Rules protect you from Excess Risk. A violation of a Red Rule simply puts you into a higher level of risk. It's the beyond which behavior is considered reckless.

As pilots, we have a prime directive: Avoid Unjustified Risk. If we fail at this, we're likely to get hurt and hurt others.

But can't we make a mistake? You betcha -- that's the nature of being human. That's where Red Rules protect us. Because Red Rules cover things inimical to flying. Whether we cut the corner is a choice -- Red Rules help us to make good choices.

Does compliance with a Red Rule prevent you from handling emergencies?

FAR 91.3 says: "in an in-flight emergency requiring immediate action, the pilot in command may deviate from any rule of this part to the extent required to meet that emergency."

The creation of Red Rules are meant to keep you on the safe side of all flight operations. Considering the Red Rule model (above right), you'd never get to the typical emergency if you stay on the green side of the Red Rules.

### Learn More...

The Difference Between Personal Minimums & Red Rules  
Implementing Red Rules

see [Red Rules at cfidarren.com](http://cfidarren.com)

## Taxi Clearances

It's been more than a year since Taxi Clearance instructions have changed. A few of you wrote to me with surprise that there had been some changes. While we covered this in issue #8 of this newsletter, a few have written to ask me to repeat the changes for those not commonly flying to towered airports.

Air traffic controllers are now required to issue specific runway crossing instructions for each runway to be crossed. Controllers

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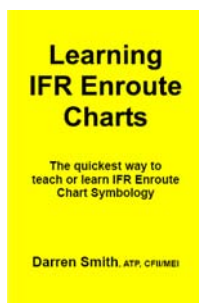
Use the safest, airline-proven flying technique for non-precision approaches that minimizes aerodynamic surprises and virtually eliminates the possibility of Controlled Flight Into Terrain.

Darren Smith, ATP, CFII/MEI

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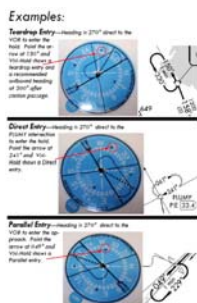
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no longer use the familiar "taxi to runway XX" phraseology, which currently allows an aircraft to cross all runways intersecting its route to the departure runway. Arriving aircraft might still hear the phrase "taxi to" when instructed to taxi to the gate or ramp; however, controllers in these situations still will be required to issue specific crossing instructions for each runway encountered on the taxi route.

Taxi instructions start with the assigned runway, then specify the taxi route and any initial runway crossing and/or hold short instructions. For example: "Cessna 4GA, Runway 36L, taxi via Alpha, Charlie, cross Runway 13, hold short of Runway 27." If multiple runways intersect the route to the departure runway, the controller will not simultaneously issue all the crossing clearances. For instance, in the example above, the controller would not have cleared the aircraft to cross both Runway 13 and Runway 27 at the same time. However, an exception might be made in cases where the distance between two runway centerlines is less than 1,000 feet.

Hope this helps clear up some of your recent questions.

## What is FITS?

FITS (FAA/Industry Training Standards) was an initiative originally created as a way to help CFIs and students meet the challenges associated with the rapid introduction of new technology into the general aviation cockpit.

It has since evolved into a multifaceted program designed to reduce general aviation accidents by generating training methods that effectively prepare pilots for all of the challenges of the flight environment. The FITS program:

Was developed by the FAA in partnership with pilots, flight instructors, aircraft manufacturers, avionics engineers, researchers, and universities.

- Is a voluntary, non-regulatory program.
- Transforms training from skill-based to scenario-based.
- Uses curriculums that incorporate system safety concepts and tools into every lesson.
- Includes a method for students to measure their own performance.
- Is designed to evolve as the pilot training environment changes.

## What does this mean to you?

If you are seeking training, ensure that your instructor does these two things:

- Creates lessons that involve real-world application of many skills (scenario-based training).
- Develops your skills in risk management, aeronautical decision making, and automation management during

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every lesson.

### Safety Factoid

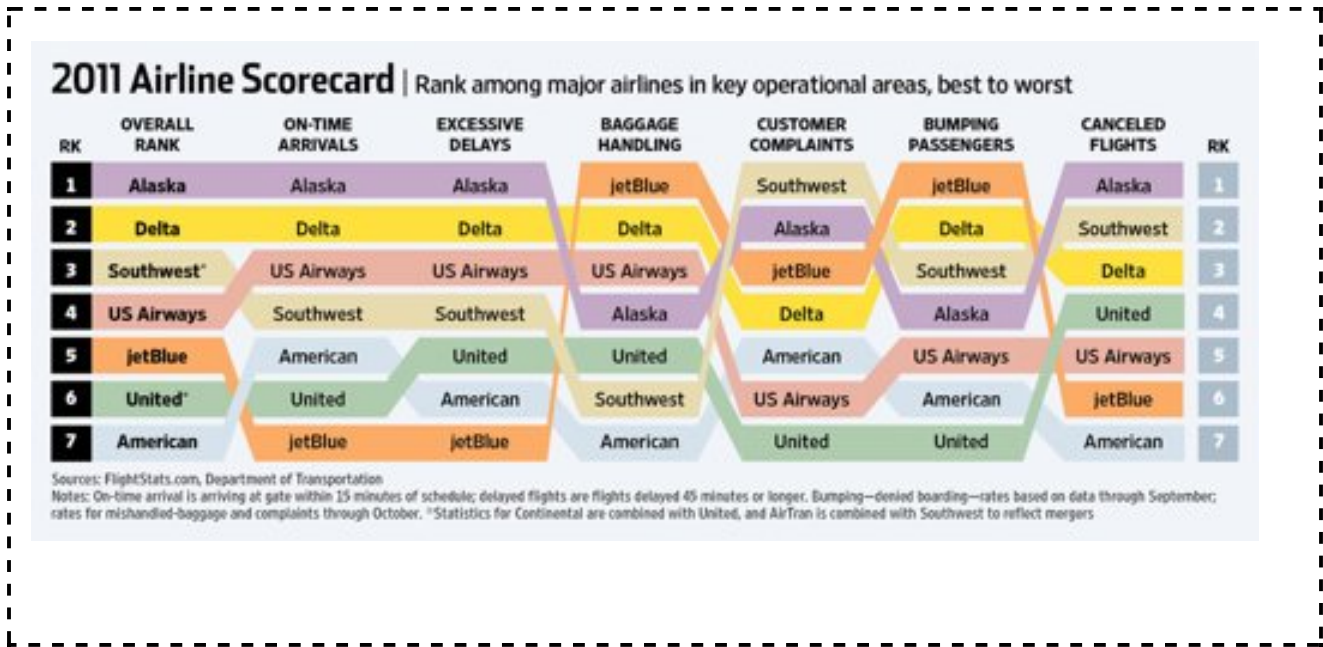
Year after year, the Nall Report lists the pilot as the major cause in over 70% of all accidents.

### Video of the Month

Thanks to Martin W for sending this along...



America's First Jet Flight,  
October 1942



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