



*A member of the SGS Group*

ROTARY WING NEWSLETTER

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# SAFETYWIRE



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## FAA's Winter Weather Safety Tips

(Source: FAA)

Pilots face [new challenges as temperatures drop and precipitation falls](#). Here are the FAA's top tips for pilots operating in winter weather:



1. **Understand runway and weather conditions** for your arrival airport during your [pre-flight briefing](#).

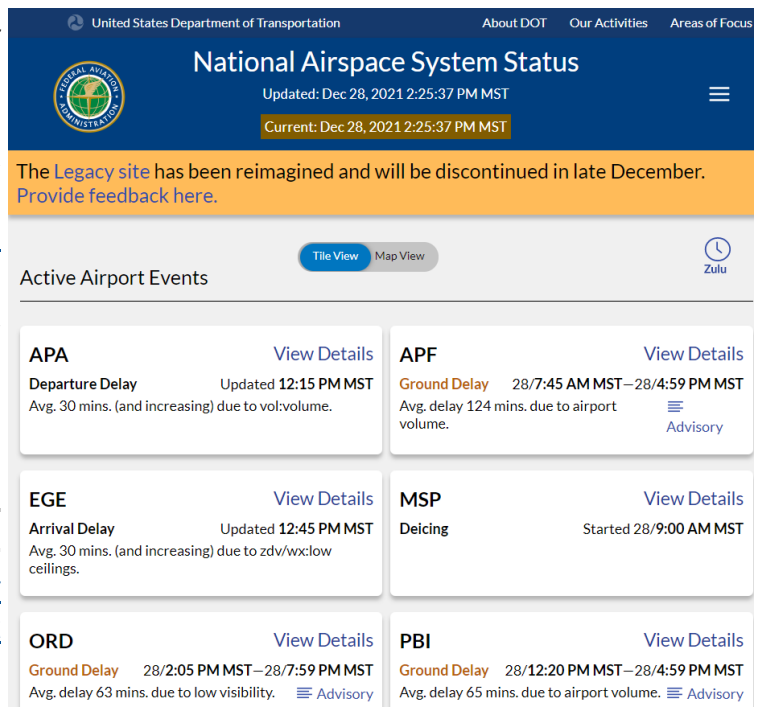
Before you take off, make sure you have reviewed weather reports at your destination and en route, and that your aircraft is equipped to handle icing conditions and has adequate fuel.

If you are headed to destinations in Alaska, Colorado, or Hawaii, you can also look ahead with [weather cameras](#).

2. **Communicate with Air Traffic Control.** If a weather-related concern or runway contamination leaves you unable to accept instructions, remember that the Tower is there to help.

As for non-towered, remember that you can always call the airport beforehand to get an update on runway conditions, or review the airport's weather report.

3. **Ensure a thorough weather briefing** for your planned destination airport prior to departing. The FAA provides pilots with weather planning tools to check the [National Airspace System status](#), [airport status and delays](#) and [Surface Weather Observation Stations](#).



United States Department of Transportation    About DOT    Our Activities    Areas of Focus

### National Airspace System Status

Updated: Dec 28, 2021 2:25:37 PM MST  
Current: Dec 28, 2021 2:25:37 PM MST

The Legacy site has been reimagined and will be discontinued in late December. [Provide feedback here.](#)

Tile View    Map View    Zulu

Active Airport Events	View Details	View Details
<b>APA</b> Departure Delay    Updated 12:15 PM MST Avg. 30 mins. (and increasing) due to vol:volume.		<b>APF</b> Ground Delay    28/7:45 AM MST – 28/4:59 PM MST Avg. delay 124 mins. due to airport volume.    Advisory
<b>EGE</b> Arrival Delay    Updated 12:45 PM MST Avg. 30 mins. (and increasing) due to zdv/wx:low ceilings.		<b>MSP</b> Deicing    Started 28/9:00 AM MST
<b>ORD</b> Ground Delay    28/2:05 PM MST – 28/7:59 PM MST Avg. delay 63 mins. due to low visibility.    Advisory		<b>PBI</b> Ground Delay    28/12:20 PM MST – 28/4:59 PM MST Avg. delay 65 mins. due to airport volume.    Advisory

4. **Check and understand Notices to Air Missions (NOTAMs)** for your departure and arrival airport, especially if they pertain to snow and ice.

5. For air carrier pilots, **verify your understanding of arrival and departure windows.** Winter weather may require [Prior Permission Required \(PPR\)](#) or [Slot Times](#).

6. **Go sloooooowwwwww.** Plan extra time to enter and exit runways due to winter weather.
7. **Learn the jargon** air traffic controllers and airports use to assess runway conditions for pilots.

The FAA's [Takeoff and Landing Performance Assessment \(TALPA\)](#) is a method for airports and air traffic controllers to communicate actual runway conditions to the pilots in terms that directly relate to the way a particular aircraft is expected to perform. The TALPA initiative improves the way the aviation community assesses runway conditions, which provides an aircraft operator with effective information to anticipate airplane [braking action](#).



TALPA is mostly used at major airports, but all pilots could benefit from understanding more efficient ways to communicate and understand braking conditions with each other and airport personnel.

8. During snow removal on the airport, **use caution for additional vehicles on movement areas.** [Learn more](#) about how to stay safe when snow removal vehicles are in the mix.
9. No matter the weather, **file a [flight plan](#).**
10. **Help out your fellow pilots.** Ask for and provide [pilot weather reports \(PIREPs\)](#) in flight so that other pilots can have information on the weather you are experiencing.



11. **Lookout for the signs.** [Snow](#) drifts can obscure airport signage and markings both on the surface and alongside the runway or taxiway, making it difficult for a pilot to know where to hold short or turn.

One way to prepare for this possibility is to get familiar with destination airports before you fly by reviewing airport diagrams. You can also browse our [From the Flight Deck video series](#) for first-person footage of safe landings at airports throughout the country.



12. Understand [icing conditions](#) and when they occur in flight. Check out this [Advisory Circular on Flight in Icing Conditions](#).

The [National Weather Service](#) also has predictive models for aircraft icing, including icing PIREPs. Learn more about how the FAA contributes to [current and forecast icing products \(CIP/FIP\)](#).

13. **Check your tire pressure before departing.** Cold weather will affect tire pressure.

14. **Stay Warm.** This may seem trivial, but long-term exposure to the cold can have a physiological effect on both your body and your mind, affecting response time and basic motor functions. Not only should you dress warmly enough, but you might also consider packing some high energy food, a Mylar blanket, some warming packets, or a change of clothing in case yours gets wet.



## Holiday Drone Messaging

(Source: Wayne Ehlke & FAA)

There will be considerably more drones in the air after Christmas again. The FAA has released this small video as a reminder of things to know before you fly. If you have received, or given a drone for Christmas, please review this [“Before You Fly” video](#) and other information on the FAA website. Even what seems to be a toy, can cause problems if not flown properly.

[FAA Unmanned Aircraft Systems web site](#)



## Helicopter Icing

(Source: FAA)

Flying a helicopter with frost or ice on the rotor blades or airframe can lead to disaster, and operations in icing conditions can be deadly without proper precautions. Watch this video for recommended practices during preflight, run-up, and taxi in icing conditions.

[The Rotorcraft Collective: Ground operations in Icing Conditions](#)



## USHST All Hands Webinar

(Source: Wayne Ehlke & USHST)

### Vision Zero—Winter is Coming!

The United States Helicopter Safety Team's All Hands Webinar for December 2021 includes some great presentations about current issues. This video provides information from the agencies and individuals directly involved in the issues. The topics include:

- FAA Rotorcraft Monthly Accident Briefing (Lee Roskop – FAA)
- 5G Radio Altimeter Interference (Lee Roskop & FAA Team)
- RC Digital Copilot Development (Nicky Armour/Matt Pollack/Steven Estes -MITRE)
- Cold Weather Operations (Cliff Gilliland – Alaska DPS)
- Maintenance Safety (Duke Puharich – Siller Helicopters)
- Helicopter Preflight after Heavy Maintenance (James Dangerfield – FAA)

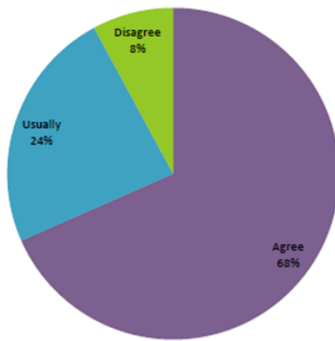


# SAFETY MANAGER'S CORNER

## Safety Culture Surveys

In order for your organization's Safety Management System (SMS) to be successful, you must have an effective and 'just' Safety Culture. But how do you know what kind of a Safety Culture you currently have? That is where a Safety Culture Survey comes in. PRISM's online safety culture survey assesses your operational climate and identifies leading indicators that may be indicative of strengths and weaknesses in your safety culture.

2. Everyone is given sufficient opportunity to make suggestions regarding safety issues.

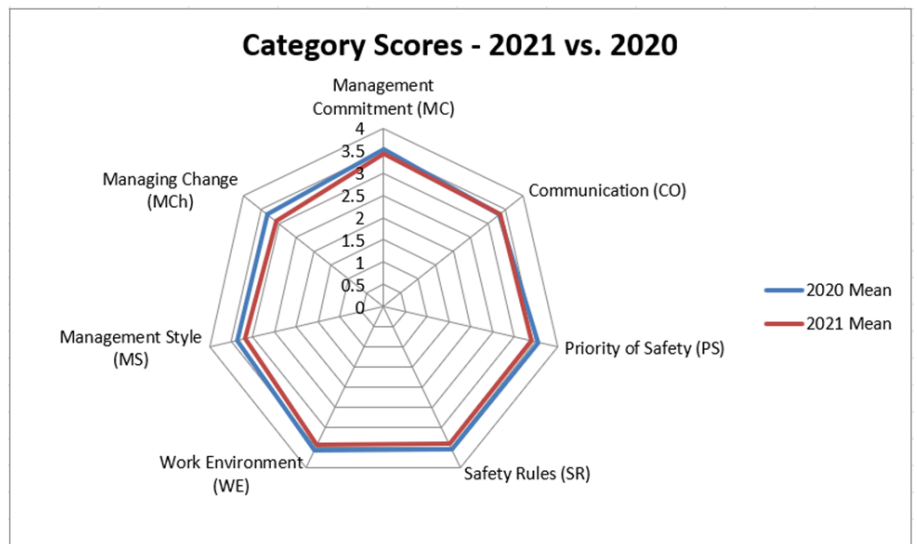


The survey is performed by a member of the PRISM Team, using an online survey tool. All you have to do is select which questions you want from (from a list we provide to you) and give us the Names and Email addresses of who you want to participate in the survey.

PRISM will build and administer the survey to the selected employees. The survey is confidential and all responses are completely anonymous. After the survey has closed, PRISM will produce a final report for you. The survey report will contain an analysis of the following categories measured as strength, effective, or weakness

- ⇒ Management Commitment
- ⇒ Communication
- ⇒ Priority of Safety
- ⇒ Safety Rules
- ⇒ Work Environment
- ⇒ Management Style
- ⇒ Managing Change

This service is available at **no cost** to PRISM Pro subscribers or for a small fee for PRISM Essential subscribers. Please contact PRISM for more details.



# Quote of the Month

**Never stop investing ... never stop learning**

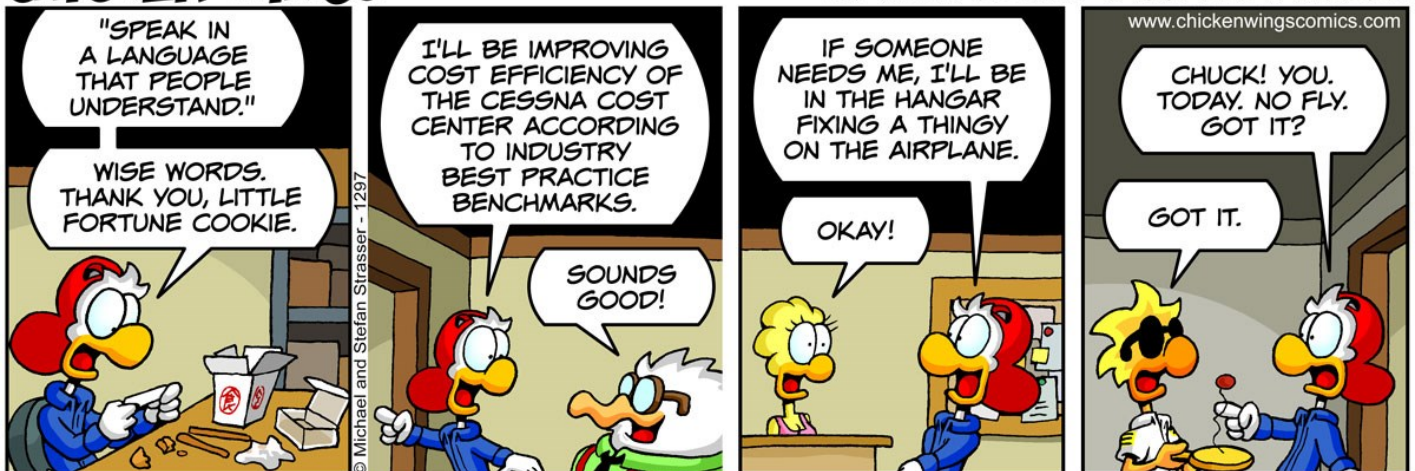
BY: Chesley B "Sully" Sullenberger III



We operate in a dynamic environment that is continually evolving. If we don't evolve with the changes we will be left behind. Operators must continue to learn and grow; they can do this by investing in their team and building a strong culture that encourages everyone to do their best and contribute to the success of the organization. If operators have the mindset that they must never settle and must continually evolve they can turn adversity into opportunity and become leaders in the industry.

## CHICKEN WINGS®

BY MICHAEL AND STEFAN STRASSER





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## UPCOMING COURSES

Mar 29 to Mar 31, 2022—PRISM Course  
**Safety Management System (SMS)**  
Denver, CO

Apr 4 to Apr 8, 2022—PROS Course  
**Aviation Lead Auditor Training (ALAT)**  
Denver, CO

Apr 18 to Apr 22, 2022—PROS Course  
**IOSA Auditor Training**  
Denver, CO

Aug 22 to Aug 26, 2022—PROS Course  
**Aviation Lead Auditor Training (ALAT)**  
Denver, CO

Sept 27 to Sept 29, 2022—PRISM Course  
**Safety Management System (SMS)**  
Denver, CO

Oct 3 to Oct 7, 2022—PROS Course  
**IOSA Auditor Training**  
Denver, CO

Nov 28 to Dec 2, 2022—PROS Course  
**Aviation Lead Auditor Training (ALAT)**  
Denver, CO

Dec 12 to Dec 16, 2022—PROS Course  
**IOSA Auditor Training**  
Denver, CO

Go to [Upcoming Training Classes](#) to register.