



SAFETY Bulletin #5
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- ❖ Foot Traffic on the Ramp:
 - **ALWAYS** walk **BEHIND** aircraft.
Golden Rule: Always walk along the tail of airplanes and the front of helicopters.

- ❖ As the year comes to a close avoid rushing activities to meet leave schedules – especially with pre-solo students.

- ❖ Aeronautical Decision Making needs continued emphasis.
Particularly for 132/133 students engage in different scenarios in the traffic pattern:
 - how to enter from various areas
 - overflying the airport
 - extending upwinds and downwinds, wide downwinds, aiming for the numbers
 - off-setting during go-arounds

- ❖ If a Fuel Spill occurs on our ramp try right away to contain the area with the Spill Pack out of the Ramp Service Station. In case of a spill of more than 1 gallon notify immediately the supervisor to call ARFF.

- ❖ For Cross Country planning:
 - It is not very wise to base your VFR Enroute altitudes strictly on published MEFs. (MEFs are depicted to the nearest 100-foot-value MSL.)
 - It would be smart to add 500 feet to that number to actually clear the obstacle.
 - Furthermore, an added 500 feet will give you a larger safety margin in case of engine failure over rough terrain.
 - So, going towards Payson or Kingman plan with 9,500 and 10,500 MSL, respectively.

- ❖ The run-up area for 21L at C6 can get congested at times. Do not try to squeeze into tight spots – but rather stay on taxiway C to do your run-up.