

PIREPS

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Aeronautics Division
1600 Nebraska Parkway
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402-471-2371
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Governor Jim Pillen
NDOT Director Vicki Kramer

Aeronautics Commission
Scott Tarry, PhD, Chair
Michael Cook Dick Trail
Jon Large Tom Trumble

Administration
Director Jeremy Borrell
Deputy Director.....Andre Aman

For Comments/Questions, Contact
mark.langrud@nebraska.gov
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Calendar of events:

February

2/14 | Nebraska Aeronautics Commission Meeting | NDOT Auditorium, 1500 Nebraska Parkway, Lincoln, NE | 1pm

2/15 | Aviation STEM Day Mid-Year Expo| ABLE ACE Facility at Oak View Mall, Omaha, NE | 11am-3pm | Contact: Hague Howey at 402.510.3528

Nebraska State Fly-In KGRN (Gordon) June 7th, 2025

Five Critical Areas related to Flight Safety

Mark Langrud, Chief Pilot

In AC 61-98, the General Aviation Joint Safety Committee cites 5 critical areas related to flight safety. These 5 critical areas are:

1. Loss of Control (LOC). Pilots must know how to avoid potential LOC situations. If one such situation is encountered, they must be able to recognize it and promptly know how to recover from it.

2. Pilot Proficiency. LOC occurs most in pilots who are not proficient. Pilots should work out a personal flight proficiency program that fits their needs and addresses any areas of concern. Pilots should also realize that minimum legal currency requirements are not the same as minimum proficiency requirements.

3. Traffic Pattern Operations. LOC can occur in several areas in the pattern:

- A.** The potential for a departure stall or a go-around stall
- B.** The inherent risk of attempting to return to the field following an engine failure on takeoff
- C.** The risk of a stall/spin during the base turn to final

4. Unstabilized Approaches.

Pilots should avoid approaches with frequent changes in pitch and power which could lead to wide deviations from desired approach speed and glidepath. Stabilized approaches reduce the risk of control flight into terrain (CFIT) and approach to land stalls. Furthermore, stabilized approaches lead to better landings.

5. Instrument Meteorological Conditions (IMC).

Flight into IMC can be disorienting, especially for those not appropriately rated or proficient. Pilots are tasked with maintaining aircraft control while performing additional and potentially distracting tasks such as navigation and talking on the radio. This mental processing overload can lead to spatial disorientation and LOC.

Pilots and flight instructors should formulate strategies to address these areas in personal proficiency flight as well as flight reviews. Gaining pilot proficiency and ability to conduct a safe flight is not a one-time event, it should be a continual lifelong process of flight training and seeking knowledge. ■

Nebraska Aviation Symposium

The Nebraska Aviation Symposium is January 29-30, 2025 in Kearney for airport managers, pilots, consultants, and state and federal officials. There will also be a FAA-approved IA Renewal Seminar on January 31-February 1, 2025.

For more information, go to

<https://nebraskaaviationcouncil.org/aviation-symposium/>

NEBRASKA

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DEPARTMENT OF TRANSPORTATION

FAA Makes Digital Color Vision Testing Mandatory

David Morris

The Federal Aviation Administration (FAA) revealed to Aviation Medical Examiners (AMEs) in an educational session recently it will be making changes effective Jan. 1, 2025, to color-vision testing “to improve safety.” The longstanding Ishihara color testing book will no longer be permitted.

All pilots currently flying with a history of either passing color vision or possessing a letter of eligibility for a color vision issue (typically through an operational color vision test) will remain on flying status. Those flying with no color vision restrictions will not be affected. Color testing after the initial application will be based on medical history or medication use. It will not be a routine requirement with examination.

Applicants are permitted to take a color vision test at any location that uses FAA-authorized digital testing equipment and bring those results to their AME to satisfy the color vision testing requirement. If a pilot has a color vision restriction, they may continue to fly. If they would like it removed, they will need to take an FAA-authorized color vision test.

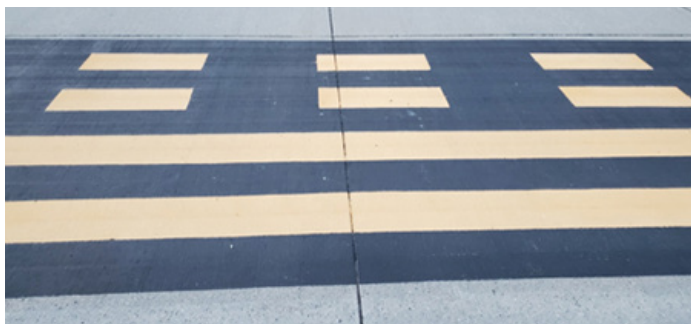
To operate Light Sport Aircraft using a current and valid U.S. driver’s license, an individual must have not received a denial; they must have been found eligible for the issuance of at least a third-class FAA medical certificate at the time of the most recent application.

If a pilot receives a denial, a letter will be sent from the FAA with clear reconsideration criteria in reference to reapplying.

The FAA will no longer require color vision testing for pilots with existing medical certificates due to improvements in modern digital testing equipment which will enable identification of color vision deficiencies more effectively during an airman’s initial application. The reported risk of acquired color vision deficiency is less than one percent and is associated with medical conditions or medications. In 22 years, there has been only one mishap where color vision was listed as a contributing factor. ■

Runway Hold Markings

Mark Langrud, Chief Pilot



Runway Hold Markings (see photo) are a set of 4 lines (2 solid, 2 dashed) and are encountered at 3 locations:

(1) On Taxiways. If you are approaching these lines from the side with 2 solid lines (as shown in the photo), then these markings identify the locations on a taxiway where aircraft must stop when a clearance has not been issued to proceed onto the runway. The pilot must stop so that no part of the aircraft extends beyond the runway holding position marking. When approaching runways at airports with an operating control tower, pilots must not cross the runway holding position marking without ATC clearance. Pilots approaching runways at airports without an operating control tower must ensure adequate separation from other aircraft, vehicles, and pedestrians prior to crossing the holding position markings. If approaching these lines from the side with 2 dashed lines, runway holding

position marking.

(2) On Runways: These markings identify the locations on runways where aircraft must stop when used by ATC for Land And Hold Short Operations (LAHSO) and taxiing operations. For taxiing operations, the pilot must stop prior to the holding position markings unless explicitly authorized to cross by ATC. A sign with a white inscription on a red background is located adjacent to these holding position markings. The holding position markings are placed on runways prior to the intersection with another runway, or some designated point. Pilots receiving and accepting instructions “Cleared to land Runway XX, hold short of Runway YY” from ATC must either exit Runway

position markings also identify the boundary of the runway safety area (RSA) for aircraft exiting the runway. An aircraft exiting a runway is not clear of the runway until all parts of the aircraft have crossed the applicable holding

XX prior to the holding position markings, or stop at the holding position markings prior to Runway YY. Otherwise, pilots are authorized to use the entire landing length of the runway and disregard the holding position markings.

(3) On Taxiways located in Runway Approach Areas: These markings are used at some airports where it is necessary to hold an aircraft on a taxiway located in the approach or departure area of a runway so that the aircraft does not interfere with the operations on that runway. This marking is collocated with the runway approach area holding position sign. When specifically instructed by ATC, “Hold short of Runway XX approach area,” the pilot must stop so that no part of the aircraft extends beyond the holding position marking.

I like to use the follow analogy for new students at a towered airport when they are approaching Runway Hold Markings. If you on a highway preparing to pass a slower car, you may not pass if you have the solid line. If you are at the airport, you may not cross the Runway Hold Marking from the solid line side without ATC clearance.

For more information, see the AIM Chapter 2 Section 3. Airport Markings Aids and Signs. ■

INSTRUMENT FLYING QUIZ

by David Morris

1. What instrument indicates the quality of a turn?
2. What are the 3 common instrument cross-check errors?
3. What are the 3 fundamental skills involved in instrument flying?
4. What is the primary instrument used for making a constant airspeed climb or descent?
5. While recovering from an unusual attitude without the aid of an attitude indicator, approximate level pitch attitude is reached when?
6. For anyone that may still be using VOR(s) for navigation, what information is required to be recorded for each VOR check?
7. Which Federal Aviation Regulation (FAR) governs the requirements for Instrument Flight Rules (IFR) recent flight experience?
8. If you file an IFR flight plan to an airport that does not have an approved IFR approach, and the weather forecast at the destination airport is VFR during your arrival, do you need to file an alternate airport in the flight plan?
9. For regulations indicating certain criteria regarding the requirement of an alternate airport, when does the forecast for the destination airport have to exist to determine whether you file an alternate or not?

ESTABLISHING REMOTE PILOT ELIGIBILITY

by David Morris

Since the Remote Pilot program has been around for some time now, perhaps we could take a moment to revisit the eligibility requirements.

In accordance with 14 CFR 107.61, in order to be eligible for a Remote Pilot certificate with a small unmanned aircraft system (UAS) rating, an individual must:

- Be at least 16 years of age.
- Be able to read, speak, write, and understand the English language. If the applicant is unable to meet one of these requirements for medical reasons, the Federal Aviation Administration (FAA) may place such operating limitations on that applicant's certificate as are necessary for the safe operation of the small unmanned aircraft.
- Not know or have reason to know that an individual has a physical or mental condition that would interfere with the safe operation of a small UAS.
 - knowledge by satisfying one of the following conditions:
 - An individual must pass an initial aeronautical knowledge test covering the areas of knowledge specified in 14 CFR 107.73(a), or...
 - If an individual holds a pilot certificate (other than a student pilot certificate) issued under 14 CFR Part 61 and meets the flight review requirements specified in 14 CFR 61.56, (s)he must complete an initial training course covering the areas of knowledge specified in 14 CFR 107.74(a) in a manner acceptable to the Administrator.



INSTRUMENT FLYING QUIZ (Answers)

1. *Ball of the Turn Coordinator.*
2. *Focusing on 1 instrument too long, Forgetting to scan an instrument, only scanning 1 instrument.*
3. *Cross-Check, Instrument Interpretation, Aircraft Control.*
4. *Attitude Indicator (closely supported by the Airspeed Indicator).*
5. *When Airspeed Indicator and Altimeter stop movement, and Vertical Speed Indicator (VSI) reverses its trend.*
6. *Date, Error, Location, Signature.*
7. *FAR 61.57(c)*
8. *Yes Reference FAR 91.169*
9. *At the time of your weather briefing.*

Gordon Municipal Airport



Saturday, June 7, 2025

Nebraska State Fly-In

Some of the activities being planned are:

**Aerial Show by the Red Star Pilots Association,
National Guard training demonstration,
Vendor & Business Reps,
Pilot Competitions, Entertainment, Crafts for Children, and ...**

FOOD!

Including a FREE BREAKFAST for all attendees!

**For more information, please email:
John Reed, Gordon Airport & City Manager
reedj@gordon-ne.us**



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Airport location is: 1882 U.S. Highway 20, Gordon, Nebraska 69343
