Special Emphasis Areas

Special emphasis areas are outlined by the FAA as tasks to be evaluated continuously throughout every phase of flight. These tasks exist to further aviation safety and include the following:

**Positive Aircraft Control:** It is crucial throughout every flight that one of the pilots is focused on controlling the aircraft, and that there is no confusion as to who is in control of the aircraft. To ensure positive aircraft control, a three-way positive exchange of flight controls procedure has been developed. If a pilot wishes to take the flight controls, they state “I have the flight controls”. The other pilot will respond with “You have the flight controls” while visually verifying the other pilot is ready to take the controls. Finally, the pilot now flying will state again “I have the flight controls”, completing the three-way positive exchange of controls.

**Stall/Spin Awareness:** Inadvertently stalling and/or spinning the aircraft has led to many aviation accidents and fatalities. It is important throughout flight training to be aware of an impending stall and/or spin and make prompt corrective action. There will be missions where we intentionally stall the aircraft and practice stall recovery, but during all other times it is important to be aware of an impending, unintentional stall and/or spin.

**Collision Avoidance:** During nearly all phases of visual flight, the pilots are responsible for collision avoidance and maintaining separation from other aircraft. It is important to develop scanning skills to help see and avoid other aircraft that may pose a collision hazard. Throughout flight training, the ability to see and avoid other aircraft will be developed and evaluated.

**Wake Turbulence Avoidance:** The ability to avoid wake turbulence will be assessed whenever wake turbulence is present. Wake turbulence will not be encountered until Module 2 in this training course, however in the real flight training environment it may be necessary and evaluated at any time.

**LAHSO:** Land and Hold Short Operations (LAHSO) can occur at airports where it is necessary for the landing aircraft to land and come to a stop before a predetermined location on the runway. Most commonly, the landing aircraft will be asked to land and stop before an intersecting runway that another aircraft may be taking off from or landing on. The ability of the pilot to comply with LAHSO will be evaluated if the control tower requests the pilot to land and hold short and the pilot accepts.

**Runway Incursion Avoidance:** Runway incursions occur when an aircraft or vehicle enters a runway without permission resulting in a loss of separation with other aircraft that may be using that runway. They are typically caused when a flight crew loses
situational awareness, neglects to reference taxiway signs and markings, and misinterprets their taxi clearance. The ability to maintain situational awareness and avoid runway incursions will be continuously evaluated in this flight course during airport operations.

**CFIT:** Controlled Flight into Terrain (CFIT) refers to incidents where an aircraft was fully operational and under control before being flown into terrain. These types of accidents are often due to a lack of situational awareness in conjunction with poor visibility and weather. The ability to avoid CFIT type accidents will continuously be evaluated throughout flight training.

**Aeronautical Decision Making:** The ability to make safe and efficient aeronautical decisions is referred to as Aeronautical Decision Making (ADM). The ability to make safe decisions will be taught and evaluated throughout flight training.

**Risk Management:** Flying is inherently risky, and it is the pilot’s responsibility to avoid and mitigate risk while flying. The ability to do so is referred to as Risk Management, and it is often evaluated in conjunction with Aeronautical Decision Making.

**Wire Strike Avoidance:** Collision with low level wires, such as power lines or guy-wires, will often result in serious damage, injury, and death. The ability to avoid wires will be evaluated on the flights where the aircraft operates at low altitudes and wire strikes are possible.

**Checklist Usage:** The ability to safely and efficiently use checklists is the final special emphasis area evaluated on every flight. Checklists should be completed in their entirety without losing aircraft control and be a minimal distraction to the pilot.

While not all of these special emphasis areas will be pertinent to every simulator mission, they will all be pertinent to every real world training flight. It is important to be familiar with these areas to successfully complete flight training and have a long, safe aviating career.