

SAFETY GRAM 4.0

December 2020



Air Force Aero Clubs,

While flying light general aviation aircraft everyone is generally aware of the hazards of wake turbulence produced by larger aircraft, but how often do you consider while taxiing the hazards of jet blast produced by larger jet aircraft or smaller fighter aircraft? Many of our Aero Clubs share the runway and taxiways with large jets and high performance fighters because of our unique opportunity to operate out of Air Force bases.

Many pilots might feel an extra sense of security while taxiing because they are under ATC control, but ATC could inadvertently put you in a hazardous situation when taxiing behind a jet aircraft with its engines running. Occasionally, maintenance personnel might be the ones operating the engine on the ground as part of an engine run and they may not realize the hazard they are producing or be aware of other aircraft operating near them. Bottom line the PIC should be keenly aware of the hazards around them whether airborne or on the ground and have strategies to mitigate them. Generally speaking keeping 500 ft. from an operating jet engine should keep you safe, but jets at take of rated thrust settings (TRT) could be even further distances.

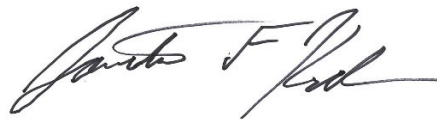
The three links below have some useful information on Jet blast data and incidents. One is from the 90's, one is from 2018, and one is from this year so it is still a pertinent topic. After review work with your Ops and Safety Advisors and find ways to mitigate risk while operating near larger more high performance jet aircraft specific to where you are located. One way would be to check for existing restrictions in your bases 13-204 and incorporate or add your own restrictions in your SOP's as you review them for the next year.

Link 1: https://asrs.arc.nasa.gov/publications/directline/dl6_blast.htm

Link 2: <https://generalaviationnews.com/2018/07/19/jet-blast-bends-172/>

Link 3: <https://www.boldmethod.com/learn-to-fly/maneuvers/taxiing-behind-jet-blast/>

Fly Safely,

A handwritten signature in black ink, appearing to read 'Jonathan F. Koch', written in a cursive style.

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