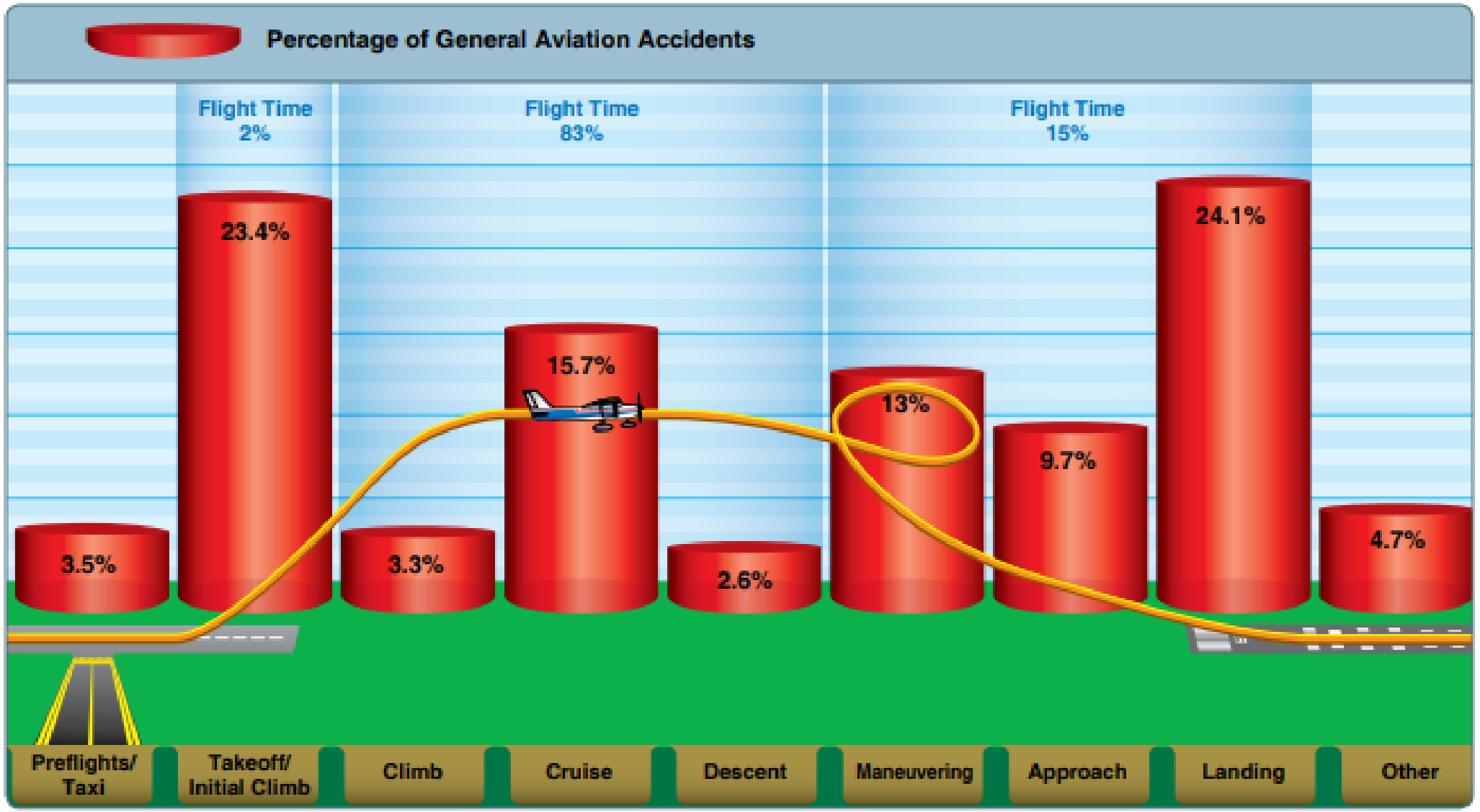
PRIVATE PILOT COURSE

AERONAUTICAL DECISION MAKING

RAINIER
FLIGHT SERVICE

GA ACCIDENTS



FIVE P'S CHECK

PLAN – The mission or task

PLANE – Aircraft, instruments and equipment

PILOT – Your knowledge, experience and currency

PASSENGERS – Passengers needs and pressure

PROGRAMMING – Avionics and EFBs

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RISK MANAGEMENT

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PAVE MODEL

P Pilot – IMSAFE

A Aircraft – Condition, Performance, Equipment

V enVironment – Day/Night, Weather Terrain

E External pressures – Schedule, Image, Passengers

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HAZARDOUS ATTITUDES

The Five Hazardous Attitudes	Antidote
Anti-authority: "Don't tell me." This attitude is found in people who do not like anyone telling them what to do. In a sense, they are saying, "No one can tell me what to do." They may be resentful of having someone tell them what to do or may regard rules, regulations, and procedures as silly or unnecessary. However, it is always your prerogative to question authority if you feel it is in error.	**Follow the rules. They are usually right.**
Impulsivity: "Do it quickly." This is the attitude of people who frequently feel the need to do something, anything, immediately. They do not stop to think about what they are about to do, they do not select the best alternative, and they do the first thing that comes to mind.	**Not so fast. Think first.**
Invulnerability: "It won't happen to me." Many people falsely believe that accidents happen to others, but never to them. They know accidents can happen, and they know that anyone can be affected. However, they never really feel or believe that they will be personally involved. Pilots who think this way are more likely to take chances and increase risk.	**It could happen to me.**
Macho: "I can do it." Pilots who are always trying to prove that they are better than anyone else think, "I can do it—I'll show them." Pilots with this type of attitude will try to prove themselves by taking risks in order to impress others. While this pattern is thought to be a male characteristic, women are equally susceptible.	**Taking chances is foolish.**
Resignation: "What's the use?" Pilots who think, "What's the use?" do not see themselves as being able to make a great deal of difference in what happens to them. When things go well, the pilot is apt to think that it is good luck. When things go badly, the pilot may feel that someone is out to get them or attribute it to bad luck. The pilot will leave the action to others, for better or worse. Sometimes, such pilots will even go along with unreasonable requests just to be a "nice guy."	**I'm not helpless. I can make a difference.**

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OPERATIONAL PITFALLS

Operational Pitfalls
Peer pressure Poor decision-making may be based upon an emotional response to peers, rather than evaluating a situation objectively.
Mindset A pilot displays mind set through an inability to recognize and cope with changes in a given situation.
Get-there-itis This disposition impairs pilot judgment through a fixation on the original goal or destination, combined with a disregard for any alternative course of action.
Duck-under syndrome A pilot may be tempted to make it into an airport by descending below minimums during an approach. There may be a belief that there is a built-in margin of error in every approach procedure, or a pilot may want to admit that the landing cannot be completed and a missed approach must be initiated.
Scud running This occurs when a pilot tries to maintain visual contact with the terrain at low altitudes while instrument conditions exist.
Continuing visual flight rules (VFR) into instrument conditions Spatial disorientation or collision with ground/obstacles may occur when a pilot continues VFR into instrument conditions. This can be even more dangerous if the pilot is not instrument rated or current.
Getting behind the aircraft This pitfall can be caused by allowing events or the situation to control pilot actions. A constant state of surprise at what happens next may be exhibited when the pilot is getting behind the aircraft.

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OPERATIONAL PITFALLS

Loss of positional or situational awareness

In extreme cases, when a pilot gets behind the aircraft, a loss of positional or situational awareness may result. The pilot may not know the aircraft's geographical location or may be unable to recognize deteriorating circumstances.

Operating without adequate fuel reserves

Ignoring minimum fuel reserve requirements is generally the result of overconfidence, lack of flight planning, or disregarding applicable regulations.

Descent below the minimum en route altitude

The duck-under syndrome, as mentioned above, can also occur during the en route portion of an IFR flight.

Flying outside the envelope

The assumed high performance capability of a particular aircraft may cause a mistaken belief that it can meet the demands imposed by a pilot's overestimated flying skills.

Neglect of flight planning, preflight inspections, and checklists

A pilot may rely on short- and long-term memory, regular flying skills, and familiar routes instead of established procedures and published checklists. This can be particularly true of experienced pilots.

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ASSESSING RISK

CARE CHECKLIST: CONSEQUENCES, ALTERNATIVES, REALITY, EXTERNAL FACTORS

PILOT
Consequences: Inexperience in 172
Alternatives: Get an instructor
Reality: Flying without instructor is risk
External Factors: Pride

AIRCRAFT
Consequences: Excellent Condition
Alternatives: Other aircraft available
Reality: Problem could exist
External Factors: Hassle in switching

ENVIRONMENT
Consequences: Inexperience in MVFR
Alternatives: Postpone flight
Reality: MVFR more risk than VFR
External Factors: ‘Get There ITIS’

EXTERNAL FACTORS
Consequences: Family Expectations
Alternatives: Drive Instead
Reality: Self awareness
External Factors: All above

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MITIGATING RISK

TEAM CHECKLIST: TRANSFER, ELIMINATE, ACCEPT, MITIGATE

PILOT
Transfer: Have another pilot fly
Eliminate: Cancel flight
Accept: Fly anyway
Mitigate: Fly with instructor

AIRCRAFT
Transfer: Fly a different airplane
Eliminate: Cancel flight
Accept: Fly anyway
Mitigate: Experienced assessment

ENVIRONMENT
Transfer: Have IFR pilot fly
Eliminate: Cancel flight
Accept: Fly anyway
Mitigate: Flight plan, flight following, etc.

EXTERNAL FACTORS
Transfer: Have someone else make decision
Eliminate: Cancel flight
Accept: Fly anyway
Mitigate: Alternative arrangements

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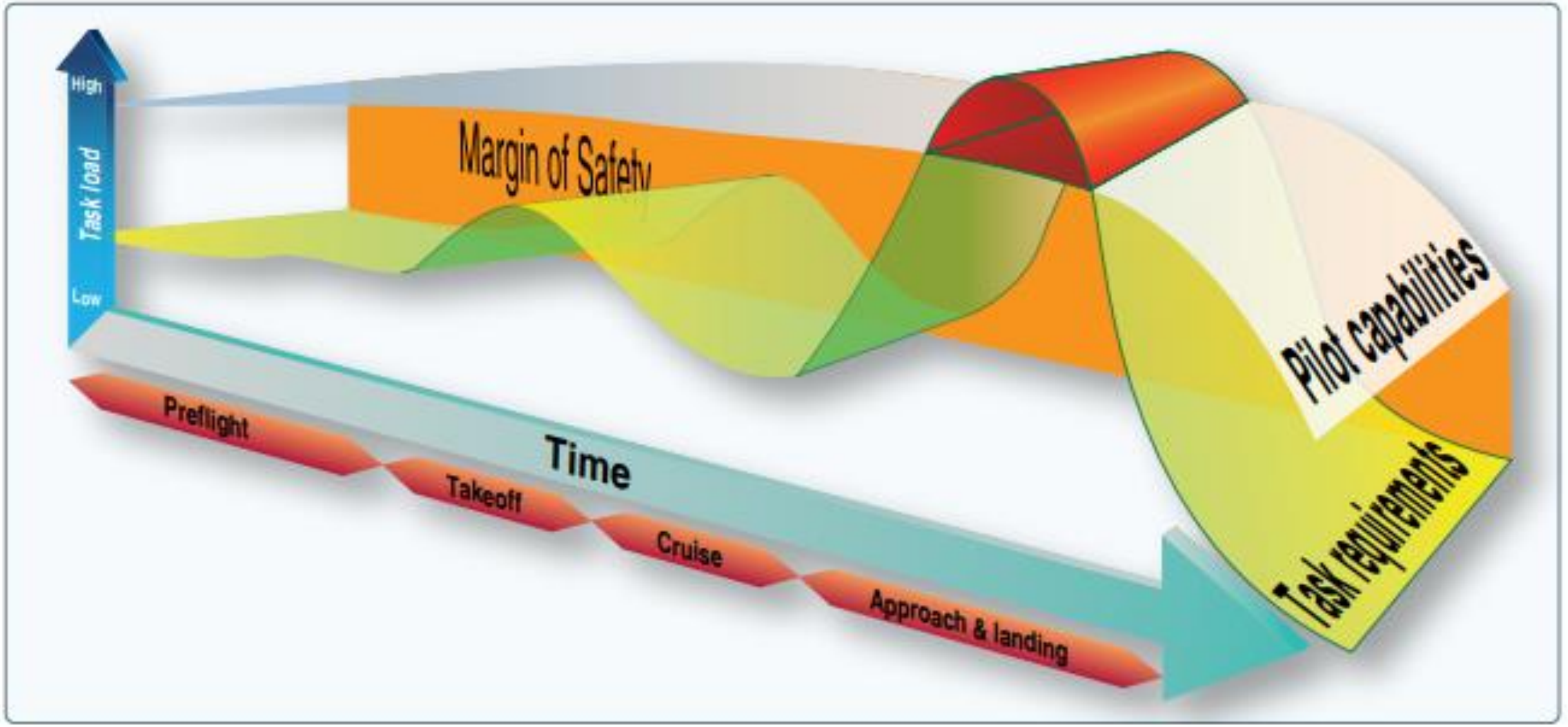
SITUATIONAL AWARENESS



EVENT MANAGEMENT

DECIDE Model

Detect the fact that change has occurred
Estimate the need to counter or react to change
Choose a desirable outcome for the flight
Identify actions which could successfully control change
Do the necessary action
Evaluate the effect(s) of action countering change

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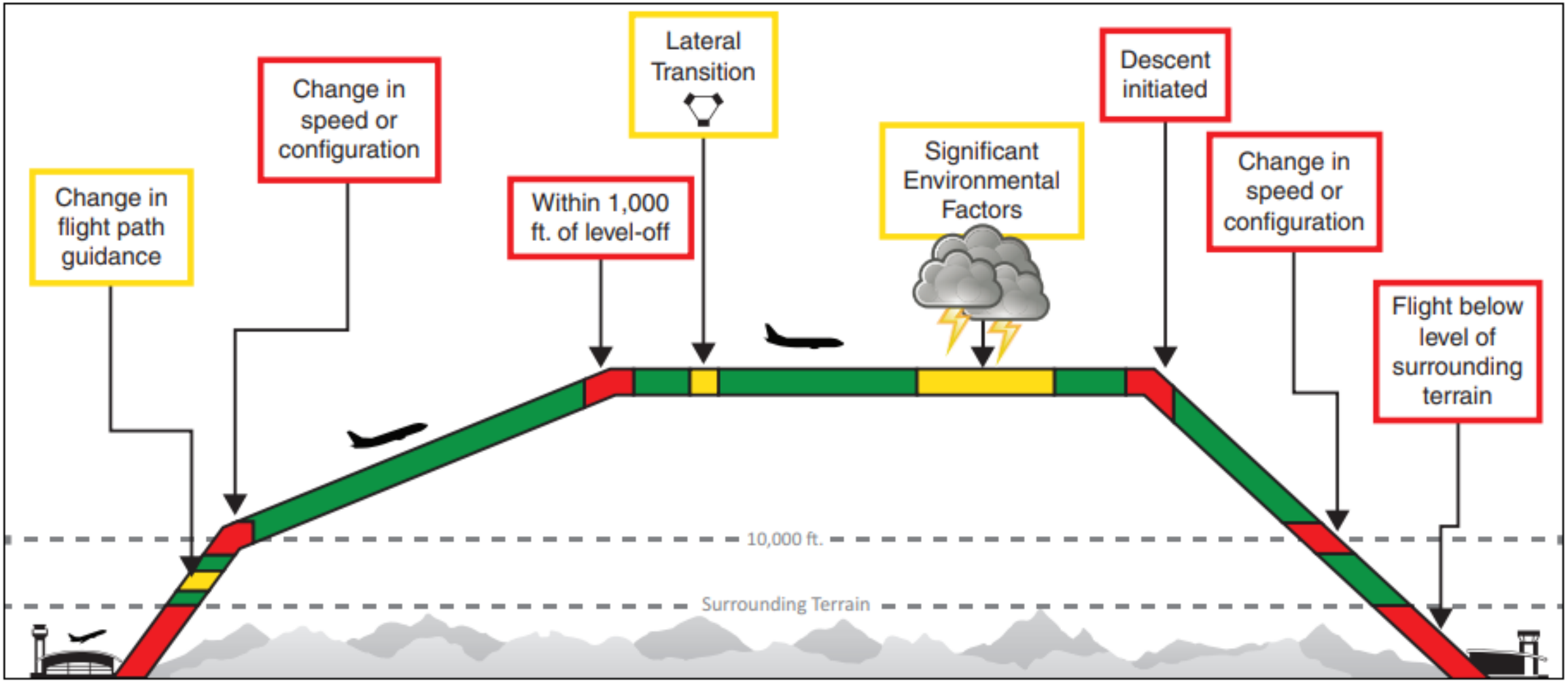
FLIGHT PATH VULNERABILITY



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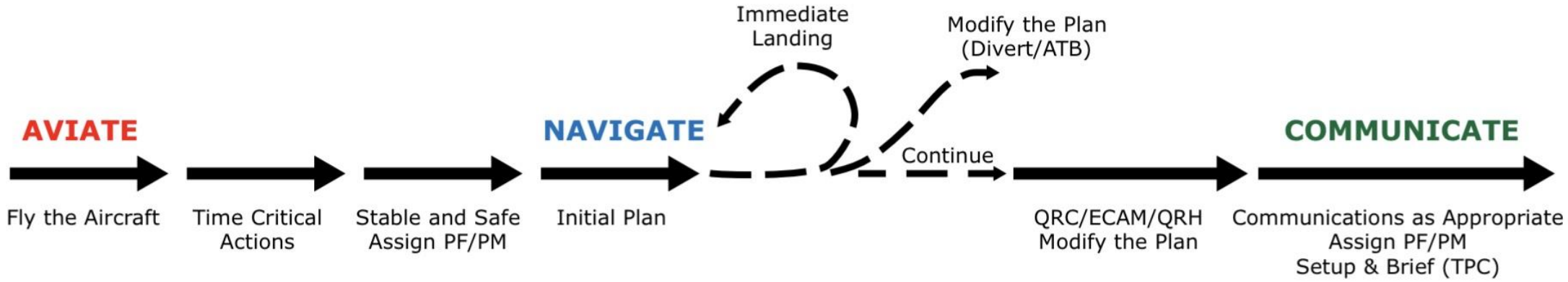
PUTTING IT ALL TOGETHER



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IN TOO DEEP – ACCIDENT CASE STUDY

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TPC BRIEFINGS

THREATS

PLAN

CONSIDERATIONS

THREATS

AIRPORT
Contamination
Construction
Hotspots

AIR TRAFFIC CONTROL
Runway Changes
Reroutes
Delays

AIRCRAFT
Discrepancies
Scheduled Mx
Performance

WEATHER
Visibility
Ceilings
Winds
Precipitation
Turbulence

ENVIRONMENT
Terrain
Night
Traffic

PILOT
IMSAFE
Currency
Recency
Personal Mins

EXTERNAL PRESSURES
Schedule
Passengers
Image

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WRAP UP….

How to schedule written test.
Must set up IACRA account.
Must have FTN.

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