

## Aeronautical Decision Making

The General Aviation Joint Steering Committee contends that many General Aviation (GA) accidents stem from inadequate Aeronautical Decision Making. A common problem among most GA accidents is the inability for pilots to execute sound decisions. It could be a dismissal of a known risk, a willingness to press on in conditions beyond a pilot’s capabilities, or the absence of information to make a good decision about the flight. ADM is a continuous process from preflight to tie-down. Understand that effective risk management takes a great deal of introspection, patience, and practice.

### Be Careful of Hazardous Attitudes

Hazardous Attitude		Antidote
<b>Anti-Authority</b> “Don’t tell me what to do!”	➔	<b>Follow the rules— they are usually right.</b>
<b>Impulsivity</b> “Do something quickly!”	➔	<b>Not so fast! Think first.</b>
<b>Invulnerability</b> “It won’t happen to me!”	➔	<b>It could happen to me.</b>
<b>Macho</b> “I can do it!”	➔	<b>Taking chances is foolish.</b>
<b>Resignation</b> “What’s the use?”	➔	<b>I am not helpless; I can make a difference.</b>

### Use Checklists to Assess Risk Before a Flight

PAVE Personal Minimums Checklist
<b>P</b> ilot: Experience/Recency Physical Condition
<b>A</b> ircraft Fuel Reserves Experience in Type Aircraft Performance Aircraft Equipment
<b>E</b> nvironment Airport Conditions Weather Weather for VFR/IFR
<b>E</b> xternal Pressures Trip Planning Diversion or Cancellation Alternate Plans Personal Equipment

## I'M SAFE

**ILLNESS:** Do I have any symptoms?

**MEDICATION:** Have I been taking prescription or over-the-counter drugs?

**STRESS:** Am I under psychological pressure from the job? Worried about financial matters, health problems, or family discord?

**ALCOHOL:** Have I been drinking within 8 hours?

**FATIGUE:** Am I tired and not adequately rested?

**EMOTION:** Am I emotionally upset?

If any of the above apply to you, it may affect your ability to fly safely.