

P.A.V.E. Your way to Risk management



In the office and business world, risk management is code for the legal department. However in Aviation Risk Management it is really a more thorough pre-flight planning effort. Aviation Risk Management is complete flight planning. This is the next wave of emphasis in the ever evolving WINGS Pilot Proficiency Program. Starting in September, the Basic WINGS will include Risk Management in the Knowledge 3 subject area. I will attempt to “Pave the way” to a condensed practical way of effective risk management.

Did you know you already have a Risk management tool handy at your use 24/7? Just go to our www.dvtpilot.com web site and scroll down to the Safety area and hit Personal Minimums Checklist. This is the easy to use tool. Lets look at how this can be used for your own risk management “department”.

P is for Pilot. Are you current? Both from a legal standpoint and more importantly a functional standpoint. What is your physical condition? Lack of sleep, medications/alcohol, stress and illness will give you points against making that decision to start the aircraft. The bottom line is not to consider flying if ill, fatigued, medicated, or have a major stressor that is distracting to your primary job as pilot in command.

A is for Aircraft. Running out of fuel is for “boneheads” But it still happens. Pilots get into trouble not predicting aircraft performance. The total actual gross weight and its distribution has been toe cause of too many unintended impacts with terra firma. Does the effects of density altitude degrade performance to a degree that delay in arrival or takeoff times should be considered? Know your performance charts and fly accordingly. Do you have the proper clothing and survival equipment for the intended flight?

V is for enViroment. Know the airport reported and forecast weather. Know the current

and forecast enroute weather and how to get updates during your trek. Check NOTAMs regarding enroute and terminal facilities and nav aids. It would not look good to your passenger if the runway was closed for paving when you arrived.

E is for External Pressures. General Aviation flying is not the same as the scheduled airlines. Don't let hotel or car rental reservations make you do something dumb. Your passengers should know about weather delays before they commit to a flight. If you must get back and a delay due to weather is a possibility, plan an alternative mode of transportation. "Get there itis" during bad weather usually results in a funeral on a sunny day.

Use this Personal Minimum Checklist as personal pre-flight safety tool and tailor it to your level of skill, knowledge, and ability. It is OK to have higher personal minimums than those specified by regulations and the aircraft flight manual. If you have more than two risk items/categories, then don't go. Fly with less stress and less risk.

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