

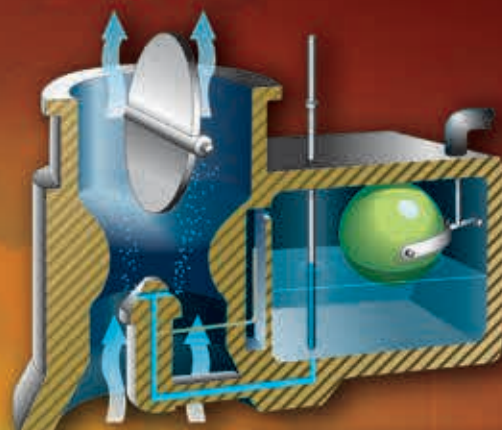
Pilot's Handbook of Aeronautical Knowledge



U.S. Department of Transportation
Federal Aviation Administration



At 30° bank
caution in member
low & slow not good



Type of Sign	Action or Purpose	Type of Sign
A 4-22	Classified Personnel Rest Rooms: Resting location for Navy A-10 or T-10 A	
26-8	Removal/Removal Obstruction: Warns of obstruction or removal of obstruction	
B 26-8	Removal/Removal Obstruction: Warns of obstruction or removal of obstruction	
C ILS	Runway Approach Aid Position: Runway approach aid position	
22	Runway Location: Runway location	
4	Runway Location: Runway location	



Power On Stall

Slow to lift-off speed,
maintain altitude

Set takeoff power,
raise nose

When stall occurs,
reduce angle of attack
and add full power.

As flying speed
returns, stop descent
and establish a climb.

Climb at V_Y , raise
landing gear and
remaining flaps, trim

Level off at desired
altitude,
set power, and trim

capabilities, etc. The scores are added and the overall score falls into various ranges, with the range representative of actions that a pilot imposes upon himself or herself.

Mitigating Risk

Risk assessment is only part of the equation. After determining the level of risk, the pilot needs to mitigate the risk. For example, the pilot flying from point A to point B (50 miles) in MVFR conditions has several ways to reduce risk:

- Wait for the weather to improve to good visual flight rules (VFR) conditions.
- Take an instrument-rated pilot.
- Delay the flight.
- Cancel the flight.
- Drive.

One of the best ways single pilots can mitigate risk is to use the IMSAFE checklist to determine physical and mental readiness for flying:

1. Illness—Am I sick? Illness is an obvious pilot risk.
2. Medication—Am I taking any medicines that might affect my judgment or make me drowsy?
3. Stress—Am I under psychological pressure from the job? Do I have money, health, or family problems? Stress causes concentration and performance problems. While the regulations list medical conditions that require grounding, stress is not among them. The pilot should consider the effects of stress on performance.
4. Alcohol—Have I been drinking within 8 hours? Within 24 hours? As little as one ounce of liquor, one bottle of beer, or four ounces of wine can impair flying skills. Alcohol also renders a pilot more susceptible to disorientation and hypoxia.
5. Fatigue—Am I tired and not adequately rested? Fatigue continues to be one of the most insidious hazards to flight safety, as it may not be apparent to a pilot until serious errors are made.
6. Emotion—Am I emotionally upset?

The PAVE Checklist

Another way to mitigate risk is to perceive hazards. By incorporating the PAVE checklist into preflight planning, the pilot divides the risks of flight into four categories: Pilot-in-command (PIC), Aircraft, Environment, and External pressures (PAVE) which form part of a pilot's decision-making process.

With the PAVE checklist, pilots have a simple way to remember each category to examine for risk prior to each flight.

Once a pilot identifies the risks of a flight, he or she needs to decide whether the risk, or combination of risks, can be managed safely and successfully. If not, make the decision to cancel the flight. If the pilot decides to continue with the flight, he or she should develop strategies to mitigate the risks. One way a pilot can control the risks is to set personal minimums for items in each risk category. These are limits unique to that individual pilot's current level of experience and proficiency.

For example, the aircraft may have a maximum crosswind component of 15 knots listed in the aircraft flight manual (AFM), and the pilot has experience with 10 knots of direct crosswind. It could be unsafe to exceed a 10 knot crosswind component without additional training. Therefore, the 10 knot crosswind experience level is that pilot's personal limitation until additional training with a certificated flight instructor (CFI) provides the pilot with additional experience for flying in crosswinds that exceed 10 knots.

One of the most important concepts that safe pilots understand is the difference between what is "legal" in terms of the regulations, and what is "smart" or "safe" in terms of pilot experience and proficiency.

P = Pilot in Command (PIC)

The pilot is one of the risk factors in a flight. The pilot must ask, "Am I ready for this trip?" in terms of experience, recency, currency, physical, and emotional condition. The IMSAFE checklist provides the answers.

A = Aircraft

What limitations will the aircraft impose upon the trip? Ask the following questions:

- Is this the right aircraft for the flight?
- Am I familiar with and current in this aircraft? Aircraft performance figures and the AFM are based on a brand new aircraft flown by a professional test pilot. Keep that in mind while assessing personal and aircraft performance.
- Is this aircraft equipped for the flight? Instruments? Lights? Navigation and communication equipment adequate?
- Can this aircraft use the runways available for the trip with an adequate margin of safety under the conditions to be flown?
- Can this aircraft carry the planned load?
- Can this aircraft operate at the altitudes needed for the trip?
- Does this aircraft have sufficient fuel capacity, with reserves, for trip legs planned?

- Does the fuel quantity delivered match the fuel quantity ordered?

V = Environment

Weather

Weather is a major environmental consideration. Earlier it was suggested pilots set their own personal minimums, especially when it comes to weather. As pilots evaluate the weather for a particular flight, they should consider the following:

- What is the current ceiling and visibility? In mountainous terrain, consider having higher minimums for ceiling and visibility, particularly if the terrain is unfamiliar.
- Consider the possibility that the weather may be different than forecast. Have alternative plans and be ready and willing to divert, should an unexpected change occur.
- Consider the winds at the airports being used and the strength of the crosswind component.
- If flying in mountainous terrain, consider whether there are strong winds aloft. Strong winds in mountainous terrain can cause severe turbulence and downdrafts and be very hazardous for aircraft even when there is no other significant weather.
- Are there any thunderstorms present or forecast?
- If there are clouds, is there any icing, current or forecast? What is the temperature/dew point spread and the current temperature at altitude? Can descent be made safely all along the route?
- If icing conditions are encountered, is the pilot experienced at operating the aircraft's deicing or anti-icing equipment? Is this equipment in good condition and functional? For what icing conditions is the aircraft rated, if any?

Terrain

Evaluation of terrain is another important component of analyzing the flight environment.

- To avoid terrain and obstacles, especially at night or in low visibility, determine safe altitudes in advance by using the altitudes shown on VFR and IFR charts during preflight planning.
- Use maximum elevation figures (MEFs) and other easily obtainable data to minimize chances of an inflight collision with terrain or obstacles.

Airport

- What lights are available at the destination and alternate airports? VASI/PAPI or ILS glideslope

guidance? Is the terminal airport equipped with them? Are they working? Will the pilot need to use the radio to activate the airport lights?

- Check the Notices to Airmen (NOTAM) for closed runways or airports. Look for runway or beacon lights out, nearby towers, etc.
- Choose the flight route wisely. An engine failure gives the nearby airports supreme importance.
- Are there shorter or obstructed fields at the destination and/or alternate airports?

Airspace

- If the trip is over remote areas, is there appropriate clothing, water, and survival gear onboard in the event of a forced landing?
- If the trip includes flying over water or unpopulated areas with the chance of losing visual reference to the horizon, the pilot must be prepared to fly IFR.
- Check the airspace and any temporary flight restriction (TFRs) along the route of flight.

Nighttime

Night flying requires special consideration.

- If the trip includes flying at night over water or unpopulated areas with the chance of losing visual reference to the horizon, the pilot must be prepared to fly IFR.
- Will the flight conditions allow a safe emergency landing at night?
- Perform preflight check of all aircraft lights, interior and exterior, for a night flight. Carry at least two flashlights—one for exterior preflight and a smaller one that can be dimmed and kept nearby.

E = External Pressures

External pressures are influences external to the flight that create a sense of pressure to complete a flight—often at the expense of safety. Factors that can be external pressures include the following:

- Someone waiting at the airport for the flight's arrival
- A passenger the pilot does not want to disappoint
- The desire to demonstrate pilot qualifications
- The desire to impress someone (Probably the two most dangerous words in aviation are "Watch this!")
- The desire to satisfy a specific personal goal ("get-home-itis," "get-there-itis," and "let's-go-itis")
- The pilot's general goal-completion orientation