

Scenario-based Training Toolbox (continued – sheet 8)

Third P - **PERFORM** Risk Management using the **TEAM** Worksheet

- **TRANSFER** - Should this risk decision be transferred to someone else such as an instructor, aircraft owner, or other pilot?
- **ELIMINATE** – Is there a way to eliminate the hazard?
- **ACCEPT** – Do the benefits of accepting risk outweigh the costs?
- **MITIGATE** – What can be done to mitigate the risks?

Preflight Risk Management

Choosing and implementing an alternative for any hazard during pre-flight preparation, before you are in the air, is part of the “go/no-go” decision. You can always choose not to fly if there are any significant hazards. This is an assumed choice and, an easy choice if the costs out-weigh the risk you are willing to take. Generally for situations when there is more than one risk, the no-go decision should be made.

En Route Risk Management

We will look at the TEAM checklist (Transfer, Eliminate, Accept, Mitigate) for decisions and situations where a decision must be made after liftoff or en-route.

Perform risk management, perform the task, and evaluate outcome using the TEAM approach

- **TRANSFER** - Should this risk decision be transferred from the pilot to someone else (an air traffic controller, instructor, other pilot, or someone on the ground). Can the risks of the flight be eliminated by landing and obtaining another aircraft. Once in flight and underway, can environmental hazards be transferred by communicating with someone on the ground using a cell phone? Calling ahead for weather information or solving a human or mechanical problem is an alternative.

Important note: FAR 91.21 allows the use of electronic devices, but the pilot must determine that this equipment will not affect the navigation equipment. Some cell phones create a magnetic signal and can create errors in a magnetic compass.

The FCC rules allow certain cell phone communications from an aircraft (such as PCS). However, other cell phone technologies of 800 MHz cellular equipment in FCC Part 22 are not allowed. The specific order can be found at: http://hraunfoss.fcc.gov/edocs_public/attachmatch/FCC-04-288A1.pdf

The pilot must make this determination before any cell phone is used in an aircraft.

External pressures, such as having to meet somebody at an airport, or a time or destination commitment, could also be eliminated by calling ahead on an FCC approved cell phone.

- **ELIMINATE** – Is there a way to eliminate the hazard? Techniques similar to those listed as above can be used to eliminate hazards. Other alternatives en –route, such as taking off into a headwind rather than a tailwind, diverting to an alternate airport, taking an alternate route, flying at an alternate altitude or speed, turning back, making an extra stop for fuel, or flying with redundant systems such as GPS, are actions to eliminate or reduce hazards and risks.
- **ACCEPT** – Do the benefits of accepting risks outweigh the cost? Do the benefits of getting to the destination outweigh the costs of an unscheduled landing or worse. Do the time benefits of flying straight over unsuitable landing areas, weather, or through bad visibility outweigh the extra risk involved?
- **MITIGATE** – What can be done to mitigate the risks? Once you decide to accept the risks or are forced into a hazardous situation, what can be done to mitigate the hazards? For emergency and/or forced landings, what can you do to plan for the best outcome? If you decide to fly into turbulence, what speeds and actions can you use to maintain the best control over the aircraft? If you lose your navigation system, how can you get to where you want to go?