

IFR Decision Making

IFR Judgment Skills Resource Management Review

- Aeronautical Decision Making
- Risk Management
- Task Management
- Automation Management
- Controlled Flight into Terrain
- Situational Awareness

***HOW MIGHT IFR BE DIFFERENT FROM
VFR PILOT RESOURCE MANAGEMENT?***

What is **Unique** to IFR?

- EXPERIENCE in *precision aircraft control* in IMC
- Volume of preflight preparation and planning, MUCH HIGHER WORKLOAD
- More responsibility on determination of weather data at departure, enroute, and arrival segments.
- Radio requirements are more critical and intense.
- Task management is a much greater burden for IFR flight especial if you are flying as a single pilot in IMC.
- Materials necessary even for basic IFR flight (charts, procedures, textual descriptions.)
- Inflight planning for arrival is much, much more intense. Reviewing expected procedures, evaluation of need for alternates, etc.

What is **Common** to VFR?

- ADM: 3 P's (Perceive, Process, Perform)
- Reviewing situation in **PAVE** (Pilot, Aircraft, EnVironment, External Pressures)
- Continuously looking at risks associated with the **5Ps**

The SRM Five "P" Check

- ▣ **The Plan**
- ▣ **The Plane**
- ▣ **The Pilot**
- ▣ **The Passengers**
- ▣ **The Programming**

- Assessing every situation
- Employing the TEAM concept to deal with risks (Transfer, Eliminate, Accept, or Mitigate)

THE BIG DIFFERENCE IS VOLUME
KNOWLEDGE, EXPECTATIONS, AND
ACTION. INACTION IS DEADLY – CANNOT
GET AWAY WITH INACTION UNDER IMC

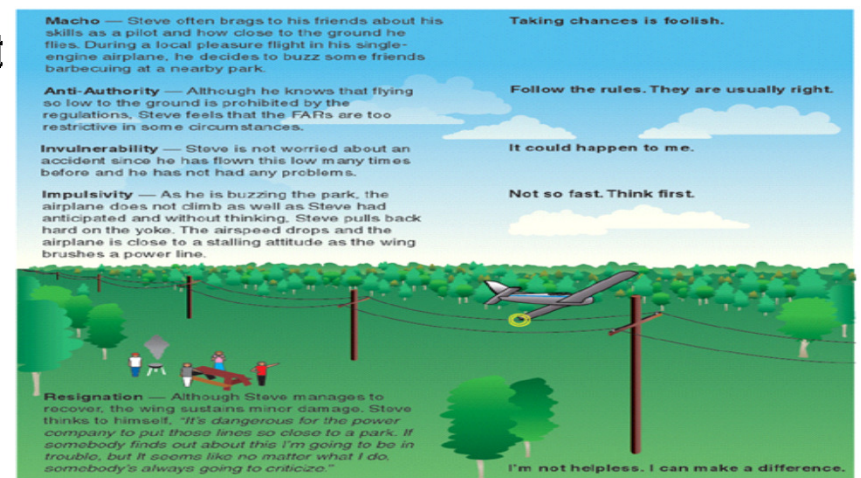


- C**onsequences
- A**lternatives
- R**eality
- E**xternal Pressures

Any questions from topic of Pilot Resource Management?

ADM Summary Checklist

- Accidents involving IFR conditions are roughly 65% fatal. Obtaining your instrument rating and maintaining IFR currency greatly reduces your risk for these types of accidents.
- Accidents are rarely attributed to a single cause, but are the result of a series of poor choices.
- You should consider filing an IFR flight plan for EVERY flight (VFR or IMC), and close the flight plan only when a safe landing is ensured.
- Though you work closely with ATC under IFR, YOU REMAIN THE FINAL AUTHORITY as for the safety of the flight. You may also need to coordinate responsibility with other pilots that fly with you.
- Flying with a safety pilot to practice instrument maneuvers will help you maintain currency and proficiency.
- Develop your own personal minimums checklist
- Be aware and do not fall into the trap of any of the 5 hazardous attitudes:



ADM Summary Checklist

- To avoid confusion, be sure to read back all important parts of a clearance, and ask for clarification when there is any instruction that you do not understand.
 - Barriers to communication include preconceived notation of upcoming clearances, abbreviated clearances, and words that have more than one meaning.
 - Effective use of resources occur when you understand and utilize all the people and equipment available to the flight (Crew Resource Management)
 - Plan for each IFR flight thoroughly before you leave the ground, including fuel requirements, alternates available, and missed approach instructions. It is important to program any navigation information before taxi. The more you can rehearse ahead of time, the more prepared you will be in the event of a problem.
 - During high volume workload situations, identify the most important tasks and make those a priority. Do not allow yourself to fixate on an extraneous issue.
 - Visualization techniques can be used to create a mental picture of the flight.
 - You can avoid CFIT by maintaining positional awareness: stay abreast of your altitude, the proper procedures in use, and the terrain surrounding the airport.
 - Loss of situational awareness can occur when pilots are confused by clearances, misunderstand onboard equipment, or do not communicate properly with others in the cockpit.
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- **NOTE: SEE CREW RESOURCE MANAGEMENT IN JEWEL FOLDER**