

Season kick-off 2008/9

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The weather is good, you are keen, but are you ready for it ?

Are you ?

- legal (BFR, medical)
- current

Do you know enough about your local airspace ?

- MBZ
- drop sectors
- controlled airspace changes

... but what about the most important airspace?

The most important airspace is between the pilot's ears.



What have you learned from last year's accidents and incidents ?

Accidents don't just happen !

>75 % of all aviation accidents are human factors related, i.e. "pilot error".

ADM: Thinking ahead and determining how a decision could affect other phases of the flight.

Evaluate actions, reactions, and responses

Pre-flight: Are you ready for this flight?

In-flight: Is this the right course of action now?

Post-flight: What actions, or inactions, do I feel uncomfortable with and how can I improve things?

The first simple step to flight safety:

Am I fit to fly?

Illness
Free of symptoms.

Medication
Aviation-approved medications only.

Stress
Managing stress well.

Alcohol or Drugs
Alcohol in moderation and not less than 12 hours before flight. NO drugs!

Fatigue
Good sleep management.

Eating
A balanced diet.

...Yes, I'M SAFE to fly.

The infographic is set against a dark blue background with a subtle pattern of stars and clouds. Each factor is presented in a yellow, bold font. The illustrations are colorful and cartoonish. The 'Illness' illustration shows a man flexing his arm. The 'Medication' illustration shows a doctor at a desk with a sign that says 'AVIATION APPROVED MEDICATION'. The 'Stress' illustration shows a man relaxing on a beach chair reading a book titled 'STRESS MANAGEMENT'. The 'Alcohol or Drugs' illustration shows two men at a table with drinks, one holding a bottle. The 'Fatigue' illustration shows a man in bed with a cat, a clock showing 11:00, and a sign that says 'Zzz'. The 'Eating' illustration shows a man at a desk and a woman pointing to a pyramid of food items on a screen.

CAA
THE AVIATION AUTHORITY
OF NEW ZEALAND

Hazardous attitudes lead to poor decision making and actions that involve unnecessary risk

Hazardous Attitude	Antidote
Anti-authority: Don' tell me.	Follow the rules. They are usually right.
Impulsivity: Do it quickly.	Not so fast. Think first.
Invulnerability: It won't happen to me.	It could happen to me.
Macho: I can do it!	Taking chances is foolish.
Resignation: What's the use?	I'm not helpless. I can make a difference.

Operational pitfalls

- Peer Pressure
- Mind Set
- Get-There-It is
- Loss of Positional or Situational Awareness
- Continuing Visual Flight Rules (VFR) into IMC
- Neglect of Flight Planning, Preflight Inspections, and Checklists
- Flying Outside the Envelope
- Getting Behind the Aircraft

Glider Aviators' Code of Conduct

Pilots should:

- a) make safety the number one priority,
- b) seek excellence in airmanship,
- c) develop and exercise good judgment, and apply sound principles of aeronautical decision-making,
- d) recognize and manage risks effectively,
- e) maintain situational awareness, and adhere to prudent operating practices and personal operating parameters (e.g., minimums),
- f) aspire to professionalism,
- g) act with responsibility and courtesy, and
- h) adhere to applicable laws and regulations.

Extracted from Soaring Safety Foundation



**AVIATION SAFETY
NEEDS YOU!**

Aviation Safety is **Everyone's** Responsibility

Acknowledgements

Information in this presentation was sourced from:

Slide 1, 3, 4: web, unknown

Slide 5, 9: CAA

Slide 6, 7: FAA

Slide 8: Soaring Safety Foundation