



Abnormal Procedures

Background:

The NTSB statistics show that the airlines have a much lower fatal accident rate per 100,000 hours flown than general aviation. This is in part because airline crews are highly trained to follow procedures that have been proven to be very effective in reducing the accident rate. One of those procedures involves identifying a developing condition as either an "emergency" or an "abnormal situation." The Airlines have created checklists to handle either problem in an orderly, well thought-out manner.



Abnormal Procedures

General aviation pilots, on the other hand, are often taught only how to handle the emergencies procedures defined in the aircraft manufactures POH. Hardly any training is devoted to dealing with non-emergency abnormalities such as an alternator fluctuating, a flickering fuel indicator, or a slightly higher than normal high oil temperature. All too often, these simpler occurrences are the beginning on an accident chain because a pilot was either overwhelmed by a mechanical failure or was distracted while trying to handle a minor problem.

DVI Aviation has developed a unique training program specifically for the needs of the General Aviation Pilot. This program teaches pilots how to differentiate the differences between an emergency and an abnormal situation. Abnormal procedures training includes developing procedures to deal with unanticipated headwinds, light icing, marginal visibility, increased oil temperature, engine vibrations, rough running engines, burning odors, door ajar, oil streaks on windshield, passenger difficulties, and electrical abnormalities. DVI Aviation will also provide some guidance for the pilot who would like to develop their own set of custom abnormal checklists.

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