

Section 2—Flight Standards (continued)		Value	Score
First officer to fly night or IMC approaches and the captain to monitor the approach.....		20	_____
Jump-seat pilot (or engineer or mechanic) to help monitor terrain clearance and the approach in IMC or night conditions.....		20	_____
Insisting that you fly the way that you train		25	_____
300–335 points		Tops in CFIT flight standards	
270–300 points		Good, but not the best	
200–270 points		Improvement needed	
Less than 200 points		High CFIT risk	
		Flight Standards Total	(+)_____

Section 3—Hazard Awareness and Training		Value	Score
Your company reviews training with the training department or training contractor.....		10	_____
Your company’s pilots are reviewed annually about the following:			
Flight standards operating procedures.....		20	_____
Reasons for and examples of how the procedures can detect a CFIT “trap”		30	_____
Recent and past CFIT incidents/accidents.....		50	_____
Audiovisual aids to illustrate CFIT traps		50	_____
Minimum altitude definitions for MORA, MOCA, MSA, MEA, etc.		15	_____
You have a trained flight safety officer who rides the jump seat occasionally		25	_____
You have flight safety periodicals that describe and analyze CFIT incidents.....		10	_____
You have an incident/exceedance review and reporting program		20	_____
Your organization investigates every instance in which minimum terrain clearance has been compromised.....		20	_____
You annually practice recoveries with GPWS in the simulator.....		40	_____
You train the way that you fly		25	_____
285–315 points		Tops in CFIT training	
250–285 points		Good, but not the best	
190–250 points		Improvement needed	
Less than 190 points		High CFIT risk	
		Hazard Awareness and Training Total	(+)_____

Section 4—Aircraft Equipment		Value	Score
Aircraft includes:			
Radio Altimeter with cockpit display of full 2,500-foot range—captain only		20	_____
Radio Altimeter with cockpit display of full 2,500-foot range—copilot.....		10	_____
First-generation GPWS		20	_____
Second-generation GPWS or better		30	_____
GPWS with all approved modifications, data tables and service bulletins to reduce false warnings		10	_____
Navigation display and FMS.....		10	_____
Limited number of automated altitude callouts.....		10	_____
Radio-altitude automated callouts for Nonprecision approach (not heard on ILS approach) and procedure		10	_____
Preselected radio altitudes to provide automated callouts that would not be heard during normal nonprecision approach		10	_____
Barometric altitudes and radio altitudes and radio altitudes to give automated “decision” or “minimums” callout		10	_____
An automated excessive “bank angle” callout		10	_____