



Figure 7-1. Electronic flight instrumentation comes in many systems and provides a myriad of information to the pilot.

- c. Postpone the trip until tomorrow morning.

Postponing the trip until tomorrow morning reduces the performance level risk from fatigue and eliminates the night risk factors, but leaves no other option for making the wedding on time. You are vulnerable to the pressure to complete the flight even if other risk factors, such as weather, go above normal.

VFR Scenario 2

The only marginal **PAVE** checklist item is:

- 3. enVironment

At a cruising altitude of 4,500 feet (required over the hills), the forecast en route ceiling of 6,500 exactly equals the pilot's personal minimum of 2,000 feet above his cruising altitude (cloud heights in Area Forecasts are MSL unless denoted AGL or CIG). Likewise, the forecast en route visibility of 5 miles exactly equals the pilot's personal minimum. There is no room for the weather to deteriorate without going below the pilot's personal minimums, so the weather is a marginal item in the enVironment category.

PAVE checklist items that are not marginal:

- a. Pilot

You feel well, and you have satisfactorily completed the I'M SAFE checklist. You have recently completed your checkride and have 135 hours. You have also flown a cross-country flight within the last 2 weeks. You are qualified for this flight.

- b. Aircraft

This airplane is the same model airplane with which you are familiar, and you will get instruction on the avionics differences.

- c. External Pressures

You have worked out alternatives regarding seeing your mother, and no one will be meeting you until you call them on arrival.

Go/No-go decision following review of **PAVE** checklist:

Go

With only one risk factor marginal on your **PAVE** checklist, under most circumstances, you could comfortably decide to make this flight.

VFR Scenario 3

The marginal **PAVE** checklist items are:

- a. Pilot

You are hungry, fatigued, and feeling the stress from your wife's discomfort. These make the Pilot risk category marginal.

- b. Aircraft

You originally planned a 1-hour fuel reserve (5 hours of fuel for a planned 4-hour trip), but the headwind is stronger than forecast and your fuel burn appears to be higher than normal. Since you will no longer have the 1-hour fuel reserve you planned, the Aircraft risk category is marginal.

- c. enVironment

The airport location on the downwind side of a large lake and the closing temperature-dew point spread makes it likely that fog will form. This makes the enVironment category marginal.