Chapter 5 - Procedures (5)

Fitness for Flight

Hypoxia - Oxygen deficiency Headache, downsiness, dizziness and euphoria
Protection:

- avoid prolonged flights above 10.000 ft MSL
- above 12.000 and up to 14.000 ft MSL supplem. Oxygen shall be used by the min. flight crew during 30 min at this altitude
- Every Occupant of the AC must be provided with sup. Oxygen above 15.000 ft

Hyperventilation - A deficient of carbon dioxide within the body. Result of rapid or extra deep breathing due to emotional tension, anxiety or fear.
Avoid Hyperventilation by slowing down breathrate, breathing into a bag or talking aloud.

Carbon Monoxide - A colorless and tasteless gas in exhaust fumes.
Symtoms: Headache, downsiness, dizziness. loss of muscular power.
Suspectibility increases with altitude.

Spatial Disorientation - Temporary confusion resulting from misleading Information being sent to the brain by various sensory organs.
Best way to overcom spatial disorientation is by relying on the flight instruments!

Aeronautical Decision Making (ADM)

Dangerous tendencies or behavior patterns:
- **Peer Pressure** (emotional response on peers rather than evaluating objectively
- **Mind Set** (inability to recognize and cope with changes in the situation)
- **Get-There-Itis** (fixation on the original goal combined with disregard for altrenatives)
- **Duck-Under Symdrome** (Tendency to descend below minimums during an approach)
- **Scud Running** (a practice in which pilots lower their altitude to avoid clouds or IMC)
- **Continuing VFR** into instrument conditions
- **Getting behind the aircraft** (A constant state of surprise at what happens next)
- **Loss of Positional or Situation Awareness**
- **Operating with Adequate Fuel Reserves** (Ignoring min. fuel reserve requirements)
- **Descent below min Enroute Altitude** (Duck-Under while enroute)
- **Flying outside the Envelope** (flying outside the capabilities of the AC)
- **Neglect** of Flight Planning, Preflight Inspection, Checklists, etc