PAVE Pre-flight Risk Management		
<u>P</u> ilot	- Qualifications - Currency & Proficiency - Aeromedical (ім sағе)	
<u>A</u> ircraft	- Performance (Fuel, TOLD, W&B) - Equipage (System Redundancy, Autopilot for IFR , INOP Equipment)	
en ⊻ ironment	- Weather - Terrain - Facilities (Airports, Runways, Approach Aids) - Airspace, ATC, & Other Aircraft - Night Operations	
<u>E</u> xternal Pressures	- i.e. "Get-there-itis," Business Obligations	

The PAVE checklist provides a means to identify hazards using four convenient hazard "buckets." Using all four checklist categories before a flight captures most hazards normally encountered.

SOURCE: FAA-H-8083-2A, Risk Management Handbook [2022]

Pre-flight Risk Management (Pilot)		
Illness	- Symptoms or on-going sickness?	
<u>M</u> edication	 Prescriptions or over-the-counter drugs? Check FAA OTC site [https://www.faa.gov/pilots/medical_certification/medications] 	
S tress/Emotion	- Significant life situations or events?	
<u>A</u> lcohol	 Any drinks within previous 8 hrs? § 91.17 Alcohol or drugs [https://www.ecfr.gov/current/title-14/section-91.17] 	
<u>F</u> atigue	- Sleepiness? - Acute or chronic fatigue?	
<u>E</u> ating	- Proper nutrition and hydration?	

The IM SAFE checklist can help a pilot identify aeromedical hazards to flight.

SOURCE: FAA-H-8083-2A, Risk Management Handbook [2022]

WANTS

Pre-flight Planning & Step Brief

<u>W</u> eather		- Current & Forecast (Departure, Arrival, Enroute)
<u>A</u> ctivate	Flt Plan	 File prior, call to activate when airborne Alternate?
<u>N</u> OTAMs	/TFRs	- Check - Departure, Arrival, & Enroute - Special Use Airspace (SUA) enroute?
<u>T</u> OLD		- TakeOff & Landing Data - W&B, Takeoff & Landing Roll Distances - Takeoff/Abort Decision Points
<u>s</u> id/sof	/Self	 Standard Instrument Departure (or other departure procedures/restrictions) "Supervisor Of Flying" - Notify spouse/family Self - Use bathroom & gather personal gear

A quick, final checklist to ensure we've covered all of our bases before stepping into the aircraft to begin the flight.

SOURCE: U.S. Air Force training & best practices