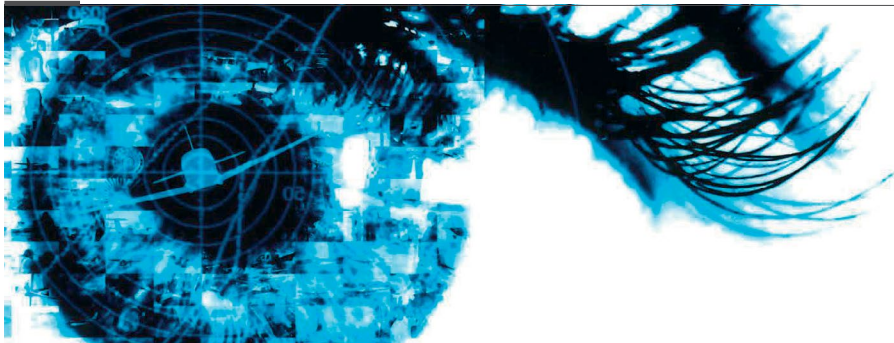




Situational awareness



Definitions

Pilots often use the term “being ahead of the aircraft”

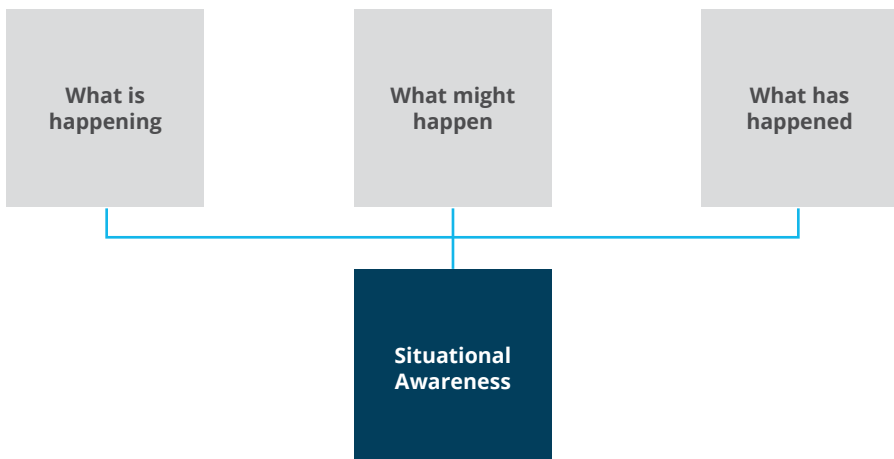
“The perception of elements in the environment within a volume of time and space, the comprehension of their meaning and the projection of the status in the near future.”

Endsley, 1988

Gaining and maintaining Situational Awareness is a three step process

- 1 Perception
- 2 Interpretation
- 3 Projection

“The degree of accuracy by which one’s perception of the current environment mirrors reality”
US Navy



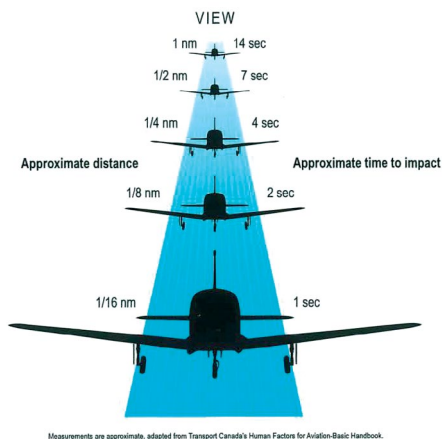
Factors which can affect Situational Awareness include

- » High levels of workload (Task Overload)
- » Low levels of workload (Task Underload)
- » Fatigue
- » Distraction
- » Some level of stress can actually increase SA, but excessive stress will degrade SA
- » Experience

Cues to a loss of SA (Red Flags)

- » Ambiguity
- » Fixation
- » Confusion
- » Failure to fly the aircraft
- » Failure to look outside
- » Failure to meet targets, ET As, speed, altitude etc.
- » Failure to comply with limitations and regulations
- » Failure to communicate by using vague or incomplete language

How is your Situational Awareness?



Measurements are approximate, adapted from Transport Canada's Human Factors for Aviation-Basic Handbook.

Hints and tips to improve your Situational Awareness

- 1 If it feels wrong it probably is!
- 2 Establish a sterile cockpit rule
- 3 Fly within your personal limits
- 4 Learn to recognise the red flags
- 5 Aviate, navigate, communicate

'Look out! situational awareness'

Watch the video on YouTube

