

Under Pressure?

Your mission profile will determine how you employ both strategic and tactical risk management techniques to identify, assess and mitigate risk, often days or even weeks before a flight. For example, my profile is typically a three-tiered layer of meetings and events, with each layer having its own, different impact that collectively constitutes the “external pressures” on my flight operations.

RESEARCH STOPS

My (non-aviation) book writing activity often requires me to visit isolated locations “off the beaten track.” These stops don’t involve appointments with individuals, they can occasionally be skipped or substituted with other locations, and they can easily be rescheduled for later flights. I often look at my list of pending locations to see if any are within the geographic reach of other stops that I must make, so I’m constantly juggling these.

APPOINTMENTS

I often schedule meetings with clients, potential clients, FAA managers and other government officials with whom I can visit while I’m in their area. Most of these meetings can be changed, either by me or the client, and this will play out during the example I will discuss. Some appointments are harder to change, which only adds to the pressure of being there on time and prepared.

CONVENTIONS/SPEAKING ENGAGEMENTS

These are the hardest type of external pressures, since the convention organizers probably won’t change their dates to accommodate my problems, and I may even be committed to be a featured speaker at these events. The stress of business travel is present when using airlines, too, but the pilot isn’t worried about making a meeting: If the plane gets there, so will he.

