

Hazardous Attitudes:

An Assessment for Pilots

Note: This is intended for training purposes only to assist flight operations personnel in understanding hazardous attitudes as defined by the FAA and as applied to flight-related scenarios. This document is not produced by the FAA and is not intended as operational guidance but is for learning purposes only.

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Hazardous Attitudes: An Assessment for Pilots

This assessment asks you to decide why you, as a pilot, might have made certain decisions. Ten operational situations are presented, each with a decision that was made. After each situation, you will find a list of five possible reasons for a decision. No “correct” answer is provided for any of the situations. The assessment includes many choices a competent flight crewmember would NOT make. Be assured that these scenarios are NOT suggestions as to how aviation professionals would behave but to help assess your own personal hazardous attitudes. This inventory presents extreme cases of poor decision making to help introduce you to the five hazardous attitudes identified by the FAA and explained in their Advisory Circular on Aeronautical Decision Making. Use the following instructions for taking the assessment:

1. Record your responses on the Attitude Inventory Answer Sheet (included).
2. Read each situation and corresponding choices. Decide which one is *the most likely reason* why you *might* make the poor choice that is described. Write number 5 in the space provided on the answer sheet next to the *most likely reason* you would have for making that choice.
3. Write number 4 by the next most probable reason you would have to make that poor choice and continue until you have filled in all five blanks with the numbers 5, 4, 3, 2, and 1.
4. Read through all 10 situations and *fill in each blank*, even though you will very likely disagree with the choices described. There are no *correct* or *best* answers.

Example of completed score sheet for one of the situations:

- a. 1 (least likely reasoning)
- b. 3
- c. 5 (most likely reasoning)
- d. 2
- e. 4

Attitude Inventory Answer Sheet

Situation 1:	Situation 6:
a.	a.
b.	b.
c.	c.
d.	d.
e.	e.
Situation 2:	Situation 7:
a.	a.
b.	b.
c.	c.
d.	d.
e.	e.
Situation 3:	Situation 8:
a.	a.
b.	b.
c.	c.
d.	d.
e.	e.
Situation 4:	Situation 9:
a.	a.
b.	b.
c.	c.
d.	d.
e.	e.
Situation 5:	Situation 10:
a.	a.
b.	b.
c.	c.
d.	d.
e.	e.

Situation 1

You're approaching the end of a long flight, and your destination non-towered airport AWOS is reporting a ceiling of 400 feet and ½ mile visibility in fog. When you ask ATC about any weather updates, ATC tells you that another aircraft missed the approach about two hours ago (the airport's ILS minimums are 200 and ½). What best describes your thought process as to why you consider flying the ILS?

- a. Ceiling and visibility estimates are inaccurate & ATC was probably wrong about the missed approach anyway.
- b. You are a superb IFR pilot and your airplane likely has better equipment (G1000 & autopilot) than the pilot who missed the approach.
- c. You might as well try, you can't change the weather, and you're ready to fly the ILS anyway.
- d. You are tired and just want to land now, as it's been a long day. You want to get it over with.
- e. You've always been able to complete this ILS at this airport with similar weather in the past.

Situation 2

You've planned an important business flight under instrument conditions in an aircraft with no deicing equipment. The night before the trip, the outlook weather briefing shows you may be flying through an area in which light rime icing in clouds has been forecast. You don't sleep well, because you spent most of the night thinking:

- a. I'm pretty sure I can make it if I just adjust altitudes once enroute to avoid ice accumulation.
- b. I've gotten this type of briefing many times before, and nothing much has happened.
- c. I must get to the business meeting no matter what; I can't be late, so I must figure this out.
- d. Weather briefers are cautious especially on icing forecasts, so this outlook briefing is overly conservative.
- e. There is nothing I can do about the weather, but I just feel frustrated it never cooperates.

Situation 3

You arrive at the airport for your commercial pilot checkride. You are offered another airplane equipped with unfamiliar avionics which you've flown only a couple of times. You talk with your flight instructor about your option to do the checkride in the airplane offered by maintenance with unfamiliar avionics. What does your discussion center around?

- a. If the avionics are that different from the other planes in the fleet, maintenance would not have offered the plane as a substitute.
- b. You need to get going on the preflight and have your instructor give you a mini-familiarization before the examiner arrives at the airport.
- c. This checkride's tasks do not involve much use of avionics, so an extra checkout is not necessary for this application. It's mostly VFR, and avionics use is for IFR.
- d. You have a high confidence level that you can figure out the less familiar avionics easily on your own such that the examiner won't even notice.
- e. This checkride's outcomes are not based on how well the pilot handles the avionics. You assert that you're ready for the checkride and have done well on all your past checkrides.

Situation 4

You arrive at your destination airport to pick up a friend after the fueling provider closes. They charge a \$300 callout fee for after-hours fueling services. Your calculations before departing showed plenty of fuel to complete the trip with the required reserves. Winds on the trip were stronger than anticipated, and you are not certain of the exact fuel used so far due to an issue with the fuel totalizer. You know you shouldn't depart without fueling, yet you're tempted. Why?

- a. You can't stay overnight because there's no place to stay overnight and no Uber service to get anywhere. Plus, you and your friend are starting a vacation tomorrow.
- b. FAA required fuel reserves are beyond what's needed for a simple trip in great VFR weather like what exists tonight along your whole route.
- c. The last time you were a little lower on fuel than you wanted on a night VFR flight, there were zero issues. No traffic, no landing issues, and cheap fuel waits at home.
- d. You don't want to admit to your friend you totally did not check the fueling hours of operation.
- e. It's such a high price set by the fueling service, which is ridiculous and so frustrating!

Situation 5

You have been cleared for the approach on an IFR practice flight with a friend acting as safety pilot. At the outer marker, ATC informs you of a low-level windshear reported for your intended runway. They ask if you would like to continue the approach. You hesitate, thinking about how:

- a. you can demonstrate to your friend that you can make this approach and teach them about use of gust factors.
- b. you have flown a perfect approach so far and the last one had zero windshear, so it's okay to continue.
- c. windshear alerts are computer-generated and required ATC reports per FAA regulations.
- d. you need only one more approach to be current, and you're already in the plane plus you could just break off the approach early and land elsewhere if you encounter anything crazy.
- e. ATC is here to help you, so they would not clear you for an approach unless it was safe, but winds are uncontrollable and sometimes scary.

Situation 6

It's the morning of a big family trip: your first one in a general aviation airplane with your whole family going along. You just got your instrument rating. LIFR is forecast all along the route including your two fuel stops. What are your thoughts centering around?

- a. You didn't check fuel availability or prices or approaches at the second fuel stop, but too late now because we need to leave to make our arrival before sunset.
- b. Your training with your flight instructor has been first rate. Nothing abnormal ever happened during any of your instrument training flights, and nothing new will happen today either.
- c. Your family has never seen you fly an approach to minimums in low visibility. Though you've never done this, you're sure to impress them when you do today!
- d. It is frustrating you were never able to fly in the clouds before with your family until passing the instrument checkride. Yes, LIFR is forecast, but it's basically the same as VFR.
- e. You hope things go smoothly, because you're basically along for the ride and trying to keep everyone happy despite anything new that might happen.

Situation 7

While taxiing for takeoff for a night IFR flight, you notice that the current altimeter setting puts your altimeter on the airport elevation about 200' off. This is out of tolerance by your company's requirements. However, you are at a non-towered airport with AWOS reporting the altimeter setting only every hour. You elect to continue, but during the flight, your thoughts center around this:

- a. you are so skilled you can just include the transponder altitude readout into your scan.
- b. frustration that maintenance can't seem to get the airplanes ever in perfect condition...there's always some issue they don't fix.
- c. this happened just last month, and of course this flight will go the same boring way – routine!
- d. hoping ATC does not notice the altitude deviation while knowing the tolerance for altitudes in IFR flight is too strict...and you have a plan to talk your way out of any ATC questions.
- e. pride that you made a quick executive decision as PIC and get on your way.

Situation 8

Running late for a training flight, you're preflighting your own airplane before your new flight instructor arrives. You conduct a thorough preflight and are about to read the paper checklist to confirm all the items when you see your flight instructor driving up. Stowing the paper checklist, you run over to greet your instructor without completing the paper checklist verification. What's the main thought in your head?

- a. You better get going or be late to meet the instructor. And she charges by the minute!
- b. You are super proud of your thorough preflight inspection and memorization of the checklist. You will impress the new instructor!
- c. Verifying a paper checklist won't fix a mistake I already made anyway, if I made one.
- d. Manufacturers make checklists to avoid lawsuits. It's my airplane, so I know it's airworthy.
- e. It flew just fine two days ago, so it will fly just fine again today. It's been in the hangar.

Situation 9

After a challenging landing, which was not quite on centerline (but still very smooth given the gusty crosswinds), you congratulate yourself, thinking first:

- a. You've never even come close to ever going off a runway edge on landing.
- b. You hope that tower saw that landing and how hard you worked to impress the passengers.
- c. It was a good thing winds cooperated last minute and didn't mess up the landing.
- d. You are glad you didn't waste fuel by having to go around and bring the airplane back late.
- e. Landing on centerline is nice, but it's really only required to pass checkrides.

Situation 10

You encounter clear-air turbulence while in cruise flight. Not wearing your shoulder harness, you hit your head on the ceiling. Reaching for the harness, you ponder why you didn't put it on before. Why was that?

- a. Putting on a shoulder harness might give the appearance that you are afraid—you did not want to alarm your passengers.
- b. Shoulder harness regulations are pointless for enroute operations – it's for aerobatics only.
- c. You've never been hurt by *not* wearing the harness, so it just never occurred to you to put it on.
- d. What's the use in putting on a shoulder harness, if it's your time to go, it's your time to go.
- e. You were in a bit of a hurry to get your passengers situated and breezed through that checklist.

Scoring Instructions

Now that you have completed taking the inventory, the next step is to score it to determine your hazardous attitude profile. Use your answer sheet, as well as the scoring keys, inventory totals form, and profile graph found later in this section.

1. Place the left side of the answer sheet on top of the first scoring key (Anti-Authority) so that it is lined up with the scoring key blanks for situations 1 through 5. Add the numbers written on your answer sheet which appear next to the “x’s” on the scoring key. Keep these totals on a separate piece of paper.
2. When you have done this for situations 1 through 5, move the answer sheet so that its right edge now lines up with the blanks for situations 6 through 10. Add the numbers next to the “x’s” for situations 6 through 10 to the first total, which you recorded on a separate piece of paper.
3. Write this sum on the appropriate line of the Attitude Inventory Totals next to the graph.
4. Repeat this procedure for all five scoring keys for each hazardous attitude score.
5. Enter the totals on the Hazardous Attitude Profile Graph.

See the following example for the use of the scoring key.

EXAMPLE OF SCORING KEY USE

Scoring Key for Anti-Authority Situation 1

- a. _____
- b. _____ x _____
- c. _____
- d. _____
- e. _____

Your Answer Sheet: Situation 1

- a. 4
- b. 3
- c. 1
- d. 5
- e. 2

Situation 2

- a. _____
- b. _____
- c. _____
- d. _____ x _____
- e. _____

Situation 2

- a. 3
- b. 2
- c. 5
- d. 1
- e. 4

3 (number next to “x” on scoring key at 1-b)
+ 1 (number next to “x” on scoring key at 2-d)
= 4 sub-total for situations 1 and 2
≡ ... (numbers next to “x’s” for situations 3 through 10)

**Scoring Key For
ANTI-AUTHORITY**

Situation 1

- a. _____
- b. _____ x
- c. _____
- d. _____
- e. _____

Situation 2

- a. _____ x
- b. _____
- c. _____
- d. _____
- e. _____

Situation 3

- a. _____
- b. _____
- c. _____
- d. _____
- e. _____ x

Situation 4

- a. _____
- b. _____
- c. _____
- d. _____ x
- e. _____

Situation 5

- a. _____
- b. _____
- c. _____ x
- d. _____
- e. _____

Situation 6

- a. _____
- b. _____
- c. _____ x
- d. _____
- e. _____

Situation 7

- a. _____
- b. _____ x
- c. _____
- d. _____
- e. _____

Situation 8

- a. _____
- b. _____
- c. _____
- d. _____
- e. _____ x

Situation 9

- a. _____
- b. _____ x
- c. _____
- d. _____
- e. _____

Situation 10

- a. _____
- b. _____
- c. _____
- d. _____ x
- e. _____

**Scoring Key For
IMPULSIVITY**

Situation 1

- a. _____
- b. _____
- c. _____
- d. _____
- e. _____ x

Situation 2

- a. _____
- b. _____
- c. _____
- d. _____ x
- e. _____

Situation 3

- a. _____
- b. _____
- c. _____ x
- d. _____
- e. _____

Situation 4

- a. _____
- b. _____ x
- c. _____
- d. _____
- e. _____

Situation 5

- a. _____ x
- b. _____
- c. _____
- d. _____
- e. _____

Situation 6

- a. _____ x
- b. _____
- c. _____
- d. _____
- e. _____

Situation 7

- a. _____
- b. _____
- c. _____
- d. _____
- e. _____ x

Situation 8

- a. _____
- b. _____
- c. _____ x
- d. _____
- e. _____

Situation 9

- a. _____
- b. _____
- c. _____
- d. _____ x
- e. _____

Situation 10

- a. _____
- b. _____ x
- c. _____
- d. _____
- e. _____

**Scoring Key For
INVULNERABILITY**

Situation 1

- a. _____
- b. _____
- c. x
- d. _____
- e. _____

Situation 2

- a. _____
- b. x
- c. _____
- d. _____
- e. _____

Situation 3

- a. x
- b. _____
- c. _____
- d. _____
- e. _____

Situation 4

- a. _____
- b. _____
- c. _____
- d. _____
- e. x

Situation 5

- a. _____
- b. _____
- c. _____
- d. x
- e. _____

Situation 6

- a. _____
- b. _____
- c. _____
- d. x
- e. _____

Situation 7

- a. _____
- b. _____
- c. x
- d. _____
- e. _____

Situation 8

- a. x
- b. _____
- c. _____
- d. _____
- e. _____

Situation 9

- a. _____
- b. _____
- c. x
- d. _____
- e. _____

Situation 10

- a. _____
- b. _____
- c. _____
- d. _____
- e. x

**Scoring Key For
MACHO**

Situation 1

- a. x
- b. _____
- c. _____
- d. _____
- e. _____

Situation 2

- a. _____
- b. _____
- c. _____
- d. _____
- e. x

Situation 3

- a. _____
- b. _____
- c. _____
- d. x
- e. _____

Situation 4

- a. _____
- b. _____
- c. x
- d. _____
- e. _____

Situation 5

- a. _____
- b. x
- c. _____
- d. _____
- e. _____

Situation 6

- a. _____
- b. x
- c. _____
- d. _____
- e. _____

Situation 7

- a. x
- b. _____
- c. _____
- d. _____
- e. _____

Situation 8

- a. _____
- b. _____
- c. _____
- d. x
- e. _____

Situation 9

- a. x
- b. _____
- c. _____
- d. _____
- e. _____

Situation 10

- a. _____
- b. _____
- c. x
- d. _____
- e. _____

**Scoring Key For
RESIGNATION**

Situation 1

- a. _____
- b. _____
- c. _____
- d. _____ x
- e. _____

Situation 6

- a. _____
- b. _____
- c. _____
- d. _____
- e. _____ x

Situation 2

- a. _____
- b. _____
- c. _____ x
- d. _____
- e. _____

Situation 7

- a. _____
- b. _____
- c. _____
- d. _____ x
- e. _____

Situation 3

- a. _____
- b. _____ x
- c. _____
- d. _____
- e. _____

Situation 8

- a. _____
- b. _____ x
- c. _____
- d. _____
- e. _____

Situation 4

- a. _____ x
- b. _____
- c. _____
- d. _____
- e. _____

Situation 9

- a. _____
- b. _____
- c. _____
- d. _____
- e. _____ x

Situation 5

- a. _____
- b. _____
- c. _____
- d. _____
- e. _____ x

Situation 10

- a. _____ x
- b. _____
- c. _____
- d. _____
- e. _____

Profile Graph Results

Enter the raw scores obtained from each scoring key in the correct blank space on the Attitude Inventory Totals below. Your five scores should equal 150. If they don't, go back and check your work. Next, look at the Hazardous Attitude Profile Graph. Notice that there are five columns, one for each of the raw scores. Place a mark on each line at the height that matches your score.

Attitude Inventory Totals	Hazardous Attitudes Profile Graph
Anti-Authority _____	50
Impulsivity _____	40
Invulnerability _____	30
Macho _____	20
Resignation _____	10
TOTAL (should be 150) _____	Anti- Authority Impul- sivity Invulner- ability Macho Resig- nation

PROFILE EXPLANATION

You now have a profile graph which indicates your predisposition to think thoughts in accordance with the FAA's identified hazardous attitudes. The higher the number, the greater the likelihood that you might be tempted to respond in accordance with that specific hazardous attitude. Keep in mind the scoring method means the lowest score you can get in a particular attitude is 10, and the highest score you can get in a particular attitude is 50.

Please note that this assessment does not show that you are doomed to act in accordance with your strongest hazardous attitudes. Having thoughts like the ones in this assessment described is not unusual. Hopefully, as you continue in your journey to become an aviation professional, you will find yourself thinking fewer and fewer hazardous thoughts as you learn to identify and counteract these attitudes. The important thing to learn is to balance all your thoughts against possible outcomes and mitigate risks so that you act safely. Now that you know your predisposition to certain hazardous attitudes, review the FAA's table with the antidote to each hazardous attitude (from AC 60-22):

HAZARDOUS ATTITUDE	ANTIDOTE
Antiauthority: Don't tell me.	Follow the rules. They are usually right.
Impulsivity: Do something quickly.	Not so fast. Think first.
Invulnerability: It won't happen to me.	It could happen to me.
Macho: I can do it.	Taking chances is foolish.
Resignation: What's the use?	I'm not helpless. I can make a difference.

For more information, check out the FAA's Advisory Circular about Aeronautical Decision Making.