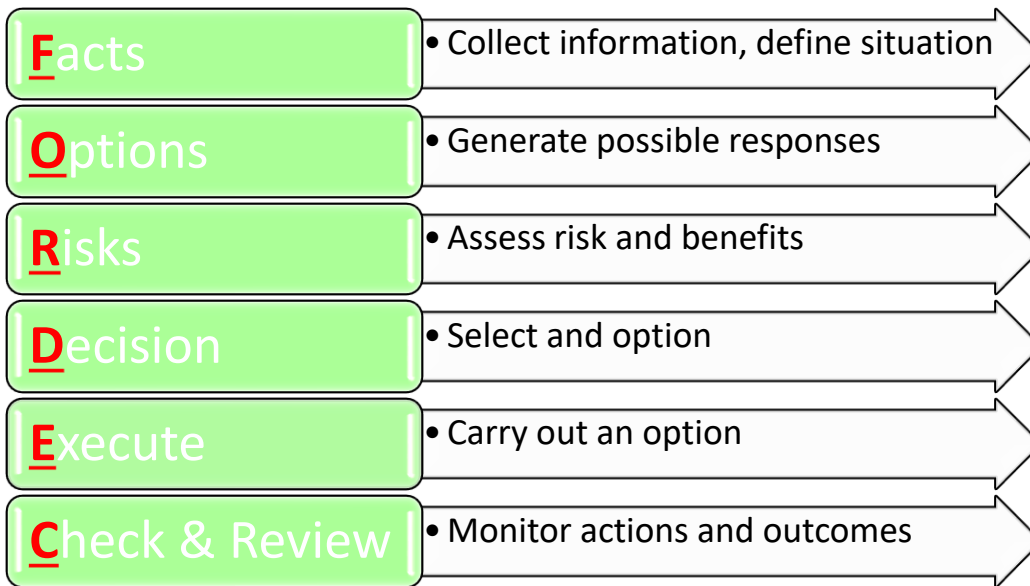


# FOR-DEC Model for Aeronautical Decision-Making



## Facts: *What is actually going on?*

After the need for a decision has been recognized, the facts are collected to fully assess and diagnose the situation; crew members should gather information from all available resources to identify the problem. The problem or situation must be clearly identified, including the primary causes and contributing factors.

Facts to consider include:

- The **TIME** available to come to a decision.
- Aircraft Status – e.g. systems serviceability, fuel available;
- Airfield Status – e.g. nav aids, runway length/condition, IAP available.

## Options: *What options do we have?*

This is where crew members solicit and/or state alternative courses of action, which may include asking for assistance from other resources (ATC, OCC, cabin crew, MCC, etc) if appropriate.

## Risks & Benefits: *What are the pros and cons of each option?*

Here the crew member will consider and discuss alternative courses of action. It is important to consider and discuss the risk and benefits for **ALL** options generated and not get tunnel vision.

## Decision: *So what shall we do?*

The most appropriate option, in terms of minimum risk and maximum

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benefit, is selected. To take possible contingencies into account, the crew may also select a back-up option that can be adopted later if necessary. Plan A and a Plan B to cover the "what if" scenarios. The decision must be then clearly communicated with those who need to know (e.g. employ the "5 C's": Cockpit – Cabin – Controller – Company – Customer).

## Execution: *Who shall do what, when and how?*

This phase requires effective Planning & Coordination and Workload Management skills. The necessary operational tasks are prioritized and managed to ensure timely completion of flight duties. In addition, tasks are distributed and delegated to avoid personal and/or crew member overload in critical or demanding situations.

## Check and Review: *Is everything turning out alright?*

Actions and likely outcomes are monitored and compared with the expected results. In actual fact, this step requires the crew to review the FOR-DEC steps again, to check for any new, modified or previously- overlooked facts, options or risks, in order to confirm the ongoing validity of the previous decision. A good review ensures the environment/runway and aircraft status has not changed and the course of action is still valid.

The FOR-DEC model requires CREW decision-making and will assist to develop coordination amongst the crew. The Captain is always responsible for the final decision but a **process** of coming to a decision and then implementing it, using all the resources, is one which **both** crew members need to be involved. The logical benefit of coordination and gaining different perspectives will assist the PIC in making better command decisions.

Flair Does not expect all decision to be compatible with this process, as some decisions will be made intuitively, and these operational decisions are often made quite effectively. However, many intuitive decisions are made in a time-critical situation, it is often beneficial to review these decisions when time permits and use of FOR-DEC would be appropriate at this time of reduced workload to ensure nothing was missed and the safest outcome is assured.