Habits That Separate Pilots from Professionals

Rules to Keep You From Becoming Another Statistic

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Introduction: Why Professional Habits Matter in GA

Over the past decade, **civil airline operations have reached unprecedented safety levels worldwide**. According to IATA, the global all-accident rate for commercial flights dropped as low as **0.8 accidents per million sectors in 2023** (that's *one incident per 1.26 million flights*) and fatality risk is down to 0.03 per million sectors. In the U.S., Part 121 carriers report **fewer than 0.2 accidents per million departures**, with most years often showing zero passenger fatalities .

Meanwhile, **general aviation operates at a significantly higher risk level.** Between 2013 and 2022, GA aircraft experienced an average of **4.8 accidents per 100,000 flight hours**: a rate more than 600 times greater than Part 121 operations. In 2018 alone. GA accounted for 95% of nearly 1,139 U.S. civil aviation accidents, including 205 fatal crashes with more than 330 lives lost. These rates are catastrophic compared to the far safer levels seen in Part 121 and Part 135 air carrier service.

Why this disparity?

Commercial aviation is built on **standardization, procedural discipline, threat and error management, and frequent training**. Every takeoff, every approach, every emergency—prepared for and practiced. In general aviation, where regulatory oversight and training occur less frequently, pilots often rely more heavily on personal experience, which doesn't always equate to improved safety.

That's why this guide translates **10 essential commercial flying principles** into the GA cockpit. These aren't just best practices—they're the habits already proven to manage risk, anticipate failure, and maintain high margins of safety.

By embracing these habits, we don't expect you to become an airline pilot—but a professional pilot at the very least. We thank you for taking the time to review this document and doing your part to improve general aviation safety.

About the Authors

This guide was developed by a team of professional pilots, instructors, evaluators, and aviation safety advocates with backgrounds spanning both general aviation and commercial airline operations.

The principles outlined here reflect the collective experience of those who have flown in the most structured airline environments, trained students in the GA world, and helped shape flight training programs focused on bridging the gap between general aviation flying and commercial standards of operation.

Back in 2020, members of our Avail Safety Team collaborated alongside industry leaders and professionals to design a flight training program built on airline safety culture—teaching new pilots to approach even the smallest aircraft with the mindset, structure, and discipline of a transport category operation. That program continues to operate today, and its exemplary safety record is testament to the effectiveness of implementing commercial best practices into everyday flying habits.

Whether working as instructors, brokers, or active line pilots at numerous airlines, the authors share one goal: to encourage a cultural shift in general aviation by promoting the habits, mentalities, procedures, and risk management strategies that have made commercial flight so safe.

Rule 1. Recognize & Mitigate Threats In Every Phase

Threats are inevitable. Surprises are optional.

In airline operations, every flight begins with a formal Threat and Error Management (TEM) briefing. It's not about paranoia—it's about preparedness. General aviation pilots would do well to adopt the same mindset: identify potential threats *before* you ever say "Clear Prop."

A threat is anything that increases operational risk: terrain, weather, fuel constraints, fatigue, unfamiliar airports, maintenance status, complex airspace, scheduling pressures—even your own mindset. What matters is not just seeing these threats, but determining *how you'll mitigate them*—deliberately and ahead of time.

Recognizing threats without establishing a mitigation strategy is functionally useless. Awareness alone does not prevent accidents—prepared responses do.

Start simple:

- **Weather:** What's my alternate if conditions degrade?
- **Runway length:** What's my takeoff decision point incase issues arise?
- **Terrain:** What's the minimum safe altitude after departure?
- **Pilot condition:** Is my decision to fly being influenced by external pressures?

Brief these verbally or mentally—even if you're solo. Airline crews don't just do it to check a box; they do it because the threat they didn't plan for is the one that kills.

You can use the well-known **PAVE checklist** as your threat detection radar:

- **Pilot** – illness, proficiency, stress, fatigue
- **Aircraft** – equipment status, fuel, performance
- **enVironment** – weather, NOTAMs, terrain
- **External pressures** – passengers, schedule, ego

Even a quick 10 second scan before departure can shift your mindset from reactive to proactive.

In Summary: Fly with the mindset that problems *will* arise. If you've already thought through the "what if," you'll be the one with options—not the one painted into a corner.

Rule 2. Commit Critical Actions to Memory—Some Emergencies Don't Give Time to Read a Checklist

*In the airline world, we **train for the first 30 seconds of every emergency**. So should you.*

Some failures demand immediate action. There's no time to reach for a checklist or open an app. These are what airline pilots know as **memory items**—actions so essential and time-critical that they must be trained, retained, and executed *without hesitation*.

General aviation pilots often overlook this level of preparedness. But the truth is: **you may only get one shot at the right response.** Developing and reviewing memory items is one of the most underrated habits in GA operations.

Situations that demand immediate action from memory:

- **Engine Failure on rotation or initial climb**
  *Lower the nose, pitch for best glide, identify a safe landing area—*immediately*.

- **Engine failure in cruise**
  Carb heat/fuel selector/fuel pumps/mags/primer—troubleshoot while pitching for glide.

- **Fire, smoke, or fumes in the cabin**
  Fuel shutoff, cabin air, vents, master switch, etc.—know your specific procedure.

- **Terrain or Traffic Avoidance (TAWS/eyesight)**
  Pitch, power, —maneuver intentionally while maintaining climb performance if necessary.

  In certain situations, hesitation is a hazard. Pilots who hesitate to act—or rely on slowly scanning through a checklist—often lose the narrow margin they had to resolve the problem safely.

Practice Makes Permanent

Build your own short list of memory items tailored to your aircraft's checklists. Review them regularly. Better yet, practice them on regular basis anytime flight conditions permit.

Do it until it's automatic.

Once the memory items are complete and the aircraft is stabilized, then you can refer to your printed or digital checklist to verify all necessary steps have been addressed. This ensures nothing critical is missed and aligns your GA habits with airline-level safety practices.

In Summary: In GA, just like at the airlines, the pilot who prepares for the first 30 seconds of an emergency is often the one who walks away from it.

Rule 3. Maintain Emergency Proficiency—Every Flight Is a Chance To Train

Proficiency isn't built in emergencies—it's revealed in them.

This rule may sound a little repetitive of the last, but that's no accident. Unlike airline pilots, most GA pilots don't fly under a mandatory recurrent training program. Once you have that fancy green card, the only proficiency check you may know comes bi-annually. That makes it even more critical to seek out your own opportunities to stay sharp—especially when it comes to emergency procedures.

And you don't always need a check-ride or an instructor in the right seat to do it.

Even on a perfectly normal flight in cruise, you have time to challenge yourself:

- What would I do if the engine quit *right now*?
- Where would I land? What airspeed would I pitch for?
- Do I know the best glide distance at this altitude?

Better yet, when conditions are right, you can *practice*:

- Simulated power-off approaches to landing
- Emergency descents
- No-flap landings

These are high-value repetitions that keep your skills fresh and your responses sharp. And every maneuver reinforces your awareness of how your aircraft actually performs —not just how you *think* it will. Make it a habit:

- Pick a different emergency to simulate on each solo flight
- Review memory items and checklist procedures during downtime
- Fly precision patterns without flaps or with limited power

Just be sure:

- Any passengers onboard are comfortable with the maneuvers
- You remain within your aircraft's weight and balance, load, and performance limitations for said maneuvers.
- And of course don't forget your clearing turns ;)

In Summary: Don't wait for an emergency to find out whether you're still proficient. Use the flights you're already making to keep your edge—and fly like the professional you are.

Rule 4. Know When to Break the Chain—Take No More Than One Threat at a Time

Accidents rarely happen because of one bad decision. They happen when a series of threats go unbroken.

A critical principle of safety management, is training to look for the weak links *before* they join up. This mindset applies to every aspect of flight operations: the goal is not to eliminate all threats—if that was the case we would never leave the ground—but it is to **interrupt the sequence events** that lead to a negative outcome.

One of the simplest tools for staying ahead of risk is the "One Threat Rule"—especially when flying solo.

Allow yourself just one major challenge per flight. Never stack two or more when you are on your own.
These "major threats" might include, but are not limited to, conditions like:

- Night operations
- Low IFR
- Convective activity
- Known or forecast icing
- High crosswinds, gusty conditions, or wind shear advisories
- Fatigue or high workload environments

Any *one* of these may be easily manageable for a competent pilot in a well-equipped airplane. But two or more together? That's how most accident chains begin—especially for single-pilot operations.

Examples:

- Night flight over mountains? Don't add marginal weather.
- Low IFR? Make sure there is no forecasted icing or convective activity.
- Thunderstorms nearby? Assure you can maintain your distance and that your desired point of landing has no threats of wind shear/microbursts.

This is how pros fly: **identify the links in the chain and break them early.**

In Summary: Every time you step up to the airplane, ask yourself: *Where do I need to break the chain today?* And then don't let external pressures influence your decision making.

5. Discipline Your Checklist Use—Flows to Configure, Checklists to Confirm

Checklists aren't suggestions—they're safeguards. Use them with purpose, not just because you have to.

In Part 121 operations, pilots are trained to complete cockpit flows from memory to configure the aircraft, then pause and use a printed checklist to verify each item. This builds redundancy into every phase of flight—and general aviation pilots should follow the same model.

Flows are how you do it. Checklists are how you ensure it got done right. The system works only when both are used intentionally.

For Single-Pilot Ops, Adjust Accordingly:

- **On the ground**, you can perform some flows while taxiing—but **stop the aircraft and set the parking brake before reading a checklist.** Even many airline crews do this in low-visibility conditions to avoid incursions or missed items.

- **In flight**, run checklists **only when the aircraft is stable**—in cruise, level segments of descent, or the final approach course *before* short final. Avoid head-down time when you are low speed, maneuvering, or task-saturated.

Use Benchmarks to Anchor Your Checklists:

Every checklist should have a natural *checkpoint*—a moment in the flight profile when it *must* be complete:

- **Before Takeoff Checklist** – *Complete before crossing the hold-short line*
- **Landing Checklist** – *Complete by ~ 300 feet AGL with gear down, flaps set, and all other items complete*
- **Descent Checklist** – *Complete prior to entering the terminal area*

Placard Critical Checklists Where You Can See Them

In high-workload phases—especially **landing**—it may not be practical to look down and read a multi-line checklist. For key phases like this, consider **placarding** a condensed version of the checklist near the glare-shield, panel, or yoke:

"Gear—Down | Flaps—Set | Prop—Full | Fuel—Both/Pumps—On| Lights—On | "

If certain checklists are too lengthy to fit on a placard, consider adding a *phase line*. This is a line that is used in a checklist to separate items completed earlier in lower workload periods from the final items completed at times of high workload.

Placards don't replace the full checklist—but they supplement it when timing and workload demand a faster review. It's what airline crews call an "abbreviated memory aid," and it can help prevent last-minute omissions in the most critical phase of flight.

In Summary: Take the time to develop personalized flows and procedural checkpoints that work for your aircraft's checklist, then hold yourself accountable for following the procedures and criteria you create.

6. Set Your Own Stabilized Approach Criteria—Then Stick to It

A stable approach isn't just for jets—it's the foundation of every safe landing.

Landing is the most accident-prone phase of any flight. According to AOPA Reports and NTSB data, **more than 45% of general aviation accidents occur during the approach and landing phases**—and **unstable approaches are a leading contributor.**

Too fast. Too high. Not configured. Chasing the glide-path with the runway rushing up. These are common precursors to runway excursions, bounced landings, hard touchdowns, gear collapses, and loss-of-control accidents—many of them entirely avoidable.

What Makes a Stable Approach?

In the airlines, it's strictly defined. By 1000/500 feet agl:

- Fully configured for landing (landing flaps extended, gear down)
- Airspeed within +15/−5 knots of Vapp
- Descent rate ≤1,000 fpm
- On lateral and vertical glide-path
- Landing assured in the touchdown zone
- Absent of any EGPWS callouts (wind-shear, sink rate, etc.)

For **general aviation aircraft**, especially in the traffic pattern, these principles still apply—with adjustments for speed, weight, aircraft type, etc. :

- Final landing configuration (gear/flaps/prop) set by 300–500 feet AGL
- Airspeed within +10/-5 knots of your target Vapp/Vref
- Descent rate no more than 500 fpm
- Flight path stabilized
- Landing assured in the intended touchdown area

Example (SR22): "I want to be flaps full, trimmed, and on speed by 300 feet AGL. Stable descent no greater than 500 fpm. Aiming to touch down in the first third of the runway."

Make the Go-Around a Tool—Not a Shortcoming

Professionals don't force landings—they correct or go around.
If your speed is high, sink rate is erratic, flaps aren't set, or you're chasing the runway—**go around early**. It's not a mistake—it's good airmanship. A good indicator that your approach is unsalvageable is when two or more of these negative trends are increasing:

High on your approach with excess airspeed and vertical speed - GO AROUND.

According to the FAA, **nearly half of all general aviation runway excursions could have been prevented by an earlier go-around.**

In Summary: Define your own stabilized approach criteria based on the aircraft and the environment—and enforce them with discipline. A subpar approach may still end in an ugly landing. A truly stable one is your best defense against an unsafe touchdown.

7. Stay Go-Around Proficient—Practice the One Maneuver You'll Regret Not Rehearsing

Even the most experience pilots make errors when executing go-arounds because they happen so rarely, but there are ways to stay proficient.

In general aviation, **go-arounds are one of the least practiced but most critical maneuvers.** According to the FAA and NTSB, a significant portion of landing accidents occur because the pilot failed to go around when they should have—or mishandled the maneuver when they tried.

Even at the airlines go-arounds present challenges to the most seasoned pilots. They're often destabilized, over-controlled, or mismanaged—*even with a two-pilot crew the high task saturation involved frequently leads to errors*.

What's different when it comes to GA flying? **You have the luxury of practicing go-arounds almost whenever you want.** So do it.

What a Go-Around Tests:

- Your ability to manage pitch, power, and trim changes instantly
- Your proficiency at reconfiguring the airplane smoothly under pressure
- Your readiness to think clearly while workload spikes

And yet, many GA pilots go *years* without performing a single one.

So What's the Solution?

Build go-arounds into your routine.

Flying solo in good conditions? Let the tower know you're making a low approach or requesting a go-around for proficiency.

Fly a real approach, stabilize it, then go around at decision height or just before touchdown. Configure like it's real: pitch, power, clean up, and communicate.

You'll not only stay sharp—you'll build confidence. And yes, give the tower a nice fly-by while you're at it.

And here's the real benefit:

The more you practice go-arounds, the more likely you are to actually execute one when it matters.
Pilots who rarely train the maneuver often hesitate—or try to "salvage" a bad approach. Proficient pilots act decisively, because they've done it before.

Even when you don't intend to execute a go-around, mentally rehearse a go around in your head before EVERY landing. That's what professional pilots do, they prepare for the go around every time!

In Summary: The only thing worse than needing to go-around is realizing you're rusty when you do it, or not doing one at all. Use the flexibility of GA flying to keep this maneuver fresh—because when you need it, you won't have time to get it right the second time.

8. Trust Your POH—Not Your Gut

No one knows your aircraft better than the engineers who built it and the test pilots that certified it. So stop guessing—and start calculating.

Complacency in performance planning is a silent killer. As pilots get more comfortable in their airplanes, it's easy to cut corners—skip the takeoff distance calculation, forget the climb rate check, or assume that "it's always worked out before."

According to the NTSB, **pilot failure to properly assess performance and weight-and-balance** is a recurring factor in GA accidents—especially during takeoff, climb-out, and go-arounds.

This is especially true when:

- Flying at high elevation or high-density altitude
- Departing short or soft runways
- Carrying heavy loads or full fuel
- Operating multi-engine aircraft near single-engine limits

Your POH is Backed By the Hard Work of Engineers and Test Pilots—You Don't Know Better Than Them

Don't rely on experience or feel. Use your aircraft's published performance numbers:

- Takeoff and landing distance
- Climb performance
- Density altitude adjustments
- Obstacle clearance margins
- Weight and balance within CG limits

Even if you've done that flight before, **do the math again**. Conditions change. So does performance.

Tools Like ForeFlight Make It Easier Than Ever

Modern EFBs like ForeFlight, Garmin Pilot, and others can calculate performance data in seconds—including runway analysis, obstacle departure planning, and W&B graphs.

There's no excuse not to run the numbers. But if your tablet dies?
A pen, paper, and your POH still get the job done.

Multi-Engine Considerations: Plan for OEI (One Engine Inoperative)

In multi-engine aircraft, performance planning becomes even more critical—especially in mountainous terrain. Know:

- Accelerate-Stop and Accelerate-Go distances
- Single-engine climb gradients
- Service ceiling OEI
- Minimum control speed (Vmc)

If you can't safely maintain altitude OEI after takeoff—**you're not safe to fly** in that configuration. No dispatch department is coming to save you. That call is yours alone.

Fuel Management: Still a Leading Cause of Power Loss

Despite all the technology available today, fuel mismanagement remains a leading cause of engine power loss in general aviation. According to NTSB data, fuel exhaustion or starvation contributes to over 50 accidents per year, and studies have shown that nearly 1 in 4 GA engine failures involve some form of fuel-related miscalculation or oversight.

Too many pilots rely solely on panel fuel gauges—which are often inaccurate, uncalibrated, or simply ignored.

Here's how professionals manage fuel:

- Know your burn rate. Use your POH to establish cruise burn at typical altitudes, then confirm it through consistent tracking while out flying.

- Track actual vs. expected burn. Keep a written or digital log of each flight's planned fuel burn vs. fuel added. A simple sheet of paper or ForeFlight track-log can reveal discrepancies before they become dangerous.

- Cross-check with endurance. Don't just note how much fuel is left—calculate how much time you can fly *at current power settings* with that amount.

- Manually time your fuel tanks. If you're switching between tanks, time each one manually so you know how much you've burned. Take into account when you are burning more in a tank for certain phases of flight like climb out and adjust the timing to switch tanks accordingly.

- Assume gauges lie. If your gauge says "half," act like it could mean a third. Never trust a needle without context.

And perhaps most importantly:

Always carry a personal fuel reserve—not just the regulatory minimum.
Airline dispatchers typically build in buffers of 45 minutes to an hour *beyond* legal reserves. You should too. Conditions change, airports close, headwinds surprise you, and delays or diversions are never out of the question.

Even in VFR, building in at least 1 hour of personal fuel reserve gives you peace of mind and operational flexibility. You can always land early—but running out of options in the air is how small mistakes turn into fatal ones.

In summary: Your aircraft's performance and fuel range should never be a guessing game. Rely on the POH, confirm it with real-world data, and manage fuel with the same margin and vigilance you'd expect from the pilots that fly you across the pond.

9. Don't Fly Where You Can't Land—Always Have an Out

You're not just flying from A to B—you're flying over everything in between.

One of the simplest ways to increase your chances of surviving an engine failure is to **never put yourself in a position where you can't glide to a survivable landing area**. That sounds obvious—but in practice, it's easy to forget when you're punching "direct" into the GPS.

Every mile you fly should be evaluated not just by what's ahead—but by what's *below*.

Think Beyond Point-to-Point:

- Plan routes that **parallel roadways, coastlines, or corridors** with airfields nearby
- **Avoid long stretches of unlandable terrain**—water, dense forest, rocky desert, or mountainous regions
- **At night, stick to well-lit areas** and major highways; they're not perfect—but they're better than black voids
- **Always be vigilant for power-lines** when assessing road or field landings—particularly at dusk or dawn

If you're flying at night or over terrain and can't identify a landing spot *quickly* at your cruise altitude, you're flying with no safety net.

Multi-Engine Operations: Plan for One Engine Inoperative (OEI)

In twins, the illusion of redundancy can be dangerous. If you're operating in mountainous terrain:

- Know your **OEI service ceiling**
- Don't fly routes where OEI performance won't clear terrain or allow a safe diversion

You can even build in **escape routes** that allow for descent into safer terrain or nearby airports

Route planning in a twin should reflect OEI performance—not ideal performance. Ask yourself: *Could I maintain this altitude on one engine until I'm over landable terrain?*

Climbouts and Arrivals Matter, Too

- Don't just think about cruise. **Climb-out is the most vulnerable time**—peak engine performance, low energy, high drag, heavy weight
- Plan departure and arrival routes that give you options: open fields, long roads, nearby airports

Before takeoff, assess what's ahead of your departure track. Ask yourself: *If I lose the engine at 400 feet, where do I go?*

In most cases, **straight ahead or slightly angled off runway heading is the safest bet**. But you need to know *before* the wheels leave the ground.

Also—**don't give up runway you may wish you had later**. Unless you're complying with an ATC instruction, crossing aircraft, or another valid reason, **avoid intersection departures.** Full-length takeoffs give you better acceleration, more abort margin, and most importantly, more options in the event of an engine failure.

When Flying the Pattern: Stay Close Enough to the Runway

Flying traffic patterns too wide or too extended removes your ability to return in the field in the event of engine failure—especially in single engine piston aircraft.

Unless ATC instructs otherwise (e.g., extended downwind or spacing), **fly a pattern close enough to glide to the runway with no power.**

Use best glide and turn-back procedures conservatively—but if you don't go beyond the gliding distance from the runway, you may never need them in the first place.

In Summary: Direct-to is only smart when what's *below* supports what's *in front*. Fly routes—and develop habits—that always give you an out. Because when the engine quits, your glide ring becomes your whole world.

10. Brief Every Flight—That's How You Stay Ahead

If there's one habit that defines professional flying, it's briefing.

Over the past decade, **airline travel has become the safest mode of transportation in the world.** According to IATA and NTSB data, U.S. Part 121 carriers have averaged fewer than 0.2 accidents per million departures, with zero passenger fatalities in many consecutive years.

That level of safety isn't an accident—it's built on systems, procedures, discipline, and accountability. And one of the most important tools in these operations are the **structured flight briefings** that take place before every critical phase of flight.

Professional pilots brief every flight, every takeoff, every approach—without exception.

General aviation pilots should be doing the same.

Briefing Starts With Threats—And a Plan to Mitigate Them

A real briefing doesn't just recite speeds and headings. It **starts with threat recognition**, and then walks through how you'll manage each one:

"The crosswind today is gusting close to limits—I'll perform a reduced-flap landing and plan for a go-around if I'm not stable by 500 feet or suspect wind-shear."

"We're departing near gross weight on a hot day—I'll use full length, do an optimal rpm check, abort for any issue below rotation, and climb straight out at Vx until terrain/obstacle clearance is assured."

"There's rising terrain to the west—if we lose the engine after takeoff, we'll turn right toward open fields and aim for best-glide speed."

That's a **threat-forward mindset**—and it's exactly how captains think.

What Briefings Should You Be Doing?

1. Departure Brief (Before Every Flight)
Covers threats, weather, taxi route/hotspots, aircraft & pilot status/qualification, emergency/abnormal procedures, abort plan, and return options, alternates etc.

2. Takeoff Brief (Before Every Takeoff at a New Airport)
Brief runway in use, departure procedure, initial altitude & constraints, performance considerations, takeoff decision point, **engine failure procedures**, obstacles, etc.

3. Approach Brief (Before Every Approach You Fly)
Weather, type of approach, navigation setup, DA/MDA, missed approach and go-around procedures, configuration/speeds, terrain threats, etc.

Even if you're flying alone, brief it out loud. It brings structure to your decision-making and builds awareness when threats become reality.

Briefing Makes You Safer—Even Alone

The FAA's data show that **pilots who actively brief themselves are more likely to recognize threats early** and more likely to execute safe decisions like going around or diverting.

And unlike complex flight planning tools or expensive upgrades, **briefing costs nothing—but gives you control.**

In Summary: The safest pilots fly every leg with the same mindset that commercial operators do. That starts with a structured, threat-forward briefing—and ends with a flight where no surprise is truly unexpected.

Conclusion: Fly Like It Matters

General aviation offers freedom, flexibility, and opportunity—but that freedom comes with responsibility. Unlike commercial flight crews, most GA pilots operate without dispatchers, first officers, or formal oversight. That makes discipline, preparation, and self-accountability even more critical.

The safety record of part 121/135 operations isn't built on better aircraft—it's built on a better safety culture. By adopting those habits in general aviation—through standardization, briefings, checklist discipline, and threat-forward thinking—we can close the safety gap.

No one is suggesting that flying your family on a Sunday should feel like flying a 787. But the mindset—the *why* behind each step—shouldn't change. Whether you fly once a month or every day, for business or for fun, your passengers, your aircraft, and your own safety deserve the same professional commitment.

Let these ten golden rules be a starting point—not a finish line. Revisit them. Reflect on them. Make them part of your routine.

We thank you for taking the time to hear our point of view and working to become a part of safer skies for all!

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