

The Corporate Pilot –

One of the challenges I deal with every year in my profession is flying to business meetings on GA craft in the winter time. When the bad Wx begins to roll in, often times the pilot has to make a call if the conditions are acceptable based on the plane we are flying out with. Of course flying out in a top of the line business jet is not much of a problem, however, darting out in a Mooney just may not be the best option.

Some of the objectives:

- 1) Should you accept a flight given the current Wx conditions during departure, in flight route or land at the destination... should you divert to the alternate airport?

- 2) If you have accepted a particular landing destination, have you broken any of the specific rules that are governing the approach?
Specific IAP charts would need to be used .. and the judgment would need to be made while on that difficult final approach...

- 3) There could be a financial component to this mission – The closer the clients arrive to their primary destination without crashing or breaking the minimum rules – the more you get paid.