Chapter 2  Aeronautical Decision Making (ADM)

1. ADM is a systematic approach to
   a) Managing stress only
   b) Assessing risk
   c) Avoiding hypoxia
   d) Managing stress & avoiding risk

2. ADM includes an understanding of:
   a) How personal attitudes influence decision-making
   b) Empty field myopia
   c) Fixation
   d) Vision in flight

3. % Flight times for each phase of flight
   a) Preflight/taxi
   b) Takeoff/initial Climb out
   c) Climb
   d) Cruise
   e) Descent
   f) Maneuvering
   g) Approach
   h) Landing
   i) Other

4. Order the phases of flight by percentage of accidents from MOST to Least. See list of phases in previous question

<table>
<thead>
<tr>
<th>Rank</th>
<th>% Accident In Phase</th>
<th>Phase of Flight</th>
</tr>
</thead>
<tbody>
<tr>
<td>Most Accident</td>
<td>24.1%</td>
<td>Preflight/taxi</td>
</tr>
<tr>
<td></td>
<td>23.1%</td>
<td>Takeoff/initial Climb-out</td>
</tr>
<tr>
<td></td>
<td>15.1%</td>
<td>Climb</td>
</tr>
<tr>
<td></td>
<td>13.1%</td>
<td>Cruise</td>
</tr>
<tr>
<td></td>
<td>9.7%</td>
<td>Descent</td>
</tr>
<tr>
<td></td>
<td>4.7%</td>
<td>Maneuvering</td>
</tr>
<tr>
<td></td>
<td>3.5%</td>
<td>Approach</td>
</tr>
<tr>
<td></td>
<td>3.3%</td>
<td>Landing</td>
</tr>
<tr>
<td>Least Accidents</td>
<td>2.6%</td>
<td>Other</td>
</tr>
</tbody>
</table>

5. The ability to make good decisions is based upon:
   a) Existence of certification regulations
   b) direct experience
   c) indirect experience
   d) education
   e) certified avionics equipment
   f) a + b + c above
6. Six Steps for good decision-making are:
   a) ______________________________________________
   b) ______________________________________________
   c) ______________________________________________
   d) ______________________________________________
   e) ___Using all resources_________
   f) ______________________________________________

7. One of the six steps for good decision-making is to assess risk. The FAA defines the risk management process as the following sequence of 6 steps:
   a) __________________________
   b) __________________________
   c) __________________________
   d) __________________________
   e) __________________________
   f) __________________________

   Options
   Analyze controls
   Assess risks
   Identify risks
   Make control decisions
   Monitor results
   Use control decisions

8. In a multi-crew cockpit “CRM” stands for:
   a) Crew Resource Management
   b) Cockpit Radar Management
   c) Crew Recurrent Management
   d) Climb Rate Management

9. Single Pilot Resource Management (SRM) is CRM for a single-pilot aircraft. It can be summarized as follows:
a) Do not listen to anyone’s advice or information  
b) Do not get distracted by others  
c) Listen and take into consideration all information available  
d) Listen only to advice from air traffic control  

10. Define the term “Hazard”

11. Risk = Likelihood * Severity. List the levels of Likelihood

   a) ____________________
   b) ____________________
   c) ____________________
   d) ____________________

12. Risk = Likelihood * Severity. List the levels of Severity

   a) ____________________
   b) ____________________
   c) ____________________
   d) ____________________

13. Which combinations of Likelihood and Severity are High
   a) Probable & Catastrophic  
   b) Probable & Critical  
   c) Probable & Marginal  
   d) Probable & Negligible  
   e) Occasional & Catastrophic  
   f) Occasional & Critical  
   g) Occasional & Marginal  
   h) Occasional & Negligible  
   i) Remote & Catastrophic  
   j) Remote & Critical  
   k) Remote & Marginal  
   l) Remote & Negligible  
   m) Improbable & Catastrophic  
   n) Improbable & Critical
14. Which combinations of Likelihood and Severity are **Serious**
   
   a) Probable & Catastrophic
   b) Probable & Critical
   c) Probable & Marginal
   d) Probable & Negligible
   e) Occasional & Catastrophic
   f) Occasional & Critical
   g) Occasional & Marginal
   h) Occasional & Negligible
   i) Remote & Catastrophic
   j) Remote & Critical
   k) Remote & Marginal
   l) Remote & Negligible
   m) Improbable & Catastrophic
   n) Improbable & Critical
   o) Improbable & Marginal
   p) Improbable & Negligible