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

Rank	% Accident In Phase	Phase of Flight
Most Accident	24.1%	
	23.%	
	15.7%	
	13%	
	9.7%	
	4.7%	
	3.5%	
	3.3%	
Least Accidents	2.6%	

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 ingle-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. Lis 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

o) Improbable & Marginal
p) Improbable & Negligible

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