



NATIONAL TRANSPORTATION SAFETY BOARD

Office of Aviation Safety
Washington, D.C. 20594

March 17, 2016

Attachment 7 – CRM Training

OPERATIONAL FACTORS

CEN16MA036

Crew Resource Management (CRM)
Syllabus

Name Oscar Chavez : Date: 6/25/15 . Grade: 100% . Corrected Grade: _____

Answer 1: A

Answer 2: B

Answer 3: C

Answer 4: C

Answer 5: A

Answer 6: B

Answer 7: C

Answer 8: A

Answer 9: A

Answer 10: A

Crew Resource Management (CRM) Syllabus

Name: RENATO MARCITESE Date: 7/1/15 Grade: 80% Corrected Grade: 100%

Answer 1: D

Answer 2: A

Answer 3: C

Answer 4: ~~B~~ D

Answer 5: A

Answer 6: B

Answer 7: ~~A~~ B

Answer 8: A

Answer 9: A

Answer 10: D



Execufight CRM Test

1. Final Authority for each flight:
 - A. Director of Operations
 - B. Pilot in Command
 - C. Company President
2. The communication process includes passengers:
 - A. True
 - B. False
3. The process in order to involve all parts of the operations is called:
 - A. SOPs
 - B. SMS
 - C. Building a flight team
 - D. Internal Evaluation Program
4. Delegation of duties is a method to comply with:
 - A. Flightdeck Management
 - B. Workload and Time Management
 - C. Principals of Compliance
 - D. Flight Evaluation
5. The elements of CRM:
 - A. Situation Awareness
 - B. Communication Skills
 - C. Teamwork- Task Allocation
 - D. All of the above

6. One part of effectively managing time in the cockpit is:

- A. To place high priority on making radio calls
- B. Assignment of critical tasks to a crew member who is not overloaded.
- C. To set aside high priority tasks until later in the flight
- D. For the pilot in command to accomplish all task

7. Which of the following is not a source of distractions?

- A. Casual conversation with other crew members
- B. Flying the airplane
- C. Completing paperwork in the cockpit
- D. Talking to passengers

8. Controlled flight into terrain, "CFIT" is:

- A. Often the loss of situational awareness.
- B. One of the least important causes of accidents
- C. Involves loss of aircraft control
- D. Seldom a factor when the flight is on approach

9. Which of the following is NOT a common risk factor in CFIT accidents?

- A. Approaches during day VMC
- B. Poor weather
- C. Incorrect altimeter setting
- D. Monitoring failures

10. Which of the following best defines Aeronautical decision-making and judgment:

- A. Decision-making is a by-product of every factor of each element of Crew Resource Management.
- B. Aviation judgement is based on crew members experience and training.
- C. The objective is to find a balance of decisions based on sound judgment.
- D. All of the above