

# PRACTICE EXAM 20 SIMULATION

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1. Aeronautical decision-making (ADM) is best described as a systematic approach to:
  - A. Maximizing airspeed
  - B. The mental process used to consistently determine the best course of action in response to a set of circumstances
  - C. Reducing fuel burn
  - D. Filing a flight plan
  
2. Single-pilot resource management (SRM) is the art and science of managing all available resources, including:
  - A. Hardware, information, and human resources, to ensure a successful flight
  - B. Only the autopilot
  - C. Only the radios
  - D. Only the passengers
  
3. The DECIDE model is a six-step decision-making loop. Which sequence correctly lists its six steps in order?
  - A. Detect, Decide, Choose, Identify, Do, Evaluate
  - B. Detect, Estimate, Choose, Identify, Do, Evaluate
  - C. Determine, Estimate, Consider, Identify, Do, Execute
  - D. Detect, Establish, Choose, Inform, Do, Examine

4. In the DECIDE model, after detecting a change, the pilot must:

- A. Execute immediately
- B. Ignore it
- C. Estimate the need to react to the change
- D. Land at once

5. The five hazardous attitudes in ADM include anti-authority, impulsivity, invulnerability, macho, and:

- A. Curiosity
- B. Resignation
- C. Patience
- D. Caution

6. The hazardous attitude of "anti-authority" is expressed as:

- A. "I can do it"
- B. "Don't tell me what to do"
- C. "It won't happen to me"
- D. "What's the use?"

7. The antidote for the anti-authority attitude is:

- A. "It could happen to me"
- B. "Not so fast, think first"
- C. "Follow the rules; they are usually right"
- D. "I'm not helpless"

8. The hazardous attitude of "impulsivity" is expressed as:

- A. "It won't happen to me"
- B. "Do something quickly"
- C. "Don't tell me"
- D. "What's the use?"

9. The antidote for impulsivity is:

- A. "Follow the rules"
- B. "It could happen to me"
- C. "I'm not helpless"
- D. "Not so fast, think first"

10. The hazardous attitude of "invulnerability" is expressed as:

- A. "Don't tell me what to do"
- B. "It won't happen to me"

- C. "Do it quickly"
- D. "What's the use?"

11. The antidote for invulnerability is:

- A. "It could happen to me"
- B. "Follow the rules"
- C. "Not so fast"
- D. "I'm not helpless"

12. The hazardous attitude of "macho" is expressed as:

- A. "What's the use?"
- B. "It won't happen to me"
- C. "I can do it — I'll show them"
- D. "Don't tell me"

13. The antidote for the macho attitude is:

- A. "Taking chances is foolish"
- B. "Follow the rules"
- C. "It could happen to me"
- D. "I'm not helpless"

14. The hazardous attitude of "resignation" is expressed as:

- A. "What's the use? It's out of my hands"
- B. "I can do it"
- C. "Don't tell me"
- D. "Do it now"

15. The antidote for resignation is:

- A. "Follow the rules"
- B. "Not so fast"
- C. "It could happen to me"
- D. "I'm not helpless; I can make a difference"

16. The PAVE checklist categorizes risk into Pilot, Aircraft, enVironment, and:

- A. Passengers
- B. Performance
- C. External pressures
- D. Procedures

17. The "P" for Pilot in the PAVE checklist prompts the pilot to assess fitness using:

- A. The aircraft logbook
- B. The IMSAFE checklist
- C. The weather report
- D. The fuel gauge

18. The "External pressures" element of PAVE refers to:

- A. Atmospheric pressure
- B. The influences pushing a pilot to complete a flight, such as get-there-itis
- C. Cabin pressurization
- D. Tire pressure

19. "Get-there-itis," or get-home-itis, is a dangerous external pressure because it:

- A. Improves focus
- B. Reduces fuel burn
- C. Pushes a pilot to continue a flight against better judgment
- D. Has no effect

20. The 3P risk management model stands for Perceive, Process, and:

- A. Plan
- B. Prepare

C. Perform

D. Predict

21. In the 3P model, to "Perceive" means to:

A. Execute the decision

B. Evaluate the outcome

C. Fly the aircraft

D. Identify the hazards of the flight

22. The 5P check (a periodic in-flight review) includes Plan, Plane, Pilot, Passengers, and:

A. Procedures

B. Performance

C. Programming

D. Power

23. Situational awareness is the accurate perception and understanding of:

A. All the factors and conditions affecting the aircraft and flight

B. Only the weather

C. Only the fuel state

D. Only the destination

24. A loss of situational awareness is often a link in the:

- A. Fuel system
- B. Electrical system
- C. Navigation chain
- D. Error chain leading to an accident

25. The "error chain" concept holds that accidents usually result from:

- A. A single cause
- B. Weather alone
- C. Mechanical failure alone
- D. A series of small errors and events, each of which could break the chain

26. Breaking the error chain requires the pilot to:

- A. Recognize and correct a deviation before it leads to the next link
- B. Continue the flight
- C. Ignore minor errors
- D. Increase speed

27. Automation management refers to the pilot's skill in:

- A. Avoiding the autopilot entirely
- B. Letting the automation fly without monitoring
- C. Relying solely on automation
- D. Knowing when and how to use the automation, and when to revert to hand-flying

28. A risk of over-reliance on automation is:

- A. Improved skills
- B. Lower fuel burn
- C. Faster flight
- D. Erosion of manual flying skills and reduced situational awareness

29. Workload management involves planning, prioritizing, and sequencing tasks to:

- A. Avoid becoming overloaded at critical times
- B. Increase speed
- C. Reduce fuel
- D. Eliminate checklists

30. Task saturation occurs when the:

- A. Aircraft is overweight
- B. Fuel is low

- C. Demands on the pilot exceed the pilot's capacity to handle them
- D. Weather is clear

31. A pilot recognizing the onset of task saturation should:

- A. Increase the workload
- B. Ignore the situation
- C. Speed up all tasks
- D. Prioritize, delegate to automation, and shed nonessential tasks

32. The go/no-go decision is made:

- A. Only after takeoff
- B. Only in flight
- C. By ATC
- D. Before the flight, and is continuously reevaluated

33. A pilot who continues a flight into deteriorating weather despite clear warning signs is exhibiting:

- A. Good judgment
- B. Proper SRM
- C. Poor ADM, often driven by a hazardous attitude
- D. Effective workload management

34. Risk management is the part of ADM that focuses on:

- A. Maximizing speed
- B. Filing flight plans
- C. Identifying, assessing, and mitigating hazards
- D. Reducing weight

35. A hazard is a:

- A. Decision
- B. Checklist
- C. Resource
- D. Condition or circumstance that could contribute to an undesirable outcome

36. Risk is the assessment of:

- A. The aircraft's weight
- B. The likelihood and severity of a hazard's potential outcome
- C. The fuel quantity
- D. The cruising altitude

37. A pilot mitigates an identified risk by:

- A. Ignoring it
- B. Accepting all consequences
- C. Increasing speed
- D. Taking action to reduce its likelihood or severity, or избегая it

38. The IMSAFE checklist addresses the Pilot element of risk by assessing Illness, Medication, Stress, Alcohol, Fatigue, and:

- A. Emotion/Eating
- B. Equipment
- C. Engine
- D. Environment

39. A pilot who feels rushed by a passenger's schedule is experiencing an external pressure that should be:

- A. Acted upon immediately
- B. Hidden
- C. Ignored
- D. Recognized and managed so it does not compromise safety

40. The DECIDE model's final step, "Evaluate," means to:

- A. Detect the next change

B. Assess the effect of the action taken and adjust if needed

C. Execute again

D. File a report

41. A pilot using good CRM/SRM treats checklists, ATC, charts, and the autopilot as:

A. Distractions

B. Optional

C. Resources to be managed

D. Hazards

42. A key benefit of recognizing one's own hazardous attitudes is the ability to:

A. Fly faster

B. Avoid checklists

C. Consciously apply the corresponding antidote

D. Reduce weight

43. A pilot who says "the rules are too restrictive and I'll do what I think is best" is exhibiting:

A. Resignation

B. Anti-authority

C. Invulnerability

D. Macho

44. A pilot who attempts a difficult approach to impress others is exhibiting:

A. Resignation

B. Anti-authority

C. Macho

D. Impulsivity

45. A pilot who feels that bad outcomes are simply a matter of luck and beyond control is exhibiting:

A. Resignation

B. Macho

C. Impulsivity

D. Invulnerability

46. A pilot who acts on the first idea that comes to mind without considering alternatives is exhibiting:

A. Invulnerability

B. Impulsivity

C. Resignation

D. Anti-authority

47. A pilot who believes accidents only happen to others is exhibiting:

- A. Macho
- B. Invulnerability
- C. Resignation
- D. Anti-authority

48. The purpose of periodic in-flight risk reassessment (such as the 5P check) is to:

- A. Update the risk picture as conditions change throughout the flight
- B. Reduce fuel burn
- C. Increase speed
- D. Avoid using the autopilot

49. Good situational awareness is maintained by:

- A. Continuously monitoring the aircraft, environment, and flight progress
- B. Focusing on a single instrument
- C. Ignoring ATC
- D. Disabling the autopilot

50. A pilot who delegates radio communication to the autopilot's automation while hand-flying is practicing:

- A. Poor judgment
- B. Workload and resource management
- C. Task saturation
- D. An error chain

51. The single most important reason to apply ADM is to:

- A. Reduce the likelihood of an accident by improving decision quality
- B. Increase cruise speed
- C. Save fuel
- D. Shorten the route

52. A pilot facing an unexpected situation should first, per the DECIDE model:

- A. Execute a plan
- B. Land immediately
- C. Evaluate the outcome
- D. Detect that a change has occurred

53. A "personal minimums" checklist is a tool that helps a pilot:

- A. Set conservative limits based on experience and currency, below regulatory limits
- B. Exceed regulatory limits

- C. Ignore weather
- D. Increase the payload

54. A pilot who establishes personal minimums higher than the legal minimums is:

- A. Building a safety margin appropriate to personal experience
- B. Violating regulations
- C. Reducing safety
- D. Required to file IFR

55. A pilot recognizing fatigue during a long flight should, applying good ADM:

- A. Press on regardless
- B. Increase speed
- C. Ignore it
- D. Consider the degraded performance and take mitigating action

56. The relationship between hazardous attitudes and ADM is that hazardous attitudes:

- A. Improve decisions
- B. Can undermine sound decision-making if not recognized and countered
- C. Have no effect
- D. Replace the DECIDE model

57. A pilot continuing toward a destination despite a deteriorating fuel state, hoping it will work out, is failing to:

- A. Increase speed
- B. Break the error chain with a timely diversion
- C. File a flight plan
- D. Use the autopilot

58. The PAVE checklist is applied:

- A. Only after landing
- B. Only by ATC
- C. During preflight planning and updated as the flight progresses
- D. Only above 18,000 feet

59. A pilot who recognizes an external pressure, an aircraft limitation, marginal weather, and personal fatigue all at once should:

- A. Proceed without concern
- B. Address only the weather
- C. Weigh the combined risk and consider canceling or delaying the flight
- D. Increase the payload

60. The fundamental goal of ADM and SRM together is to:

- A. Manage all resources and decisions to conduct the flight as safely as possible
- B. Maximize cruise speed
- C. Minimize fuel cost
- D. Reduce the aircraft weight

## Answer Key

1. B — ADM is the systematic mental process used to consistently determine the best course of action in response to a set of circumstances. It is a structured approach to judgment, not a speed or fuel technique.
2. A — SRM is the art and science of managing all available resources — hardware, information, and human — to ensure a successful flight. It extends crew resource management to the single pilot.
3. B — The DECIDE model's six steps are Detect, Estimate, Choose, Identify, Do, and Evaluate. Option B lists them correctly in order.
4. C — After detecting a change, the pilot must estimate the need to react to the change. This is the second step of the DECIDE model.
5. B — The five hazardous attitudes are anti-authority, impulsivity, invulnerability, macho, and resignation. Each has a specific antidote.
6. B — Anti-authority is expressed as "Don't tell me what to do." It resents rules and external direction.
7. C — The antidote for anti-authority is "Follow the rules; they are usually right." It counters the resentment of authority.
8. B — Impulsivity is expressed as "Do something quickly." It is the urge to act without thinking.
9. D — The antidote for impulsivity is "Not so fast, think first." It counters the urge to act hastily.

10. B — Invulnerability is expressed as "It won't happen to me." It is the false belief that accidents happen only to others.

11. A — The antidote for invulnerability is "It could happen to me." It counters the false sense of immunity.

12. C — Macho is expressed as "I can do it — I'll show them." It is the urge to take risks to prove ability.

13. A — The antidote for macho is "Taking chances is foolish." It counters the impulse to show off.

14. A — Resignation is expressed as "What's the use? It's out of my hands." It is the belief that one cannot affect the outcome.

15. D — The antidote for resignation is "I'm not helpless; I can make a difference." It restores a sense of agency.

16. C — PAVE categorizes risk into Pilot, Aircraft, enVironment, and External pressures. It is a preflight risk-assessment framework.

17. B — The Pilot element of PAVE prompts a fitness assessment using the IMSAFE checklist. IMSAFE evaluates the pilot's personal readiness.

18. B — External pressures are the influences pushing a pilot to complete a flight, such as get-there-itis. They can distort judgment.

19. C — Get-there-itis pushes a pilot to continue a flight against better judgment. It is a recognized accident factor.

20. C — The 3P model stands for Perceive, Process, and Perform. It is a continuous risk-management loop.

21. D — To "Perceive" in the 3P model means to identify the hazards of the flight. Perception is the first step before processing and performing.

22. A — The 5P check includes Plan, Plane, Pilot, Passengers, and Programming. It is a periodic in-flight risk review.

23. A — Situational awareness is the accurate perception and understanding of all the factors and conditions affecting the aircraft and flight. It is broader than any single parameter.

24. D — A loss of situational awareness is often a link in the error chain leading to an accident. Recognizing it can break the chain.

25. D — The error chain holds that accidents usually result from a series of small errors and events, each of which could break the chain. No single cause is typically responsible.

26. A — Breaking the error chain requires recognizing and correcting a deviation before it leads to the next link. Each correction can prevent the accident.

27. D — Automation management is knowing when and how to use the automation, and when to revert to hand-flying. It is balanced use, not avoidance or blind reliance.

28. D — A risk of over-reliance on automation is erosion of manual flying skills and reduced situational awareness. The pilot may fall behind the aircraft.

29. A — Workload management involves planning, prioritizing, and sequencing tasks to avoid becoming overloaded at critical times. It keeps the pilot ahead of the aircraft.

30. C — Task saturation occurs when the demands on the pilot exceed the pilot's capacity to handle them. Important tasks may then be missed.

31. D — Recognizing task saturation, the pilot should prioritize, delegate to automation, and shed nonessential tasks. This restores capacity for critical duties.

32. D — The go/no-go decision is made before the flight and continuously reevaluated as conditions change. It is not a one-time choice.
33. C — Continuing into deteriorating weather despite warnings is poor ADM, often driven by a hazardous attitude. It reflects a breakdown in judgment.
34. C — Risk management is the part of ADM focused on identifying, assessing, and mitigating hazards. It is the structured handling of risk.
35. D — A hazard is a condition or circumstance that could contribute to an undesirable outcome. Risk is the assessment of that hazard's potential.
36. B — Risk is the assessment of the likelihood and severity of a hazard's potential outcome. It combines probability and consequence.
37. D — A pilot mitigates a risk by taking action to reduce its likelihood or severity, or by avoiding it. (Corrected option D wording.) Mitigation reduces exposure to the hazard.
38. A — IMSAFE assesses Illness, Medication, Stress, Alcohol, Fatigue, and Emotion/Eating. It is the pilot's personal fitness check.
39. D — A pilot feeling rushed by a passenger's schedule should recognize and manage that external pressure so it does not compromise safety. Acknowledging it is the first defense.
40. B — The DECIDE model's "Evaluate" step means to assess the effect of the action taken and adjust if needed. It closes the decision loop.
41. C — Good CRM/SRM treats checklists, ATC, charts, and the autopilot as resources to be managed. Effective use of resources improves safety.
42. C — Recognizing one's hazardous attitudes allows the pilot to consciously apply the corresponding antidote. Awareness enables the counter.

43. B — "The rules are too restrictive and I'll do what I think is best" is anti-authority. It rejects external direction.

44. C — Attempting a difficult approach to impress others is the macho attitude. It is risk-taking to prove ability.

45. A — Believing bad outcomes are simply luck and beyond control is resignation. It abandons the pilot's agency.

46. B — Acting on the first idea without considering alternatives is impulsivity. It is hasty, unconsidered action.

47. B — Believing accidents only happen to others is invulnerability. It is a false sense of immunity.

48. A — Periodic in-flight reassessment (the 5P check) updates the risk picture as conditions change throughout the flight. Risk is dynamic.

49. A — Situational awareness is maintained by continuously monitoring the aircraft, environment, and flight progress. Ongoing monitoring keeps the picture current.

50. B — Delegating radio communication to automation while hand-flying is workload and resource management. It distributes the workload effectively.

51. A — The most important reason to apply ADM is to reduce the likelihood of an accident by improving decision quality. Better decisions improve safety.

52. D — Facing an unexpected situation, the pilot first detects that a change has occurred, per the DECIDE model. Detection precedes all the later steps.

53. A — A personal minimums checklist helps a pilot set conservative limits based on experience and currency, below (more restrictive than) the regulatory limits. It builds a personal safety margin.

54. A — Establishing personal minimums higher than the legal minimums builds a safety margin appropriate to personal experience. It is a sound risk-management practice.

55. D — Recognizing fatigue, the pilot should consider the degraded performance and take mitigating action. Fatigue impairs judgment and reaction like other hazards.

56. B — Hazardous attitudes can undermine sound decision-making if not recognized and countered. Awareness and antidotes protect the decision process.

57. B — Continuing toward a destination despite a deteriorating fuel state, hoping it works out, is failing to break the error chain with a timely diversion. A diversion would break the chain.

58. C — PAVE is applied during preflight planning and updated as the flight progresses. It is both a planning and an ongoing tool.

59. C — Recognizing an external pressure, an aircraft limitation, marginal weather, and personal fatigue together, the pilot should weigh the combined risk and consider canceling or delaying. Compounding risks raise the total hazard.

60. A — The fundamental goal of ADM and SRM together is to manage all resources and decisions to conduct the flight as safely as possible. Safety through sound judgment is the aim.