Update for *Instrument Flying*

The Pilot's Manual Series

ASA-PM-3D

July 2020

Page Number	Description of change or new text as applicable

The following changes provide updates to information printed in the 7th Edition of *The Pilot's Manual: Instrument Flying*. Reference the most current Instrument Rating Airman Certification Standard (ASA-ACS-8) for the FAA test standards and understanding of what you must know, consider and do to earn an Instrument Rating. Each entry below signals a change or addition to the text, listed as follows: Page number, location on page/ instructions, new text or change.

4 *Add new section following "The Cockpit and Radio" section.*

Aeronautical Decision Making and Resource Management

Aeronautical decision making (ADM) is a systematic approach to the mental process used by pilots to consistently determine the best course of action in response to a given set of circumstances. More simply, ADM is what a pilot intends to do based on the latest information he or she has. Ongoing research has identified six steps to good decision making in an aviation environment—a foundation which was taught during your private pilot training:

1. Identify personal attitudes hazardous to safe flight.
2. Learn behavior modification techniques.
3. Learn how to recognize and cope with stress.
4. Develop risk assessment skills.
5. Use all available resources.
6. Evaluate the effectiveness of one's ADM skills.

Two important components of ADM are crew resource management (CRM) and single-pilot resource management (SRM). Both can generally be defined as the ability of the pilot(s) to effectively use all of their available resources, which are categorized as human resources, hardware, and information both onboard the aircraft and from outside sources. This can include ATC, autopilot, and weather reports (to name a few). The principle difference between the two is that CRM is the effective use of resources available to the flight crew, cabin crew, and maintenance personnel (as typically seen in airline operations), while SRM applies to single-pilot operations and the ability of the single-pilot to manage all available resources both prior to and during flight. A primary goal of SRM training is to help you as a pilot maintain situational awareness by managing the automation and associated aircraft control and navigation tasks, which can become more stressful during IFR operations.

As an instrument pilot applicant, you will be required to demonstrate competence in resource management (CRM/SRM) appropriate to the aircraft and tasks outlined within the Airman Certification Standards (FAA-ACS-8).

There are several good resources available on the topic of ADM through FAASafety.gov and the WINGS program. You are encouraged, as part of your training, to sign up for an FAASafety.gov and WINGS program account to further your knowledge on the topic of ADM and your overall proficiency as a pilot.