

Have you viewed the CRM Video from the Virginia Wing?

FAA MANDATES CREW RESOURCE MANAGEMENT TRAINING!

WELCOME TO THE NCLR FLYING
SAFETY BRIEF. This is the
May 2004 briefing

...got your attention! Yes, the FAA did mandate Crew Resource Management (CRM) training, but only for Part 121 flyers. CRM training is based on an awareness that a high degree of technical proficiency is essential for safe and efficient operations. Demonstrated mastery of CRM concepts cannot overcome a lack of proficiency. Similarly, high technical proficiency cannot guarantee safe operations in the absence of effective crew coordination.

Although there has been extensive research conducted into CRM for the airline multi-pilot crews, research into CRM for GA has been sparse. While many of the principles and concepts of multi-crew CRM may be applicable to the single-pilot environment, others may not.

A definition for CRM for the GA world might be... "optimizing the pilot's decision making process, through the effective management of all available resources, information, equipment and people, to achieve safe and efficient flight operations." How can we apply this for our flying...

- Adaptability/Flexibility** – refers to the ability to alter a course of action when new information becomes available.
- Situational Awareness** – refers to the degree of accuracy by which one's perception of his current environment mirrors reality.
- Mission Analysis** – refers to the ability to develop short term, long-term and contingency plans, as well as to coordinate, allocate and monitor crew and aircraft resources.
- Assertiveness** – The willingness/readiness to actively participate, state and maintain a position, until convinced by the facts that other options are better. Requires the initiative and the courage to act.
- Decision Making** – Effective decision making refers to the ability to use logical and sound judgment to make decisions based on available information.
- Communication** – is the clear and accurate sending and receiving of information, instructions, or commands, and providing useful feedback.
- Leadership** – The ability to direct and coordinate the activities of other crew members or wingmen, and to encourage the crew to work together as a team.

Final CRM Thought – The back seat has another difference besides geography from the pilot flying – you will die a half second after the pilot in an accident. SPEAK UP if something looks dumb, dangerous, or different! See SA, Assertiveness, and Communication above.

- While we may not always fly with a crew in a C-172 there is room for "flight management"
- All resource members whether they are pilots, scanners, observers, FROs, Safety Officers, Air Operations Officers, or the Incident Commander should follow the seven points to the left.
- CRM training for GA pilots will result in an improvement in the decision making processes, leading to an overall reduction in the rate of accidents and incidents.
- While I cannot mandate CRM training, I think there is a place for it in GA flying, and even more so in the Civil Air Patrol. CAP flies demanding missions with complicated crew (resource) interfaces.
- Train CRM at all levels, not just pilots verses incident commanders, but incorporate this instruction with the cadets as well as the adults.