Gleim Instrument Pilot Flight Maneuvers
Seventh Edition, Second Printing
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NOTE: Sections with changes are indicated by a vertical bar in the left margin. Text that should be deleted is displayed with a line through it. New text is shown with blue underlined font.

If you are tested on any content not represented in our materials or this update, please share this information with Gleim so we can continue to provide the most complete test preparation experience possible. You can submit feedback at www.GleimAviation.com/questions. Thank you in advance for your help!

Appendix A – Risk Management Overview

Page 479, Overview of Risk Management and Aeronautical Decision Making, New item 2.d.: This update adds coverage of the term "judgment."

  d. **Judgment** – Defined in aviation as a critical evaluation of a situation.

    1) Having poor judgment results in pilot actions that can create further problems.

Page 482, Overview of Risk Management and Aeronautical Decision Making, Item 6.: These edits further detail the purpose of aeronautical decision making.

6. **Aeronautical decision making (ADM)** is how you make decisions, how you carry them out, and how you evaluate their effectiveness. It is a systematic approach to the mental process used by aircraft pilots to consistently determine the best course of action in response to a given set of circumstances. By utilizing a systematic approach, you avoid making poor decisions due to bad judgment. No reasonable pilot intends to have an accident–many accidents result from poor judgment. Your evaluator needs to know that, once certificated, you can be a decisive, effective pilot in command.

Page 487, Gleim Preflight Risk Assessment Matrix: These edits update the Gleim Preflight Risk Assessment Matrix to include a better range of terrain environments.

Gleim Preflight Risk Assessment Matrix

[. . .]

	1	2	3	4	5	Rating
[. . .]						
enVironment						
Airport	Adequate, familiar		Barely adequate		Unfamiliar, inadequate	
Weather (IFR/VFR)	VFR		MVFR	IFR	LIFR	
Runways	Dry, hard, long	Dry, hard, short	Dry, soft, short	Wet, hard, short	Wet, soft, short	
Lighting (Day VFR=1)	Runway, taxiway		Runway only		None	
Terrain	Flat, ~~populated~~dry	Flat, swampy	Flat, ~~unpopulated~~ dense forests	Hilly	Mountainous	
[. . .]						

Pages 496-497, Single-Pilot Resource Management (SRM), Subunit title, Item 6 and New items 6.c.-6.d.5): These edits add information about Crew Resource Management (CRM).

SINGLE-PILOT RESOURCE MANAGEMENT (SRM) AND CREW RESOURCE MANAGEMENT (CRM)

[. . .]

6. **CRM** refers to ~~making~~the effective use of all available resources to safely conduct a flight. It is developed from studies of human factors–studies which aim to optimize human performance and reduce human error.

   a. Anyone you can communicate with is a potential resource, including passengers, ATC, and FSS.

   b. Non-human resources include any sources of information to aid in situational awareness and monitoring environmental conditions.

     1) Examples include displays, charts, checklists, POH/AFM, weather datalink, radar, and ADS-B In.

   c. **Crew briefing.** Perhaps the single most important procedure for setting the stage for good coordination between flightcrew members and others on board is the preflight briefing, as it sets the expectations and tone for the flight. Conducting relevant and timely briefings, including feedback, supports effective crew communication.

     1) Crew and passengers should have a clear understanding of the duties and responsibilities of each person on board. Flightcrew members should also establish a common language for both normal and emergency operations and understand the procedures to follow for a specific event based on severity.

   d. To ensure effective crew communication and coordination, crew members are encouraged to

     1) Speak up and state their information with appropriate persistence until there is some clear resolution

     2) Ask and answer questions openly and nondefensively

     3) Question the actions and decisions of others

     4) Seek help from others when necessary

     5) Question the status and programming of automated systems to maintain situational awareness