

Lesson 06. Risk management, human factors, and accident prevention as teaching content

Ground 1.5 hr | Dual 0 hr | ACS FI.I.F

CFI CANDIDATE

DATE

SUPERVISING INSTRUCTOR

AIRCRAFT

N41459 Warrior

Ground only

FLIGHT TIME

GROUND TIME

OBJECTIVE

The candidate teaches risk management rather than practises it. By the end they will have run a scenario-based block in which a Simulated Student makes a decision, and will have assessed the decision rather than the outcome.

The distinction this lesson turns on: you already manage risk. Teaching someone else to is a different skill, and the most common failure is to demonstrate good judgment in front of a student instead of building theirs.

LESSON STEPS: THE ELEMENTS, IN TEACHING ORDER

Check each element as it is taught. Leave anything not done blank. Sign once at the bottom.

1. Teaching risk identification, assessment, and mitigation

FAA-H-8083-9B ch 1 and 10 FI.I.F.K1

2. Risk management tools: the PAVE checklist, flight risk assessment tools

FI.I.F.K2

3. When and how to introduce risk management

FI.I.F.K3

4. Risk management teaching techniques by phase of instruction

FI.I.F.K4

5. Managing risk during flight instruction: common flight instruction risks, best practices, special considerations while teaching takeoffs and landings

FI.I.F.K5

6. Aeronautical decision making, using CRM or single-pilot resource management

FI.I.F.K6

7. Hazardous attitudes, and recognizing them in a student

FI.I.F.R3

8. Hazards of providing flight instruction; obstacles to situational awareness while instructing

FI.I.F.R1, FI.I.F.R2

9. The accident-derived scenario

See below

10. Candidate runs a scenario-based training block, using North Aero's own decision-tree material

FI.I.F.S1 materials/reused/, and sources/NTSB-WPR11FA316.md for the facts

11. Awareness and oversight of the learner's actions, with timely supervision and intervention

FI.I.F.S2

COMPLETION STANDARDS

1. The candidate builds the accident-derived scenario into a teachable block with a stated completion standard, a stated intervention point, and a statement of what makes it safe to run.
2. The candidate runs a scenario in which the Simulated Student makes a decision, and assesses the decision rather than the outcome, saying explicitly which they are assessing.
3. The candidate applies a named risk management tool to a scenario and shows the working, rather than naming the tool and reaching a conclusion separately.

4. The candidate names one hazardous attitude they are personally prone to and one observable behavior that would reveal it in a student who has not admitted to it.
5. The candidate names two risks created by the act of instructing that do not exist when flying alone.
6. The candidate states an intervention point for a takeoff or landing in terms an observer could apply, not as "when it looks unsafe".
7. The candidate delivers a self-critique before hearing the instructor's.

DEBRIEF AND SIGN-OFF

Critique: the error, its probable cause, and the correction. Candidate self-critique first.

Sign once for the whole lesson. Elements left unchecked above were not taught this session.

SUPERVISING INSTRUCTOR SIGNATURE / INITIALS

DATE