



SkyWest Airlines Pilot Pathway Program

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SIM/Scenario

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🔍 All Questions



Human Resource Questions



Technical Questions

Human Resource Questions

1. Why did you get into aviation?

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2. What aircraft do you prefer?

3. Tell me about yourself.

4. Do you have any checkride failures?

5. Why SkyWest?

) Skywest is a place to grow, learn, and accelerate my career.

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6. Were you part of the Pathways Program?

7. What is your weakness?

(1) Sometimes I push my kids too much, I want the perfection from them on studies.

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(0) Sometimes I lack confidence, even in things I know I am strong at. The pressure of initial perfect performance makes me anxious and it can lead to performing not as well as I know I can.

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8. Did you use an interview prep service?

9. What are your hobbies outside of aviation?

(0) I enjoy spending time with family and friends. I love to go out to dinner and movies. During my down time, I usually spend time at the gym working out.

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10. What would be your biggest struggle in training?

(1) I think it was in my command upgrade, too many things changing at the same time.

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(0) My biggest struggle in training would be to overcome the barrier I tend to build when meeting new people.

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11. Tell me about a time when you had an emergency?

;) Student turned fuel selector to the off position while departing delta airspace. Contacted ATC for priority landing while going through checklist. Upon landing and exiting runway, we noticed fuel selector in the off position, so we turned it back on and continued taxi to FBO.

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(0) While enroute to KMAF from KHQZ during a pipeline training flight, we noticed a negative charge on the ammeter. While I was PF, my copilot PM, we decided he contact our company by phone to discuss options. While he was doing that, I was running checklists. We knew we had about an hour of electrical from both the main and standby battery. I also ran some numbers to determine distance and time left to arrival, it was 45minutes. We considered diverting to a closer airport however KMAF was the closest with repair services. We decided to reduce the load on the battery by turning off all essential electricity such as the lights, radios, transponder, etc, while enroute, which did help prolong battery use, our voltmeter actually increased for a short period of time. We agreed to turn them back on once we got closer to arrival to speak with ATC for clearance to land. Upon getting closer to land we requested priority landing due to minimal charge left, which gave us an immediate landing clearance. We were able to land with clearance, receive taxi instructions, and maintain comms/electrical all the way to parking. Although i wouldn't call this an emergency, it was an urgency.

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[✍️ Answer this question!](#)

12. If you were the FO, how would handle an aggressive and know it all captain?

[✍️ Answer this question!](#)

13. Tell me about a time that you had a conflict in the cockpit.

(1) I never ever had a conflict in the cockpit, definitely this is not the place for that. We must use our CRM skills to get a commonsense goal in our operations.

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(0) The only slight conflict I can think of is when I was teaching a commercial student Chandelles. The student kept doing them incorrectly, so I tried to show him how it is done. However, he still never fully grasped the correctness until after landing and during debrief. After that, his Chandelles improved immensely.

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14. Tell me about a time that you felt pressured to go.

1) After performing a run-up during a discovery flight with a potential new student, I noticed excessive vibrations during the mag check. Therefore, I taxied the plane back to parking where the manager of the flight school and the customers parents were waiting for me.



Upon exiting the airplane, the manager gave me quite the upset look, as if I did something wrong even though I knew it was the right move to make.

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15. What is your greatest strength?

(2) I am a hard worker

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16. What would you do if the First Officer showed up late, and then did not want to run any checklists before the flight, in flight, or after the flight?

(1) First talk to the FO. Ask why. Say we shall run the checklist and show up on time. If persist maybe have to bring it up to professional standards

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(1) I would probably have a discussion with the First Officer prior to flight while on the ground. If hesitancy persists, I will contact dispatch to request a new FO.

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17. What is your most memorable flight?

(0) My most memorable flight was flying into Taos, NM. We picked up ice on the wings, requested a descent to get out of it, and turned on the deicing equipment. Immediately after that, we were at the final approach fix, broke out of the clouds, and continued the remainder of the approach VFR with beautiful white mountain peaks all around us.

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[✎ Answer this question!](#)

18. When would you be available to move on?

19. Tell me about a time when you saw a problem at your company and came up with a solution?

[✎ Answer this question!](#)

20. Tell me about a time you had to make a decision without time to plan for the risks?



21. Tell me about a time you had to delegate a duty to someone who was better suited for the task?

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