



SkyWest Airlines [All Companies](#)

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Interivew Info

2,707

Study Guide

801

SIM/Scenario

173

? All Questions



Human Resource Questions



Interview Process Details / Paperwork / Questions



Technical Questions



Written Test Questions



Phone / Virtual Questions

Human Resource Questions

1. **Do you have any PRIA failures?**

2. **Why do you want to work for Sky West?**

(125) SkyWest has the best reputation for integrity, financial security and great people at all levels within the company.

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(41) SkyWest has proven itself over the last several years as the most culturally and financially stable regional airline in the United States. SkyWest's pilot training program has been acclaimed by major airline pilots as professional, rigorous, and highly effective. Lastly, SkyWest's contracts with 4 of America's largest carriers provides a level of job security that unmatched by any other regional airline in the U.S.

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(22) Great company with a great reputation and plenty of opportunities to grow and achieve.

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(16) Know several Skywest pilots. All love the company and the job. I want to be based in San Diego so Skywest is the regional of choice for me.

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(15) I needed to apply variation to my career and as we all know... east is least and west is best!

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(10) I heard a lot about how First Officers are captains in training; This is the mentality that I want to especially adopt going through training and out into the flight line, because the learning never stops.

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(5) It's the only regional out West.

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(5) They have the best reputation for excellent training. I want to fly the E175 and work for a company with a great culture and SW is the one.

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(3) 1. Skywest is a non union company. 2. The pilot's I have talked to who commute and work for Skywest praise the quality of life as a Skywest Pilot 3. Skywest allows me to keep living where I'd like and allows me to commute from home.

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(2) I recently flew on a Skywest flight between EWR and MSP and was impressed by how professional and friendly the crew was on board. I was able to speak with the captain who happened to be a line check airman for the company and has worked with company for 11 years.

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3. Have you failed a check ride?



4. How did you get into aviation?

(56) Tell you story- practice with someone first so you can work out any problems

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(9) I grew up in a small village in vietnam where aviation was pretty much non-existent which sparks my curiosity about aviation at very young age every time I heard airplane flying over my house. Fastforward, I went to a Aviation camp in Boise Idaho and talked to lots of people. one thing lead to another thing, I was convinced that I really wanted to learn how to fly. and here I am 6 years later.

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(3) Always wanted to be involved in aviation as a kid but did not get a chance till later in life. Was nice to fulfill that dream at age 51. Started as a paraglider pilot and then bought an airplane. Then bought a house on an airport and finished up my PP cert.

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(3) When I was young, I always thought aviation would be a cool career option, but felt that it was out of my reach because I believed only military pilots became airline pilots and I felt that was too competitive to even have a shot. So after high school I went to college and worked odd jobs, but couldn't find what I wanted to do for my career for the life of me. I started selling cars in 2016 and enjoyed it, but two years in, realized it wasn't something I wanted to do for the rest of my career. So I began looking again. One of my best friends had just received his CFI and I reached out to him to get the low down. We went to lunch and he took me through the process of becoming an airline pilot and invited me to take a discovery flight. That is all I needed to know that I wanted to spend the rest of my career and beyond flying airplanes. Its one of the best things I have ever done and I am astounded that I have the opportunity to do it every time I takeoff.

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5. Have you had any felony charges?

6. Have you ever been written up, fired, or asked to leave?

Any verbal or written negative issue from the FAA?

8. What is the most recent aircraft you have flown?



9. How many hours did you fly in the past year and in the past couple of months?

10. What is CRM?

(108) The systematic and effective use of all available resources to ensure a desirable outcome and completion of the flight. Focusing on communication, teamwork, task allocation, decision-making and situational awareness. The major contributors in the CRM process are: Dispatchers, flight attendants, maintenance, ATC and of course the cockpit crew.

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(13) Crew Resource Management. Use all available resources to cover tasks while you handle situation.

👍 Like this Answer

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(4) CRM stands for Crew Resource Management. What this means to me is the two pilots work together to safely complete the air mission. The crew cooperates together in the following aeronautical decision-making, communication, teamwork, task allocation, and situational awareness. Additionally the two pilots also have other resources associated with CRM, 2 in the plane and 2 out. On board the plane the pilots can be aided by other flight crew members such as the flight attendants and the passengers when their assistance is need. Outside the plane the crew can radio or call ATC and Company Dispatch.

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🚩 Flag Incorrect Answer

(0) Crew Resource Managment. It's a systematic and effective approach to utilizing all aviation resources to gain a desirable outcome.

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11. Have you ever had a suspended license?

12. What do you anticipate being your biggest challenge during training?

(40) Because of my prior training, I am expecting the largest challenge of training being learning new procedures and letting go of old information. I have the ability to retain formation well, but I am confident that with repetition and practice, I will be able to quickly ,eplace old training with SkyWest's procedures and practices.

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(21) Since I am older than most of the new hires at SkyWest it could be difficult for me to "fit in". But once the pilot and FA group find that I am truly excited about this company and love to fly any issues should dissolve quickly.

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(6) Being a first-generation pilot in my family means I really don't have anyone to look up to about their personal training experiences. I believe the biggest challenge is going into the unknown and what expectations are going to be set on me in training.

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13. What is your biggest weakness?

(57) Probably my self-critique. I'm very hard on myself when I don't do something right or don't do very well on an test/exam.

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(15) Being able to admit weakness and knowing how to overcome it is the whole purpose of the question. Answering the question with a positive trait and leaving it at that is overused and is something all interviewers have seen and tells them that your weakness is the inability to admit weakness.

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(6) I am not as confrontational as I should be. I don't always ask for the raise or let someone know when they are being rude. But I do not feel afraid to let someone know when they are being unsafe or hazardous.

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(4) I can at times bite off more than I can chew and accept too many responsibilities. Typically, it leads to me to performing not as effectively on the tasks at hand.

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What do you like to do for fun?

(16) Anything outdoors. Hiking, surfing, watching my kid grow up.

(4) anything outdoor, hiking, sailing, watching my kid grow up.

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(5) outdoor, hiking, gardening, cooking, watching airplanes take off and landing.

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🚩 Flag Incorrect Answer

(3) swimming, gardening

👍 Like this Answer

🚩 Flag Incorrect Answer

(2) fly to remote destinations

👍 Like this Answer

🚩 Flag Incorrect Answer

(1) Mountain biking, paintball, cooking, church ministries

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(1) Hiking and flying my own plane

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(0) Lately I've been into cooking, working out at the gym, as well as playing guitar.

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15. What do you know about Sky West?

(46) With over 13,000 aviation professionals operating more than 2,100 daily flights, SkyWest Airlines connects millions of passengers each month to 248 destinations across North America. SkyWest operates in partnership with Delta Air Lines, United Airlines, American Airlines and Alaska Airlines and has a fleet of 462 aircraft. Headquartered in St. George, Utah, SkyWest's industry-leading workforce and excellent leadership team have consistently generated solid operational and economic performance, setting the standard for excellence in the regional industry. (Taken from their website 12/18/2018)

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Numbers have grown to over 14,000 aviation professionals, 2,300 daily flights, 258 destinations, and 482 aircraft. (April 12, 2019 - Matthew R.)

!) SkyWest Airlines operates through partnerships with United Airlines, Delta Air Lines, American Airlines and Alaska Airlines carrying over 42 million passengers in 2024.

Headquartered in St. George, Utah, our fleet of nearly 500 aircraft connects passengers to

251 destinations throughout North America.



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16. Tell me about a time you were in an emergency, what did you do?

(9) A student and myself were doing touch and goes at our local airport. In the downwind the engine started to lose power and sputter. Being that we were in the traffic pattern we executed a power off 180 just like in every students commercial pilot training. There were two aircraft ahead of us. On base and final. I told them to go around as we needed to land immediately. We landed safely and were able to clear the runway.

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(7) flying an older passenger with COPD (unaware at the time) above 14,500 in unpressurized SR22T, with supplemental OX, he started to complain of abdominal pain and referencing the use of OX as the cause , checking his OX level with oximeter and he showed low levels, i immediately informed ATC of the situation and ask to divert to nearest airport to address passengers heath issue, upon landing and the continued use of OX passenger regained OX levels and was getting well , offered to call EMS he refused , called his spouse and filled her in in the situation, she contacted there primary DR and was cleared by him to continue the flight home at low level with continuous supplemental OX , landed at destination with no further issues

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(5) Flying military rotor VFR-only aircraft as a flight of 3 (with valid wx brief but rapidly descending unforecasted ceiljngs), we punched in and had to transition to IMC quickly and separate aircraft distance. Key here was follow trainin and pre-planned inadvertent IMC breakup plan, trust instruments, then contact ATC to use all available resources and request GCA/PAR in sequence. Basic CRM and the positive outcome of this demonstrates that.

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(3) Fish spotting in a C-182 this past August. I was working directly for a spear fishing operation and noticed the comm radio wasn't transmitting. The boat couldn't hear me although I could hear them. The boat was using a hand-held radio and this was often a problem. However, we couldn't correct the problem and then I lost all communication. My radios had died. I tried the auto pilot to keep wings level so I could troubleshoot the situation, but the autopilot was also inoperable. I realized the alternator was not working. I immediately recycled the system and after several times it wasn't coming online. I then started a climb and headed back toward shore. I reviewed the emergency procedures and V speeds knowing I wouldn't have communications at the airport or flaps for landing. I



speeds knowing I wouldn't have communications at the airport or traps for landing. I

continued to cycle the alternator and then it kicked in and the battery started charging and the comm and radios came back. I grounded the plane and scheduled a repair with the

maintenance shop. Although it didn't turn into an emergency, it was a valuable lesson to include the alternator indicator into my scan and also to keep a handheld radio on board as back up so decrease the level of risk, should this happen in the future with the alternator not coming back online.

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17. Tell me about a stressful flight you had?

(4) Should be answered using the STAR format. Come with a few situations prepared before hand

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(4) I was doing a nighttime building flight with another instructor for the company we worked for. The other instructor joked that having two CFIs on board is the most dangerous type of flying. In a sense he wasn't wrong because the both of us had assumed that the other checked the weather before our flight. The next thing we knew, our route ended up taking us directly into a thunderstorm. We ended diverting to another airport clear of the storm and I decided to take the landing on the flight. I ended up rounding out a little bit to a high and the other instructor noticed but didn't say anything and the landing ended up being a slammer. Overall, the flight was a stressful experience and taught me that even as instructors we are not perfect and make mistakes.

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(3) I was flying with a new captain at my current airline. He was a retired captain from a major airline but expressed that he barely passed training and that FOs never let him fly the airplane. The flight went as expected. He was not comfortable with flying the airplane. His taxi speed was unsafe, he had a bad habit of letting go of the flight controls immediately after liftoff, he didn't understand how to use the autopilot, and he descended rapidly for no reason into the destination airport causing the airplane to porpoise. I had a conversation with him and stressed that I am there to help him and we can slowly talk through every phase of flight before making any changes to the aircraft attitude. Although I am 100% confident in my abilities to fly the airplane, this situation put me through a lot of stress as I felt that I was single pilot flying.

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18. Where do you see yourself in 3-5 years?

(68) Captain, at SkyWest.

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They are pretty open about presenting how a lot of their pilots end up going to legacy carries and such, and did not seem too concerned if that was the path you wanted to choose either. They wanted an honest opinion it seemed. (March 29, 2019 - Unknown)

(24) They seem very comfortable in the fact that a lot of pilots will move on in 3-5 years, and they just want an honest answer). I said that I would like to be a captain, and involved in the training department. I ultimately want to be happy and have a decent QOL, so if I find that in SkyWest I would be around for a while.

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(9) Ultimately, I'm looking for a stable and enjoyable career without hopping around too much. I am completely content with being at Captain at Skywest, however, if given the opportunity to work for United and Delta, I would definitely consider it.

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(3) at Southwest airlines

👍 Like this Answer

🚩 Flag Incorrect Answer

(3) Captain at Skywest for somewhere at legacies airlines, hopefully, Delta air Lines

👍 Like this Answer

🚩 Flag Incorrect Answer

(1) Skywest First Officer

👍 Like this Answer

🚩 Flag Incorrect Answer

(1) A line check airman, senior captain for Skywest.

👍 Like this Answer

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19. How do you mitigate risk and practice CRM on a typical flight?

(35) 1. Pre Flight checks; 2. Follow standard operation procedures; 3. Stay alert; 4. Good communication 5. Training.

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(14) Closed loop communication. This way there is no misunderstanding in what each person is thinking

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20. What would you do as a captain when there is a medical emergency?

(26) Declare emergency and work with the crew / FO and ATC to decide the best course of action for the type of medical emergency and how urgent we need to be on the ground and where the most suitable place to go would be for the patient.

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21. What do you like the most and least about SkyWest?

(43) This question was asked despite me not having any real experience with Skywest. However, if you are reading this, it is probably because you are about to take your interview. Therefore, I will speak on behalf of someone who just passed theirs. Working towards employment with Skywest has been pretty easy and enjoyable. Everything seems very organized and predictable. No surprises from the interviewer, as he explicitly stated that they are not looking to stump you in any way, or surprise you. They know that you had ample time to prepare and just want to see how well prepared you came to the interview. So, study as much as you can, watch videos on how to take these kinds of interviews, and prepare with someone at home who can quiz you. Speaking your answers allowed will give you a good idea of how much grasp you have on a certain subject and will serve as a rehearsal for your interview. Clean up your answers as much as possible so you will communicate your point across in concise and accurate manner. This will leave little room for error and rabbit holes.

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22. Why are you a pilot?

(51) Because it's the job that makes me the happiest

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(22) I like the adventure and the life style of the job. It's challenging and I like the constant change.

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(6) Because I was bit by the aviation big at a very young age. Flying offers the most beautiful office views known to man.

👍 Like this Answer

🚩 Flag Incorrect Answer

(3) Because it is the job the makes me the happiest and I love everything about aviation.

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(3) to be a pilot is a vast accomplishment, to be well rounded with multiple aspects of the profession while other professions concentrate on particular avenue. Being a pilot we are aviators, lawyers, doctors, weather man , mechanics, psychologists along with upholding the highest safety standards

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(2) I'm a pilot because it's challenging and rewarding at the same time. It's something that I love and I've been told to do something worthwhile.

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(1) Everything about flying is very interesting and fascinating. I was interested in aviation at a young age. Flying really makes me feel happy.

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23. If you have challenges in training how will you go about that?

(28) Ask for help.

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24. What would you do as a Captain if the FA informs you of a passenger that is unresponsive?

(31) As a captain, if a FA informs me of an unresponsive passenger, I'd immediately ask the FA to provide necessary first aid with the onboard medical kit, seek help from any medical professionals onboard, and consider an emergency landing depending on the situation.

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25. Tell me about a time you went flying and things didn't go as planned, how did you handle it?

(12) stayed clam , used available on board resources , live weather , asked for ATC help maneuvering around the storm , ended up clearing the front and continuing to destination with no issues

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(4) flew a passenger to the wrong destination even though I confirmed destination before departure, after landing and walking into FBO , he realized that we are not at the right airport , I assured him it was not a big deal , luckily the correct destination was only 15 min away , was able to get his to intended airport and get to his meeting in time

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(2) I took off in my bonanza and the door popped open..my wife scared and said I can hold the door closed..it was night time and windy..so I said no.. I landed and made sure the door is locked and we took off again

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(1) Made firm decisions to influence the outcome, but remained flexible.

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(1) Departed out of KFMN to try and get north of a winter storm. After leaving the Class D we were met with low cloud ceilings, icing conditions 1000 feet above our current altitude in mountainous terrain at night. Asked ATC for lowest vectoring IFR altitudes and they were all above the freezing levels. Made the correct decision of turning around and spending the night at KFMN for better weather.

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(0) Flying my plane from Carlsbad, NM to Sedona, AZ we encountered stronger headwinds than forecast requiring more fuel stops. We arrived in Sedona later than expected after dark and determined the instrument approach we might have used to safely land was NA to circle at night. Despite having non-refundable reservations in Sedona we diverted to Deer Valley and landed safely for the night.

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26. Tell us about a bad experience you've had.

(6) Flying a Citation II from Boston to RDU we encountered thunderstorms while on final approach that closed the RDU airport before arrival. We missed and proceeded to our alternate, GSO. Upon reaching GSO we encountered more thunderstorms that precluded landing at GSO. We had no choice but to divert once again to KINT and landed safely. However, on final approach the Low Level Fuel annunciators began to illuminate...

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(5) lost manifold pressure on take off from airport, luckily I was at altitude and was able to make it back safely. the initial loss of power does leave you stunned regardless of how prepared you are , the important part is how to manage the surprise and put training and knowledge to work for a safe outcome.

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(1) I lost one engine in my twin while flying with my instructor night time..we had to choose a nearby airport and land safely

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27. What is your biggest strength?

(37) My ability to get along with whomever I fly with

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(8) My ability to perform under pressure

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28. What are you looking forward to about flying with SkyWest?

(25) I most look forward to fly some of the safest and best kept jets I have been on. I also just as equally look forward to being apart of the family culture at SkyWest.

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i) Flying the ERJ , and being part of the family culture at Skywest.

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29. What about Skywest would be enjoyable for you?

(7) SkyWest has the most favorable bases for people who love the outdoors. I would enjoy that the most.

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(2) Being a family oriented person, the schedule benefits my idea of maximizing my home time

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(2) SkyWest adheres to stringent federal regulations for crew rest, and the airline takes very seriously its shared responsibility of well-rested professionals with its crewmembers.

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30. What do you like to do when you're not flying?

(49) Say something fun and non-aviation related! They don't want to hear boring answers like that you like to fly and read the FAR/AIM.

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(9) If you have a hobby you're passionate about, they would love to hear about it.

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(2) I like to troubleshoot and solve problems. I like to be challenged in everything I do.

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🚩 Flag Incorrect Answer

(2) spend quality time with wife and family

👍 Like this Answer

🚩 Flag Incorrect Answer

(1) I volunteer and serve the community without expecting anything in return. Also, I like spending time with wife and family.

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(1) Snowboarding, hiking and lacrosse!

👍 Like this Answer



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31. What can you bring to Skywest?

View 2 Answers

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32. What do you have to offer the team?

View 1 Answer

[✍️ Answer this question!](#)

33. Where do you see yourself in 10 years?

View 3 Answers

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34. Is there anything else that we will discover in your background check that you need to disclose to us now?

35. Have you applied anywhere else?

36. What was your most challenging flight?

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37. What is your biggest success?

View 5 Answers

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38. What qualities do you bring to the table that benefit SKW?

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Tell me about a time you had a problem with a coworker?

View 1 Answer

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40. **Have you ever had a student that disagreed with you? Tell us about it.**

View 1 Answer

 [Answer this question!](#)

41. **What characteristics about SkyWest from the overview resonated with you the most?**

View 2 Answers

 [Answer this question!](#)

42. **Tell me about a time that you were in a critical phase of flight?**

View 1 Answer

 [Answer this question!](#)

43. **Tell me about a time that you had a CRM issue.**

View 2 Answers

 [Answer this question!](#)

44. **In the past year what have you done to further your career?**

View 6 Answers

 [Answer this question!](#)

45. **Why airlines and not other aviation careers?**

View 3 Answers

 [Answer this question!](#)

46. **Why would you be a good employee?**

View 6 Answers

 [Answer this question!](#)

47. **Tell me about a time when you were on a flight and safety was compromised?**

View 4 Answers

[Answer this question!](#)

48. What was your biggest struggle in aviation?



[✎ Answer this question!](#)

49. What would you do the CA was descending below the DA without meeting 91.175 criteria?

View 4 Answers

[✎ Answer this question!](#)

50. Tell me about a time you were nice to someone recently?

[✎ Answer this question!](#)

51. Tell me who influences you most as an individual.

View 4 Answers

[✎ Answer this question!](#)

52. Have you ever broken a FAR? Tell me about it

View 3 Answers

[✎ Answer this question!](#)

53. Skywest will spend tens of thousands of dollars on your training. Why should I trust that you will make it through and complete ground school.

View 3 Answers

[✎ Answer this question!](#)

54. Describe your career in 3 minutes or less.

View 1 Answer

[✎ Answer this question!](#)

55. What do you think makes a SkyWest Aviator?

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Why do you want to leave your current company?

View 2 Answers

[✎ Answer this question!](#)



57. Tell me about a time you were most proud in your career.

[View 5 Answers](#)

[✎ Answer this question!](#)

58. What do you look for in a company when doing your research?

[View 3 Answers](#)

[✎ Answer this question!](#)

59. What would you do if the CA and FAs were arguing during boarding?

[View 2 Answers](#)

[✎ Answer this question!](#)

60. When have you been the most scared in an airplane?

[View 3 Answers](#)

[✎ Answer this question!](#)

61. Did you like your previous job?

[View 3 Answers](#)

[✎ Answer this question!](#)

62. In a 121 environment who can you use to help make your flight successful?

[View 3 Answers](#)

[✎ Answer this question!](#)

63. Tell me something about yourself that's not on your resume.

[View 2 Answers](#)

[✎ Answer this question!](#)

64. Did you have anyone that helped you out in aviation, what about in your own personal life.

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[✎ Answer this question!](#)



65. Tell me about a bad decision you've made.

[View 2 Answers](#)

[✎ Answer this question!](#)

66. What could you do to improve your former company?

[View 2 Answers](#)

[✎ Answer this question!](#)

67. Tell us about a good experience you've had.

[View 2 Answers](#)

[✎ Answer this question!](#)

68. Tell me about a difficult student and how you handled the situation?

[View 1 Answer](#)

[✎ Answer this question!](#)

69. What are you going to do to ensure your success in airline training, which is commonly called 'drinking from a fire hose?'

[View 1 Answer](#)

[✎ Answer this question!](#)

70. Tell about a time you had a bad day flying.

[View 1 Answer](#)

[✎ Answer this question!](#)

71. What's the scariest in flight scenario you've been in?

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72. What have you been doing the past year?

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[✎ Answer this question!](#)



73. Do you know what Airlines Skywest operates under?

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[!\[\]\(5f2ad55541d1c76614ad618336f6fa7b_img.jpg\) Answer this question!](#)

74. Tell me about a time when you had a conflict with a supervisor?

[View 1 Answer](#)

[!\[\]\(fe5d33c08faf9a42a148630afb19375e_img.jpg\) Answer this question!](#)

75. Are you familiar with SkyWest guiding principles? Which one resonates with you most?

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[!\[\]\(1ec9c5991b6cfbe205eacf87caeef44f_img.jpg\) Answer this question!](#)

76. Tell me about a time that you used effective CRM

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[!\[\]\(0a56f3838a173d6608ed21a8fa1dd10e_img.jpg\) Answer this question!](#)

77. Tell me about a time when you felt truly proficient during a flight.

[View 1 Answer](#)

[!\[\]\(1b7014ca08353796fdb26b7ca32c2740_img.jpg\) Answer this question!](#)

78. Tell me about a time you made a mistake in the cockpit?

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[!\[\]\(588839c7e65636dffdd089c6ebe54d37_img.jpg\) Answer this question!](#)

79. What will be the biggest difference working for SkyWest compared to your current employer.

[View 1 Answer](#)

[!\[\]\(d03d5eb811766f2afd02bbb52ebb2644_img.jpg\) Answer this question!](#)

What is integrity?

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 [Answer this question!](#)



81. Tell me about the worst flight you've ever had.

View 1 Answer

 [Answer this question!](#)

82. Are you involved with your community?

View 1 Answer

 [Answer this question!](#)

83. Why do you have a long break from flying?

View 1 Answer

 [Answer this question!](#)

84. Since your long break from flying, Have you been flying recently to get back in the swing of things?

View 1 Answer

 [Answer this question!](#)

85. What personal qualities do you want to improve on?

View 1 Answer

 [Answer this question!](#)

86. Tell me about a time when you had a conflict in the cockpit.

View 2 Answers

 [Answer this question!](#)

87. What makes you a good pilot?

View 1 Answer

 [Answer this question!](#)

88. What is a professional pilot?

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 [Answer this question!](#)



89. What makes a good First officer and why?

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[✎ Answer this question!](#)

90. List your professional career experiences.

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