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1. Introduction

(B) 1990). C (A) 1997; B 1990; C 2003; H 1993; O 2010). P (1992) reasoning and judgment (1) M (2). A (1). A (2009). R (1).

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1.3. Current study

A recent study found that 2657 passengers in 100 flights had been involved in 2657 incidents (85% (Papadimitriou et al., 2002). In this study, the passengers were divided into two groups according to their behavior standards: passengers with no behavior standard (S₁) and passengers with behavior standard (S₂). The results showed that S₁ passengers were more likely to be involved in incidents than S₂ passengers.

2. Study 1: Passengers with no behavior standard

The first study was conducted on 100 flights in 2002.

Table 1

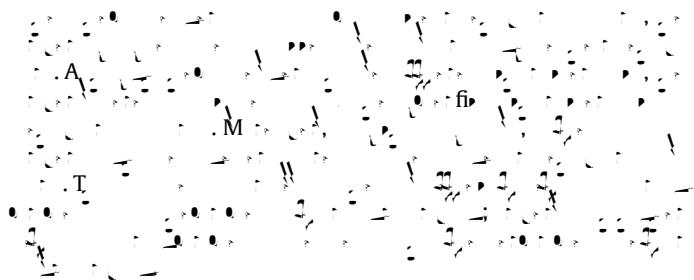
I.	R. (1)	R. (2)	R. (3)	R. (4)
1	1.32	5.29	3.61	5.90
2	2.65	1.10	4.94	5.45
3	3.13	5.13	1.29	6.13
4	4.10	5.26	1.26	5.97
5	5.13	1.48	6.42	4.23
6	1.19	3.81	5.00	6.29

with your supervisor/friend on your side....

2.1.2.2. Self-monitoring.

Table 2

D₁ = 0.25, D₂ = 0.25, D₃ = 0.25, D₄ = 0.25, D₅ = 0.25, S₁ = 1.



3. Study 2: Passengers with reversed behavior standard



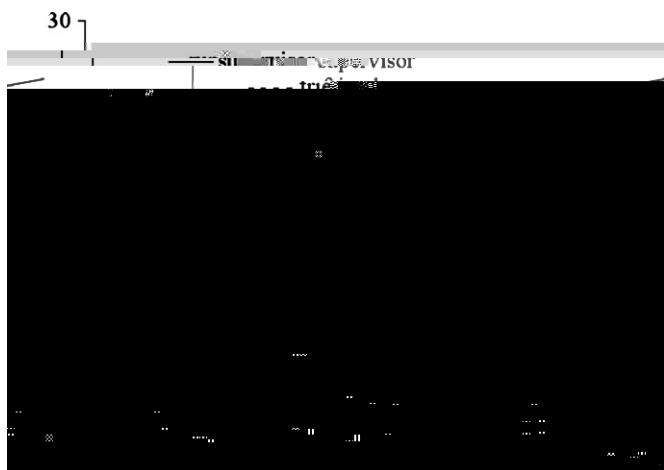


Fig. 2. Driver's side window (S₁-2).



Fig. 1. A typical sequence of events leading to a rear-end collision.

5. *What is the relationship between the two types of errors?* (O = Operator; T = Tester)
- (1) *The operator's error is caused by the tester's error.*
 - (2) *The operator's error is independent of the tester's error.*

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G., G., 2009. S. P. C. R. U. P. B. .228.
G. (E.), 2006. S. P. C. H. E. P. G. A. P. 9, 52-55.
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