

Closing Remarks

Speaker: Honorable Robert Francis, former Vice Chairman of the NTSB

- Practically everything we are talking about is about improving communication.
- The issue of standardization is very important. Hopefully we can communicate the importance of this to the regulatory agencies and to the airlines. Not just with emergencies and abnormals, there is a whole slew of issues that should be addressed.
- Post 9/11, civil aviation and security, it's put regulatory agencies in a situation. They are being lead by the FBI. It has taken attention away from non terrorism related safety. Money has been taken away from safety programs and put into security programs. For example, programming the FMS and taking control away from the pilots when an airplane is being flown towards P-52.
- The consequences of pilots carrying pistols are enormous. The resources going into this is considerable. Plus, CRM – whose got the gun? Who decides when to use the gun? The distraction element is considerable. That is a safety issue.
- LOSA and ASAP, this is great stuff. It is difficult to quantify the training so LOSA and ASAP data is very important. These programs, to some extent, are going to be able to help you with your training program on where to target for improvement.
- It would be great to find a way, especially in an emergency situation, to make sure that crews are literate and standardized with acronyms. For example, Boeing versus Airbus, FMS versus FMC.
- NASA has got to be able to say to the airlines that this particular training is more important than this particular item, especially when it comes to economic constraints.
- Blame. The greatest enemy of safety is blame. This program is sensitive to that, including LOSA and other safety programs.