

Pilot Response to Emergency and Abnormal Situations

Panel: Key Dismukes
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We use ASAP at our airline, it has been excellent. Many MELs have changed quicker and for the better. 95% of the pilots came out with a positive response from ASAP and CRM discussions with dispatchers. We stopped it due to economic constraints, but we feel it was very helpful.

DG: We are planning on doing combined CRM training with dispatcher and pilots at our airline.

Our airline has had a LOSA program since 1999. The more research we do, the more we realize how less often other airlines do it.

DG: At our airline, we have a major LOSA every 4 years. We also do “spot” LOSA; for example, in Latin America we did LOSA with non-radar terrain. I know of several other airlines around the world that have LOSA programs.

What we’ve discovered is that it seems like we should analyze data more than collecting it.

What about guns in the cockpit?

DG: Pilots should be flying the airplane. Hopefully the non-flying pilot is armed, and the flying pilot is getting aircraft on the ground. How much have we lost from monitoring the aircraft when we worry about a gun? Also, discomfort of other crewmembers with guns, how do you deal with that? Plus, what about video cameras in the cockpit? If a pilot sees a family member or friend in the cabin getting hurt, now the pilot wants to go back there. This is what we don’t want. How do we deal with that?