

Investigating automation

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'Both incidents appear to have been initiated by flight guidance control panel selections which resulted in flight director modes other than those intended by the pilots.'

G-JECI, AAIB Bulletin 3/2010



'The FAA and EASA should ensure that the undesirable response of the autothrottle and flight management computer caused by incorrect radio altimeter values is evaluated and that the autothrottle and flight management computer is improved in accordance with the design specifications.'

TC-JGE, DSB report 5/2010

'Recorded data showed that the autopilot had remained engaged, and the pilots' nose-up pitch inputs were countered by the autopilot pitch trim function.'

G-LGNO, AAIB special bulletin S1/2015

Group 1 – Most Agreed and Consensual Improvement Paths

- *Improve basic airmanship and manual flying skills of pilots.*
- *Improve recurrent training and testing practices with regard to automation management*
- *Improve the Multi Crew Cooperation (MCC) concept and training (instruction and testing) practices to better address automation management. Note: EASA has already planned to improve Crew Resource Management (CRM) guidance*
- *Rule Making Task RMT.0411 (OPS.094).*
- *Improve the Competence Based Training (CBT) and Evidence Based Training (EBT) approaches to better address automation management.*
- *Develop automation policies specific to aircraft types and variants to account for differences regarding automation and flight path management.*
- *Improve the Multi-crew Pilot Licence (MPL) programme to better address automation management.*

EASA Automation Policy - Bridging Design and Training Principles, May 2013

'On both occasions the flight crews retained control of the aircraft flight path and managed the situation while remaining in compliance with their ATC clearance.'

G-EUXM, AAIB Bulletin 9/2013

