

Section C Results
Performance and Training

Presentation to CAST

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Working Group



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Section C Subject Headings



- **GPWS**
- **Approach**
- **Written SOPs**
- **Recurrent Training**
- **Safety Reporting**
- **Corporate Culture**

Interview Totals

(Conducted between October 1 and December 17)



INTERVIEWS CONDUCTED	1,194
Cases excluded due to outlying values	-18
Cases excluded because pilots flew business aircraft	<u>-26</u>
NET INTERVIEWS IN DATABASE*	1,150

Note: Two of these interviews were partial. Participants ended the interview before completion.

PROCEDURES AND TRAINING

Section A Results: Basic Activity Measures

JIMDAT SECTION A RESULTS: BASIC ACTIVITY MEASURES

Question	Question	Response	Response Value	Response %
A1	During the last 60 days, how many hours did you fly as a crewmember on a commercial aircraft?	Low Value	2	na
		Mean Value	108	na
		High Value	320	na
A2	During the last 60 days, how many legs did you fly as a crewmember on a commercial aircraft?	Low Value	1	na
		Mean Value	41	na
		High Value	496	na
A2.1	During the last 60 days, how many of the legs you flew involved taking off or landing at an airport outside the United States?	Low Value	1	na
		Mean Value	6	na
		High Value	80	na
A4-A6	During the last 60 days, what percent of the hours did you fly as a crewmember on flights with?	Revenue Passengers	na	73%
		Cargo w/o passengers	na	25%
		No passenger or cargo	na	2%

JIMDAT SECTION A RESULTS: BASIC ACTIVITY MEASURES

Question	Question	Response	Response Value	Response %
A7.1	Which of the following three categories best describes the number of airplanes currently operated by your airline? Please do not include airplanes operated by code-share partners?	350 or more	769	67%
		150 to 349	200	17%
		149 or less	174	15%
		Don't Know	7	1%
		Total	1150	100%
A7a	During the last 60 days, did you fly a commercial aircraft as a: *	Captain?	631	55%
		First Officer?	505	44%
		Flight Engineer?	56	5%
		Relief Pilot?	95	8%
	* (Total % exceeds 100% since the responses are not mutually exclusive)	Other Position?	29	2%
Constructed Variable	Aircraft Size Category	Wide body	402	35%
		Large	214	19%
		Medium	501	44%
		Small	33	3%
		Total	1150	100%

SECTION C RESULTS:

GPWS Questions

JIMDAT SECTION C RESULTS: GPWS QUESTIONS

Question Number	Question	Response	Response Value	Response %
JD1	Is the aircraft you flew (most) during the last 60 days equipped with GPWS?	Yes	1097	95%
		No	52	5%
		Refuse	0	0%
		Don't know	1	0%
		Total	1150	100%
If No, Refused or Don't Know, Skip to JD2				
→» JD1a	Is it equipped with a terrain display, such as you find in an enhanced GPWS, or Terrain Avoidance Warning System, also known as TAWS?	Yes	1011	92%
		No	83	8%
		Refuse	0	0%
		Don't know	3	0%
		Total	1097	100%
If No, Refused or Don't Know, Skip to JD2				
→» JD1b	Does your airline require the terrain display to be selected during takeoff at specific airports?	Yes	687	68%
		No	304	30%
		Refuse	0	0%
		Don't know	20	2%
		Total	1011	100%
If No, Refused or Don't Know, Skip to JD2				

JIMDAT SECTION C RESULTS: GPWS QUESTIONS

Question Number	Question	Response	Response Value	Response %
→» JD1c	Does your airline require the terrain display to be selected during descent and landing?	Yes	584	85%
		No	99	14%
		Refuse	0	0.0%
		Don't know	4	1%
		Total	687	100%
→» JD1d	For times that terrain display is not required, do you usually use it during takeoff?	Yes	535	78%
		No	150	22%
		Refuse	0	0%
		Don't know	2	0%
		Total	687	100%
→» JD1e	For times that terrain display is not required, do you usually use it during descent and landing?	Yes	540	79%
		No	145	21%
		Refuse	1	0%
		Don't know	1	0%
		Total	687	100%

JIMDAT SECTION C RESULTS: GPWS QUESTIONS

Question Number	Question	Response	Response Value	Response %
→» JD1f	Has the terrain display experienced a map shift on any aircraft on which you were a crew member?	Yes	103	15%
		No	582	85%
		Refuse	0	0%
		Don't know	2	0%
		Total	687	100%
JD2	During the last 60 days, how many times did an aircraft on which you were a crewmember experience a ground proximity warning?	0	1091	95%
		1	43	4%
		2 or more	15	1%
		Refuse	0	0%
		Don't know	1	0%
		Total	1150	100%
If zero, Refused or Don't Know skip to JD3				
→» JD2a	Was (this warning/ the most recent of these warnings) valid?	Yes	32	55%
		No	25	43%
		Refuse	0	0%
		Don't know	1	2%
		Total	58	100%
If No, Refused or Don't Know, Skip to JD3				

JIMDAT SECTION C RESULTS: GPWS QUESTIONS

Question Number	Question	Response	Response Value	Response %
→» JD2b	During this (most recent) warning, did you see the approaching terrain on the terrain display before you heard the aural warning?	Yes	22	69%
		No	10	31%
		Refuse	0	0%
		Don't know	0	0%
		Total	32	100%
If No, Refused or Don't Know, Skip to JD3				
JD3	During the last 60 days, how many times did an aircraft on which you were a crewmember receive a Minimum Safe Altitude Warning Alert, also known as an MSAW or an altitude awareness call from an A.T.C controller?	0	1138	99%
		1	12	1%
		Refuse	0	0%
		Don't know	0	0%
		Total	1150	100%
If zero, refused or don't know skip to JD4				
→» JD3a	(During the most recent of these events,) What did your aircraft do in response to the warning?	12 comments were received		

JIMDAT SECTION C RESULTS: GPWS QUESTIONS

Question Number	Question	Response	Response Value	Response %
→» JD3b	(During this most recent A.T.C. warning event,) Did the aircraft have an enhanced G.P.W.S. or T.A.W.S. (taws) installed?	Yes	8	67%
		No	4	33%
		Refuse	0	0%
		Don't know	0	0%
		Total	12	100%
If No, Refused or Don't Know, Skip to JD4				
→» JD3b1	Did your aircraft also receive a ground proximity warning from this system?	Yes	0	0%
		No	8	100%
		Refuse	0	0%
		Don't know	0	0%
		Total	8	100%

SECTION C RESULTS:

Approach Related Questions

JIMDAT SECTION C RESULTS: APPROACH RELATED QUESTIONS

Question Number	Question	Response	Response Value	Response %
JD4	How many times in the last 60 days, did an aircraft on which you were a crewmember fly a non-precision approach?	0	448	39%
		1	164	14%
		2	177	15%
		3	95	8%
		4 to 9	181	16%
		10 or more	83	7%
		Refuse	0	0%
		Don't know	2	0%
		Total	1150	100%
If zero, Refused or Don't Know skip to JD8				
→»JD4a	Was this non-precision approach flown in I.M.C.? / How many of these non-precision approaches were flown in I.M.C.?)	0	242	35%
		1	185	26%
		2	127	18%
		3 or more	146	21%
		Refuse	0	0%
		Don't know	0	0%
		Total	700	100%

JIMDAT SECTION C RESULTS: APPROACH RELATED QUESTIONS				
Question Number	Question	Response	Response Value	Response %
JD5	How many times in the last 60 days did an aircraft on which you were a crewmember fly an un-stabilized non-precision approach where the aircraft was not in landing configuration, on airspeed, or on glide-slope by 1,000 feet I.M.C or 500 feet V.M.C?	0	658	94%
		1	27	4%
		2 or more	14	2%
		Refuse	0	0%
		Don't know	1	0%
		Total	700	100%
If zero, Refused or Don't Know skip to JD6				
→»JD5a	(During the most recent un-stabilized non precision approach,) What factors contributed to the inability to conduct a stabilized approach?	Fourty three comments were provided		

JIMDAT SECTION C RESULTS: APPROACH RELATED QUESTIONS				
Question Number	Question	Response	Response Value	Response %
JD6	During the last 60 days, did an aircraft on which you were a crewmember have the choice between flying a constant angle approach or step-down non-precision approach?	Yes	260	37%
		No	431	62%
		Refuse	0	0%
		Don't know	9	1%
		Total	700	100%
If No, Refused or Don't Know, Skip to JD7				
→»JD6a	Which did you choose most often, the constant angle approach or the step-down non-precision approach?	Constant Angle	227	87%
		Step Down	24	9%
		Roughly Equal	9	3%
		Refuse	0	0%
		Don't know	0	0%
		Total	260	100%

JIMDAT SECTION C RESULTS: APPROACH RELATED QUESTIONS				
Question Number	Question	Response	Response Value	Response %
JD7	During the last 60 days, how many times did an aircraft on which you were a crewmember fly a non-precision approach to a runway when glide-slope information was available to you?	0	547	78%
		1	43	6%
		2	24	3%
		3	17	2%
		4 or more	63	9%
		Refuse	2	0%
		Don't know	4	1%
		Total	700	100%
If zero, Refused or Don't Know skip to JD8				
→»JD7a	During (this/the most recent) non-precision approach, did you use the glide-slope information?	Yes	103	70%
		No	44	30%
		Refuse	0	0%
		Don't know	0	0%
		Total	147	100%

JIMDAT SECTION C RESULTS: APPROACH RELATED QUESTIONS				
Question Number	Question	Response	Response Value	Response %
JD8	(Is the aircraft you fly/Are any of the aircraft you fly) LNAV / VNAV (L-nav/V-nav) capable?	Yes	927	80%
		No	215	19%
		Refuse	0	0%
		Don't know	8	1%
		Total	1150	100%
If No, Refused or Don't Know, Skip to JD9				
→»JD8a	Does your airline ever require pilots to use LNAV / VNAV (L-nav/V-nav) to fly constant angle approaches?	Yes	483	52%
		No	434	47%
		Refuse	0	0%
		Don't know	10	1%
		Total	927	100%

JIMDAT SECTION C RESULTS: APPROACH RELATED QUESTIONS

Question Number	Question	Response	Response Value	Response %
→»JD8a1	In the last 60 days, how many times did an aircraft on which you were a crewmember use LNAV / VNAV (L-nav/V-nav) to fly constant angle approaches?	0	160	33%
		1	82	17%
		2	73	15%
		3	43	9%
		4	21	4%
		5	22	5%
		6 or more	80	17%
		Refuse	0	0%
		Don't know	2	0%
		Total	483	100%
→»JD8b	During the last 60 days, how many times did an aircraft on which you were a crewmember not fly an LNAV / VNAV (L-nav/V-nav) approach when that option was available?	0	387	80%
		1	11	2%
		2	8	2%
		3 or more	61	13%
		Refuse	1	0%
		Don't know	15	3%
		Total	483	100%
If zero,Refused or Don't Know skip to JD9				

JIMDAT SECTION C RESULTS: APPROACH RELATED QUESTIONS

Question Number	Question	Response	Response Value	Response %
→»JD8b1	Please explain why the LNAV / VNAV (L-nav/V-nav) approach wasn't flown (during the most recent time that it was available).	Eighty one comments were provided		
JD9	During the last 60 days, was an aircraft on which you were a crewmember equipped to meet Required Navigation Performance standards, sometimes called R.N.P.?	Yes	804	70%
		No	287	25%
		Refuse	0	0%
		Don't know	59	5%
		Total	1150	100%
If No, Refused or Don't Know, Skip to JD10				
→»JD9a	Does your airline choose to use R.N.P.?	Yes	724	90%
		No	60	7%
		Refuse	0	0%
		Don't know	20	3%
		Total	804	100%
If No, Refused or Don't Know, Skip to JD10				

JIMDAT SECTION C RESULTS: APPROACH RELATED QUESTIONS

Question Number	Question	Response	Response Value	Response %
→»JD9b	How many times in the last 60 days did an aircraft on which you were a crewmember fly an R.N.P approach?	0	511	71%
		1	53	7%
		2	48	7%
		3 or more	88	12%
		Refuse	1	0%
		Don't know	23	3%
		Total	724	100%
→»JD9c	During the last 60 days, how many times did any aircraft on which you were a crewmember not fly an R.N.P approach when that option was available?	0	606	84%
		1	14	2%
		2 or more	63	9%
		Refuse	0	0%
		Don't know	41	6%
		Total	724	100%
If zero, Refused or Don't Know skip to JD10				

JIMDAT SECTION C RESULTS: APPROACH RELATED QUESTIONS

Question Number	Question	Response	Response Value	Response %
→»JD9c1	Please explain why the R.N.P. approach was not flown (most recent time that it was available).	Seventy-five comments were provided		
If JD4 = 0, Refused or Don't Know skip to JH11				
JD10	During the last 60 days, how many times did an aircraft on which you were a crewmember fly a non-precision approach into an airport without D.M.E.?	0	761	81%
		1	64	7%
		2	42	4%
		3 or more	62	7%
		Refuse	0	0%
		Don't know	12	1%
		Total	941	100%
If zero, Refused or Don't Know skip to JD11				
→»JD10a	During (this event/the most recent of these events), would D.M.E have improved your ability to land safely?	Yes	107	64%
		No	61	36%
		Refuse	0	0%
		Don't know	0	0%
		Total	168	100%

JIMDAT SECTION C RESULTS: APPROACH RELATED QUESTIONS				
Question Number	Question	Response	Response Value	Response %
JD11	During the last 60 days, how many times did an aircraft on which you were a crewmember fly an instrument approach into an airport where glide-slope or other ground based vertical angle guidance information was unavailable?	0	550	48%
		1	171	15%
		2	158	14%
		3 or more	270	23%
		Refuse	0	0%
		Don't know	1	0%
		Total	1150	100%
If zero, Refused or Don't Know kip to JD 12				
→»JD11a	During (this approach/the most recent of these approaches), was D.M.E used to calculate the rate of descent for landing?	Yes	328	55%
		No	267	45%
		Refuse	0	0%
		Don't know	4	0%
		Total	599	100%

JIMDAT SECTION C RESULTS: APPROACH RELATED QUESTIONS

Question Number	Question	Response	Response Value	Response %
JD12	During the last 60 days, how many times did an aircraft on which you were a crewmember land on a runway without VASI (vasi) or PAPI (papi)?	0	459	40%
		1	89	8%
		2	124	11%
		3 or more	456	40%
		Refuse	0	0%
		Don't know	22	2%
		Total	1150	100%
If zero, Refused or Don't Know skip to JD13				
→»JD12a	During the most recent of these events) would VASI (vasi) or PAPI (papi) have improved the aircraft's ability to land safely?	Yes	518	77%
		No	147	22%
		Refuse	1	0%
		Don't know	3	1%
		Total	669	100%

SECTION C RESULTS:

SOP Related Questions

JIMDAT SECTION C RESULTS: SOP RELATED QUESTIONS

Question Number	Question	Response	Response Value	Response %
JD13	Do your airline's written S.O.Ps include Controlled Flight into Terrain prevention, sometimes called C-FIT?	Yes	1101	96%
		No	34	3%
		Refuse	0	0%
		Don't know	15	1%
		Total	1150	100%
JD14	Do your airline's written S.O.Ps talk about how to avoid circumstances that could lead to an in-flight loss of control?	Yes	1089	95%
		No	46	4%
		Refuse	0	0%
		Don't know	15	1%
		Total	1150	100%
JD15	Do your airline's written S.O.P.s talk about how to perform recovery from unusual attitudes and departure from controlled flight?	Yes	1109	97%
		No	37	3%
		Refuse	0	0%
		Don't know	4	0%
		Total	1150	100%

JIMDAT SECTION C RESULTS: SOP RELATED QUESTIONS

Question Number	Question	Response	Response Value	Response %
JD16	Do your airline's written S.O.Ps talk about how to avoid approach and landing accidents?	Yes	1107	96%
		No	36	3%
		Refuse	1	0%
		Don't know	6	1%
		Total	1150	100%
JD17	Do your airline's written S.O.Ps talk about how to fly non-precision approaches?	Yes	1142	99%
		No	6	1%
		Refuse	0	0%
		Don't know	2	0%
		Total	1150	100%
JD18	Do your airline's written S.O.Ps require the use of constant angle non-precision approaches when that option is available?	Yes	755	66%
		No	367	32%
		Refuse	1	0%
		Don't know	27	2%
		Total	1150	100%

JIMDAT SECTION C RESULTS: SOP RELATED QUESTIONS				
Question Number	Question	Response	Response Value	Response %
JD19	Do your airline's written S.O.Ps talk about how to respond to E.G.P.W.S warnings?	Yes	1131	98%
		No	17	2%
		Refuse	0	0%
		Don't know	2	0%
		Total	1150	100%

SECTION C RESULTS:

Recurrent Training

JIMDAT SECTION C RESULTS: Recurrent Training

Question Number	Question	Response	Response Value	Response %
JD20M	In what month did you receive your most recent recurrent training?	Quarter 1 (1-3)	207	18%
		Quarter 2 (4-6)	356	31%
		Quarter 3 (7-9)	328	29%
		Quarter 4 (10-12)	254	22%
		Refuse	0	0%
		Don't know	5	0%
		Total	1150	100%
JD20Y	In what year did you receive your most recent recurrent training?	2004	1051	91%
		2003	84	7%
		2002	7	1%
		2001 or older	6	1%
		Refuse	0	0%
		Don't know	2	0%
		Total	1150	100%

JIMDAT SECTION C RESULTS: Recurrent Training

Question Number	Question	Response	Response Value	Response %
JD21	Did your most recent recurrent training talk about basic airmanship?	Yes	891	77%
		No	239	21%
		Refuse	0	0%
		Don't know	19	2%
		Total *	1149	100%
(* At this point in the interview, a pilot stopped reducing the total to 1149 from 1150 pilot responses)				
JD21a	Did your most recent recurrent training talk about normal approach procedures?	Yes	1092	95%
		No	54	5%
		Refuse	0	0%
		Don't know	3	0%
		Total	1149	100%
JD21b	Did your most recent recurrent training talk about approach briefings?	Yes	1095	95%
		No	53	5%
		Refuse	0	0%
		Don't know	1	0%
		Total	1149	100%

JIMDAT SECTION C RESULTS: Recurrent Training

Question Number	Question	Response	Response Value	Response %
JD21c	Did your most recent recurrent training talk about criteria for initiating go-around and missed approaches?	Yes	1109	97%
		No	38	3%
		Refuse	0	0%
		Don't know	2	0%
		Total	1149	100%
JD21d	Did your most recent recurrent training talk about go-around and missed approach execution?	Yes	1114	97%
		Refuse	33	3%
		Refuse	0	0%
		Don't know	2	0%
		Total	1149	100%
JD21e	Did your most recent recurrent training talk about emergency or abnormal conditions procedures?	Yes	1134	99%
		No	14	1%
		Refuse	0	0%
		Don't know	1	0%
		Total	1149	100%

JIMDAT SECTION C RESULTS: Recurrent Training

Question Number	Question	Response	Response Value	Response %
JD22	Have you received C-FIT (C-fit) prevention training from your airline?	Yes	1102	96%
		No	45	4%
		Refuse	0	0%
		Don't know	1	0%
		Total *	1148	100%
(* At this point in the interview, another pilot stopped reducing the total from 1149 to 1148 pilot responses)				
JD22aM	In what month did you receive your most recent C-FIT (C-fit) prevention training?	Quarter 1 (1-3)	217	20%
		Quarter 2 (4-6)	344	31%
		Quarter 3 (7-9)	281	25%
		Quarter 4 (10-12)	244	22%
		Refuse	0	0%
		Don't know	16	1%
		Total	1102	100%

JIMDAT SECTION C RESULTS: Recurrent Training

Question Number	Question	Response	Response Value	Response %
JD22aY	In what year did you receive your most recent C-FIT (C-fit) prevention training?	2004	909	82%
		2003	139	13%
		2002	26	2%
		2001 or older	20	2%
		Refuse	0	0%
		Don't know	8	1%
		Total	1102	100%
JD22b	Did your most recent C-FIT (C-fit) prevention training talk about minimum obstruction clearance altitudes or MOCA?	Yes	869	79%
		No	216	20%
		Refuse	0	0%
		Don't know	17	1%
		Total	1102	100%
JD22c	Did your most recent C-FIT (C-fit) prevention training talk about minimum enroute altitudes or M.E.A?	Yes	869	79%
		No	224	20%
		Refuse	0	0%
		Don't know	9	1%
		Total	1102	100%

JIMDAT SECTION C RESULTS: Recurrent Training

Question Number	Question	Response	Response Value	Response %
JD22d	Did your most recent C-FIT (C-fit) prevention training talk about grid MORAs?	Yes	666	60%
		No	417	38%
		Refuse	0	0%
		Don't know	19	2%
		Total	1102	100%
JD22e	Did your most recent C-FIT (C-fit) prevention training talk about G.P.W.S or E.G.P.W.S?	Yes	1083	98%
		No	18	2%
		Refuse	0	0%
		Don't know	1	0%
		Total	1102	100%
JD22f	Did your most recent C-FIT prevention training talk about escape maneuvers in response to G.P.W.S or E.G.P.W.S warnings?	Yes	1086	98%
		No	16	2%
		Refuse	0	0%
		Don't know	0	0%
		Total	1102	100%

JIMDAT SECTION C RESULTS: Recurrent Training

Question Number	Question	Response	Response Value	Response %
JD22g	Did your most recent C-FIT (C-fit) prevention training talk about drift down procedures after engine failure?	Yes	758	69%
		No	334	30%
		Refuse	0	0%
		Don't know	10	1%
		Total	1102	100%
JD22h	Did your most recent C-FIT (C-fit) prevention training talk about maintaining situational awareness?	Yes	1078	98%
		No	22	2%
		Refuse	0	0%
		Don't know	2	0%
		Total	1102	100%
JD22i	Did your most recent C-FIT (C-fit) prevention training talk about cockpit resource management, or C.R.M as it relates to C-FIT (C-fit) recovery?	Yes	1031	94%
		No	67	6%
		Refuse	0	0%
		Don't know	4	0%
		Total	1102	100%

JIMDAT SECTION C RESULTS: Recurrent Training

Question Number	Question	Response	Response Value	Response %
JD22j	How would you rate the quality of the most recent C-FIT (C-fit) prevention training you received from your airline?	Excellent	601	55%
		Good	436	40%
		Fair	57	5%
		Poor	8	1%
		Very Poor	0	0%
		Refuse	0	0%
		Don't know	0	0%
		Total	1102	100%
JD23	Did you receive training specifically in upset recovery from your airline?	Yes	993	87%
		No	152	13%
		Refuse	0	0%
		Don't know	3	0%
		Total	1148	100%
If No, Refused or Don't Know, Skip to JD24				

JIMDAT SECTION C RESULTS: Recurrent Training				
Question Number	Question	Response	Response Value	Response %
JD23aM	In what month did you receive your most recent training in upset recovery?	Quarter 1 (1-3)	200	20%
		Quarter 2 (4-6)	294	30%
		Quarter 3 (7-9)	256	26%
		Quarter 4 (10-12)	219	22%
		Refuse	0	0%
		Don't know	24	2%
		Total	993	100%
JD23aY	In what year did you receive your most recent training in upset recovery?	2004	714	72%
		2003	191	19%
		2002	46	5%
		2001 or older	34	3%
		Refuse	2	0%
		Don't know	6	1%
		Total	993	100%

JIMDAT SECTION C RESULTS: Recurrent Training

Question Number	Question	Response	Response Value	Response %
JD23b	Was this training received in a simulator, in a ground school, or both?	Simulator	507	51%
		Ground School	23	2%
		Both	462	46%
		Refuse	0	0%
		Don't know	1	1%
		Total	993	100%
JD23c	How would you rate the quality of the upset recovery training you received? Would you say it was (READ CATEGORIES)?	Excellent	527	53%
		Good	384	39%
		Fair	75	8%
		Poor	5	1%
		Very Poor	1	0%
		Refuse	0	0%
		Don't know	1	0%
		Total	993	100%

JIMDAT SECTION C RESULTS: Recurrent Training

Question Number	Question	Response	Response Value	Response %
JD24	Does your airline provide training in Cockpit or Crew Resource Management, sometimes called C.R.M?	Yes	1133	98%
		No	14	2%
		Refuse	0	0%
		Don't know	1	0%
		Total	1148	100%
If No, Refused or Don't Know, Skip to JD25				
→»JD24a	Have you received this C.R.M training?	Yes	1132	100%
		No	1	0%
		Refuse	0	0%
		Don't know	0	0%
		Total	1133	100%
If No, Refused or Don't Know, Skip to JD25				
→»JD24b	Did this C.R.M. training change how you manage the flight deck?	Yes	699	62%
		No	428	38%
		Refuse	0	0%
		Don't know	5	0%
		Total	1132	100%

JIMDAT SECTION C RESULTS: Recurrent Training

Question Number	Question	Response	Response Value	Response %
→»JD24c	Do you have suggestions for how the C.R.M training might be improved?	Yes	186	17%
		No	943	83%
		Refuse	2	0%
		Don't know	1	0%
		Total	1132	100%
If No, Refused or Don't Know, Skip to JD25				
→»JD24d	What suggestions do you have?	On hundred and eighty six comments were pvided		

SECTION C RESULTS:

Safety Reporting

JIMDAT SECTION C RESULTS: Safety Reporting

Question Number	Question	Response	Response Value	Response %
JD25	Does your airline have a no-fault missed approach or go-around policy?	Yes	1076	94% <small>MONITORING SERVICE</small>
		No	55	5%
		Refused	0	0%
		Don't know	17	1%
		Total	1148	100%
If Yes, Refused or Don't Know, Skip to JD26				
→»JD25a	Would you favor the institution of such a policy, oppose it, or neither favor nor oppose it?	Favor	35	64%
		Oppose	6	11%
		Neither	14	25%
		Refused	0	0%
		Don't know	0	0%
		Total	55	100%
If No, Refused or Don't Know, Skip to JD27				
JD26	During the last 60 days did you perform a missed approach or go around?	Yes	193	17%
		No	955	83%
		Refused	0	0%
		Don't know	0	0%
		Total	1148	100%
If No, Refused or Don't Know, Skip to JD27				

Question Number	Question	Response	Response Value	Response %
→»JD26a	Did you receive any feedback from your airline regarding this missed approach or go around?	Yes	8	4%
		No	185	96%
		Refused	0	0%
		Don't know	0	0%
		Total	193	100%
If No, Refused or Don't Know, Skip to JD27				
→»JD26b	Was that feedback positive, negative, or both positive and negative?	Positive	7	87%
		Negative	0	0%
		Neither	1	13%
		Refused	0	0%
		Don't know	0	0%
		Total	8	100%
If No, Refused or Don't Know, Skip to JD27				
JD27	Does your airline participate in the safety reporting program called ASAP also known as the Aviation Safety Action Program?	Yes	992	86%
		No	96	9%
		Refused	0	0%
		Don't know	60	5%
		Total	1148	100%
If No, Refused or Don't Know, Skip to JD28				

JIMDAT SECTION C RESULTS: Safety Reporting

Question Number	Question	Response	Response Value	Response %
→»JD27a	Have you been briefed on this ASAP program?	Yes	921	92%
		No	63	6%
		Refused	0	0%
		Don't know	8	1%
		Total	992	100%
→»JD27b	Were you told about the general purpose of the ASAP program?	Yes	954	96%
		No	31	3%
		Refused	0	0%
		Don't know	7	1%
		Total	992	100%
→»JD27c	Were you told how to submit an ASAP report?	Yes	917	92%
		No	64	7%
		Refused	0	0%
		Don't know	11	1%
		Total	992	100%

JIMDAT SECTION C RESULTS: Safety Reporting

Question Number	Question	Response	Response Value	Response %
→»JD27d	If the situation arises in the future, would you submit an ASAP report?	Yes	972	98%
		No	7	1%
		Refused	0	0%
		Don't know	13	1%
		Total	992	100%
If Yes, Refused or Don't Know, Skip to JD27e				
→»JD27d1	Why not?	Seven comments were provided		
→»JD27e	Do you believe that the confidentiality of ASAP data is adequately protected?	Yes	850	86%
		No	56	6%
		Refused	1	0%
		Don't know	85	8%
		Total	992	100%
If Yes, Refused or Don't Know, Skip to JD27f				
→»JD27e1	Why not?	Fifty seven comments were provided		
→»JD27f	Are you aware of any positive changes that have resulted from the ASAP program?	Yes	533	54%
		No	442	44%
		Refused	0	0%
		Don't know	17	2%
		Total	992	100%

JIMDAT SECTION C RESULTS: Safety Reporting

Question Number	Question	Response	Response Value	Response %
JD28	Does your airline have a procedure or program other than ASAP for receiving safety reports from pilots?	Yes	137	88%
		No	12	8%
		Refused	0	0%
		Don't know	7	4%
		Total	156	100%
If Refused or Don't Know, Skip to JD29, If No Skip to 28B				
→»JD28a	Are you aware of any positive changes that have resulted from this pilot reporting program?	Yes	89	65%
		No	46	34%
		Refused	0	0%
		Don't know	2	1%
		Total	137	100%
→»JD28b	Would you favor the establishment of an ASAP program, oppose it, or neither favor nor oppose it?	Favor	105	71%
		Oppose	2	2%
		Neither	33	21%
		Refused	0	0%
		Don't know	9	6%
		Total	149	100%

JIMDAT SECTION C RESULTS: Safety Reporting



Question Number	Question	Response	Response Value	Response %
JD29	Does your airline have a Flight Operations Quality Assurance Program, sometimes called FOQA?	Yes	835	73%
		No	176	15%
		Refused	0	0%
		Don't know	137	12%
		Total	1148	100%
[If NO, ask JD29A] [If YES, skip to JD29b] [If refused or don't know skip to JD30]				
→»JD29a	Would you favor the establishment of a FOQA program at your airline, oppose it, or neither favor nor oppose?	Favor	69	39%
		Oppose	33	19%
		Neither	59	34%
		Refused	0	0%
		Don't know	15	8%
		Total	176	100%
Skip to JD30				
→»JD29b	Have you been briefed on the program?	Yes	738	88%
		No	92	11%
		Refused	0	0%
		Don't know	5	1%
		Total	835	100%

JIMDAT SECTION C RESULTS: Safety Reporting				
Question Number	Question	Response	Response Value	Response %
→»JD29c	Do you believe that the confidentiality of FOQA data is adequately protected?	Yes	640	77%
		No	95	11%
		Refused	0	0%
		Don't know	100	12%
		Total	835	100%
→»JD29d	Are you aware of any safety improvements that have resulted from the FOQA program?	Yes	552	66%
		No	269	32%
		Refused	0	0%
		Don't know	14	2%
		Total	835	100%

SECTION C RESULTS:

Corporate Safety

JIMDAT SECTION C RESULTS: Corporate Safety

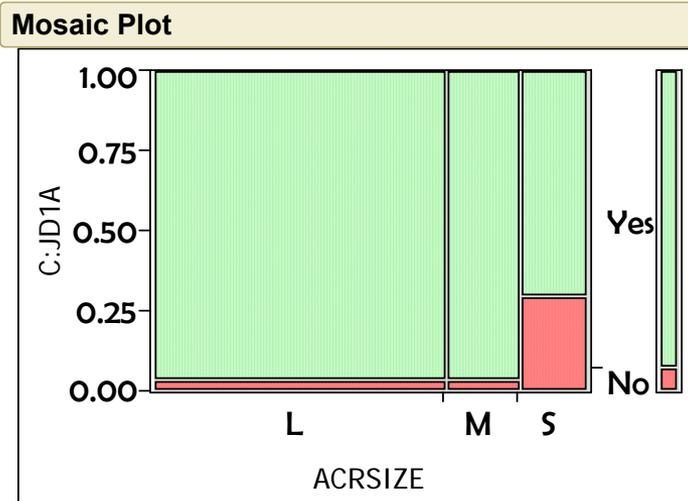
Question Number	Question	Response	Response Value	Response %
JD30	Does your airline have a C.E.O. mission statement on safety?	Yes	935	82%
		No	72	6%
		Refuse	0	0%
		Don't know	141	12%
		Total	1148	100%
JD31	Does your airline have a Director of Safety?	Yes	1070	93%
		No	31	3%
		Refuse	0	0%
		Don't know	47	4%
		Total	1148	100%
JD32	Does your airline have a V.P. of Safety?	Yes	535	46%
		No	218	19%
		Refuse	0	0%
		Don't know	395	35%
		Total	1148	100%

JIMDAT SECTION C RESULTS: Corporate Safety

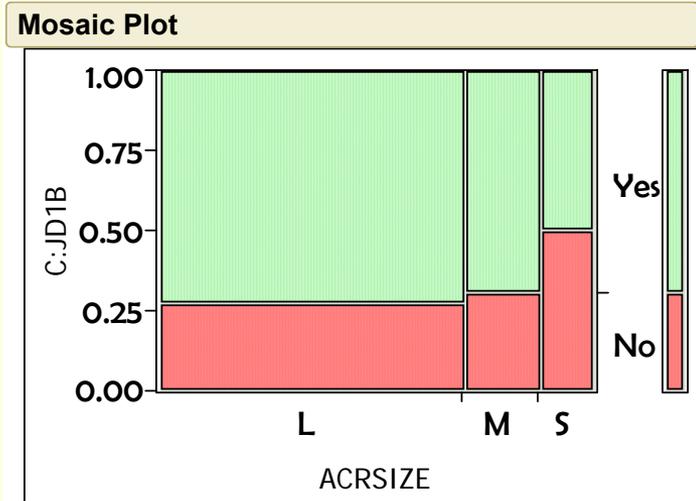
Question Number	Question	Response	Response Value	Response %
JD33	Have you observed a strong commitment to safety among senior management?	Yes	971	85%
		No	145	12%
		Refuse	1	0%
		Don't know	31	3%
		Total	1148	100%
If NO or Refused or Don't Know, skip to JD34				
JD33a	Is this senior management commitment to safety reflected throughout the organization?	Yes	917	94%
		No	48	5%
		Refuse	0	0%
		Don't know	6	1%
		Total	971	100%
JD34	If you have a safety concern, do you have a mechanism for bringing that concern to the attention of senior management?	Yes	1084	94%
		No	50	5%
		Refuse	1	0%
		Don't know	13	1%
		Total	1148	100%
If NO or Refused or Don't Know, skip to Section D				

JIMDAT SECTION C RESULTS: Corporate Safety				
Question Number	Question	Response	Response Value	Response %
JD34a	How effective is this mechanism in reaching senior management?	Extremely Effective	210	19%
		Very Effective	507	47%
		Somewhat Effective	252	23%
		Not Very Effective	47	5%
		Not At All Effective	11	1%
		Refuse	0	0%
		Don't know	57	5%
		Total	1084	100%

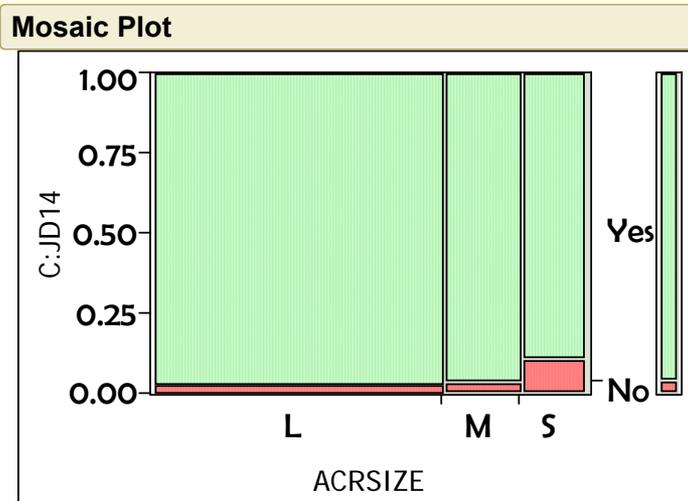
C:JD1A.
Does your GPWS have a terrain display?



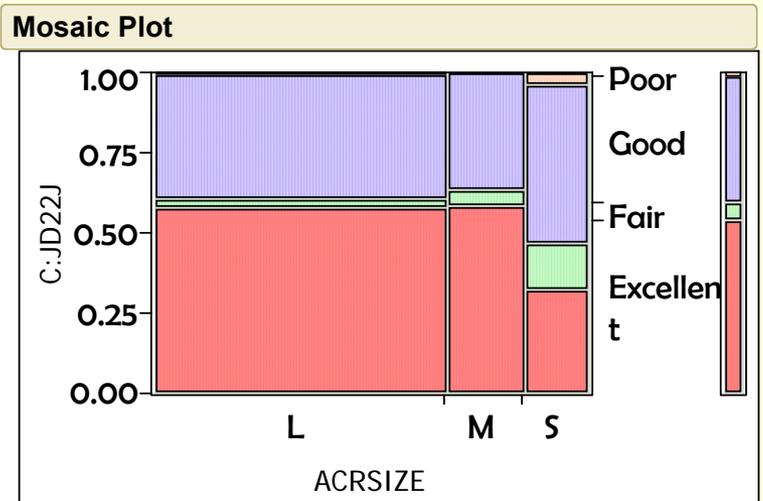
C:JD1B.
Is terrain display required on Takeoff?



C:JD14.
Does your airline's SOP cover inflight loss of control?



C:JD22J.
How would you rate CFIT training quality?



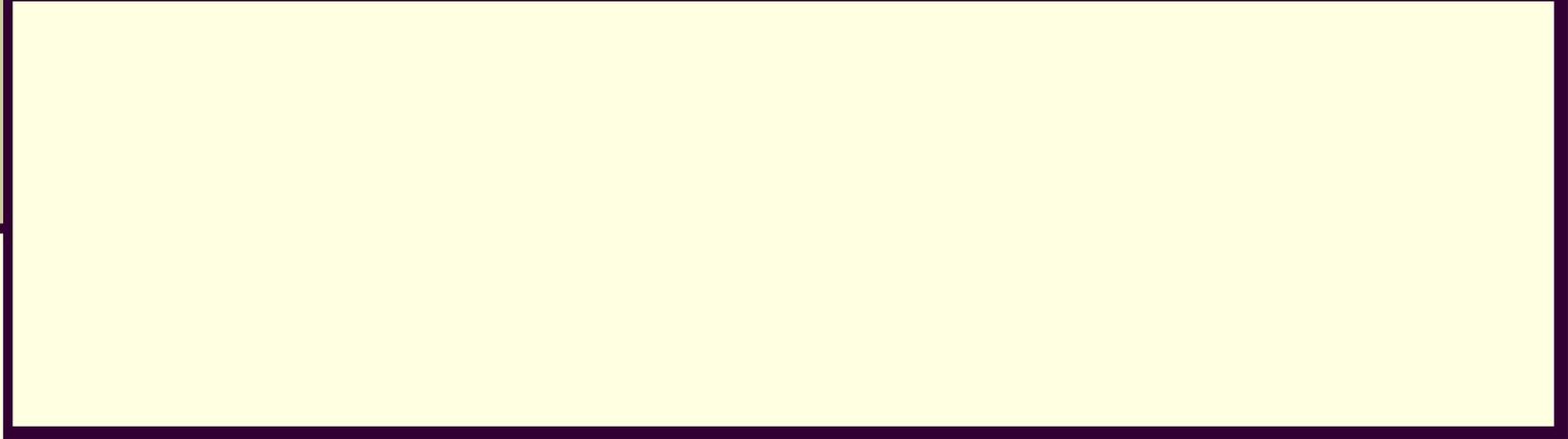
Summary



- **Pilots were cooperative and responsive to question set**
- **In general, highly aware of and supportive of company procedures and policies**
- **Training received generally positive responses**
- **Favorable view of corporate culture and practices**
- **Acceptance of innovations (ASAP, FOQR**

-
- ☒ **Differences are observed related to airline size**
 - ☒ **Several specific areas identified where there is room for improvement**

Backup Slides



JD10. Landed without DME

JD10a. Believed DME would have helped (N=107)



	Freq.	Percent	% Dist. In Sample
757-200	11	10.3	16.2
737-300	11	10.3	8.8
727-200	11	10.3	4.6
MD-80	7	6.5	4.7
A300-600	6	5.6	3.7
DC9-10	6	5.6	1.5
747-200	5	4.7	2.0
A319	5	4.7	4.3
MD-88	5	4.7	.9

**JD13 - Written airline SOPs do not include CFIT prevention (34)
or don't know if they include CFIT prevention (15) (N=49)**

Total: 49



SOPs talk about:	Yes
Avoid circumstances related to loss-of-control	37
Recovery from unusual attitudes	42
Approach and landing accidents	39
How to fly non-precision approaches	47
How to respond to EGPWS warnings	47