



NTSB National Transportation Safety Board

Office of Aviation Safety

“Active Redundancy”



NTSB

SAFETY ALERT

National Transportation Safety Board



Preventing Rote Callouts



Confirm Cockpit Indications Before Making Callouts

The problem

- Recent National Transportation Safety Board investigations have identified several instances in which pilots made callouts without first verifying the cockpit indication that corresponded with the callout.
- In these cases, the pilots acted out of habit and made callouts based on what they expected to see regarding the cockpit indication but did not take the time to verify it.



When do we naturally 'double check'

- When we are unsure?
- When the stakes are high?
- Previous or recurring experiences?

When might we omit redundancy or pay less attention?

- When we are positive ?
- When the consequences are low?
- When a bad outcome is unlikely?
- Preoccupied with something more important ?
- Distractions
- Fatigue

Spoilers/Lift Dump and Flight Controls



B757 Jackson Hole WY, 2010

Hawker Beechcraft 125-800
Owatonna MN, 2008



Gust Lock ?

Bushmaster Tri Motor
Fullerton, CA 2004



Gulfstream G-IV
Bedford MA 2014

Fuel?



Super Cub
Brookneal, VA 2014

Fuel?



Super Cub
Brookneal, VA 2014

What do you double check as a CFI?

Be sure to do it “Actively” !



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