



## **NATIONAL TRANSPORTATION SAFETY BOARD**

Office of Aviation Safety  
Washington, D.C. 20594

September 1, 2016

### **Attachment 6 – Commanders Preflight**

# **OPERATIONAL FACTORS**

**DCA15FA185**

FC

**1.4.3.d Delayed and Cancelled Flights**

If his/her flight is delayed or cancelled the Commander must ensure that all his/her crew members stand-by until released by Operations Control.

ALL

**1.4.4 Commanders – Pre-flight**

ALL

**1.4.4.a Service Departure Clearance**

The Commander must ensure that full and up-to-date information on aircraft movement and serviceability is communicated to Operations Control. He/she must inform Operations Control, or the Station Manager at an out-station, if for any reason he/she does not expect to operate his/her service as scheduled. This action must not be delegated.

ALL

**1.4.4.b Pre-flight Checks and Procedures**

- Before each the departure the Commander must be satisfied that:
- The crew have been briefed (this should include reference to any changes in safety equipment procedures promulgated by OMN).
- All crew members are aware of the time at which they must be 'Ready to Board' and that the crew understand the need for a punctual arrival at the aircraft to achieve this.
- Non-operational activities (e.g. Duty Free Shopping) will not delay the completion of the pre-flight checks or passenger boarding of the aircraft.

At the earliest opportunity, the Commander should inform the SCCM of any ADDs or cabin defects, that may have an impact on cabin service, cabin crew procedures or passenger comfort. The Commander should ensure that all pre-flight checks and procedures prescribed in the Operations Manual are completed in time for a scheduled departure.

ALL

**1.4.4.c Cabin Service**

Whilst British Airways delegates the responsibility for cabin service standards to the senior cabin crew member, the Commander is ultimately responsible that the service is delivered in a safe and secure manner and must brief the SCCM on any relevant operational, safety or security requirements accordingly.

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**1.4.4.d Flight Crew Take-off Briefing**

Before every take-off the Commander must ensure that his/her First Officer(s) is (are) familiar with the standard take-off briefing for the aircraft concerned. The 'heavy' crew member(s), who will be in the flight crew compartment for take-off, should listen to the departure briefing and contribute as required with any salient points in the briefing. A monologue style brief should be avoided and all crew members should participate in the briefing.

The Standard Take-off Briefing listed in the Checklists is intended as an aide-memoire of important items to be discussed during Briefing. Other items may be relevant to that departure and hence should be added as required. A comprehensive brief of the relevant MSA during the departure (including its relation to the expected SID level-off altitude and any associated emergency turn) must be completed. The terrain brief should include other relevant MSA figures that may be encountered during either a re-route or a return to the departure airfield. Because of their importance, procedures involving the shutting down of an engine should be regularly discussed during the pre take-off briefing. It is accepted that when the same crew are on a multi-sector duty, the engine shut-down procedures need not be rehearsed in detail before every take-off. Commanders should, however, ensure that such a briefing is given on a regular basis. When time permits other checklists, particularly those involving memory items, should be regularly discussed and rehearsed.