



NATIONAL TRANSPORTATION SAFETY BOARD

Office of Aviation Safety
Washington, D.C. 20594

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Attachment 7 – British Airways Allocation of Duties

OPERATIONAL FACTORS

DCA15FA185

ALL

8.3 Operating Policy – General

FC

8.3.1 Crew Briefing

The primary aim of the briefing is the development of high crew situational awareness and the identification of potential problems, threats and the strategies required to deal with them in both routine and non-normal situations.

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8.3.2 Allocation of Duties

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8.3.2.a Definitions

Captain

The legal Commander of the aircraft. To act as Captain the pilot must have passed a BA Command Course. Where two Captains are flying together, one will be designated as Aircraft Commander as per *OM A 1.4 Authority, Duties and Responsibilities of the Commander*.

First Officer

Operating pilot who is not the Aircraft Commander.

Pilot Flying (PF)

The pilot handling the aircraft at a given time – i.e. controlling the flight path either manually or through the AFDS.

Pilot Monitoring (PM)

The pilot not handling the aircraft at a given time. The Pilot Monitoring shares an active role in ensuring continued safe flight path at all times.

P1

Duties allocated to the Commander, which may be assigned to the other pilot at his/her discretion.

P2

Duties allocated to the First Officer. In role reversal or PICUS, at the Commander's discretion, P1 and P2 duties may be exchanged wholly or in part.

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8.3.2.b General

The following allocation of duties is specified for the workload associated with normal operation. However, the Commander must assess any exceptional workload associated with non-normal conditions and assign revised duties as necessary.

- i. P1 and P2 roles must be allocated for every flight. Each flight starts with:
 - a. PF duties undertaken by P1.
 - b. PM duties undertaken by P2.
- ii. It is British Airways policy to employ a monitored approach policy. Prior to top-of-descent:
 - a. PF duties are undertaken by P2.
 - b. PM duties are undertaken by P1.
- iii. For a planned manual landing PF duties revert to P1 if:
 - a. Stable Approach Requirements are met; and
 - b. Visual Reference Requirements are met.
- iv. For a planned autoland PF duties revert to P1 if:
 - a. Stable Approach Requirements are met; and
 - b. The aircraft passes 1000 R.

Note: Only BA Captains, or First Officers undergoing Command Conversion Courses and occupying the left-hand flight crew compartment seat, may operate as P1 during Low Visibility Operations. The definition of Low Visibility (*OM A 8.22.1 Low Visibility Operations*) is subtly different from that specified for First Officer handling limits, defined in BA as Take-off in less than 600 m RVR or Landing in worse than Cat I conditions.