

**REQUIRE ANY CREWMEMBER WHO OBSERVES A
POTENTIAL OR ACTUAL EMERGENCY SITUATION TO
VERBALLY CALL IT TO THE CAPTAIN'S ATTENTION**

(NTSB SAFETY RECOMMENDATION A-87-8)

- a. As a result of an air carrier accident investigation involving the loss of the right engine of a McDonnell-Douglas DC-9 aircraft, the National Transportation Safety Board (NTSB) concluded that the "silent cockpit" procedure that was taught during pilot training was a contributing factor to the accident.
- b. The term "silent cockpit" was coined at the NTSB public hearing on this accident as describing a period when it was unnecessary to verbalize callouts or identify the nature of an emergency or abnormal situations that might occur during certain phases of flight. This procedure was part of the carrier's approved training program. The term "silent cockpit" should not be confused with Federal Aviation Regulation Section 121.542, flight crewmember duties, which speaks to the duties that a flight crewmember may perform during critical phases of flight.
- c. Principle operations inspectors should ensure that their assigned carriers DO NOT teach the concept of a "silent cockpit" in their pilot training programs. A "silent cockpit" is contrary to the approved practice that requires a crewmember that observes a potential or actual emergency situation to call it to the pilot in command's attention.