

# **Flying The Line:** **A Pilot's Perspective**

**Ed Daley**

# Air Carrier Jet Aircraft Yesterday Vs Today



# Glass Cockpit



# Pilot Priorities

- **Safety**
- **Legality**
- **Pax Comfort**
- **Economics**
- **Schedule**

# Operational Legality

- **FAA Rules & Regs**
- **Company Policies**
- **ATC Instructions/Constraints**
- **SOP's**

# Airline Noise Abatement Policy

- **Jeppeson Pages**
- **Airport Inserts**
- **Bulletin Board Postings**
- **Chief Pilot**

# Pilot Limitations

- **Aircraft Weight / Performance**
- **Weather**
- **ATC Instructions**
- **Division of Attention to Task**

# Vertical & Horizontal Navigation

**Horizontal: Many Changes**

**Vertical: Few Changes**

# Vertical Nav - Departure 91-53A DP

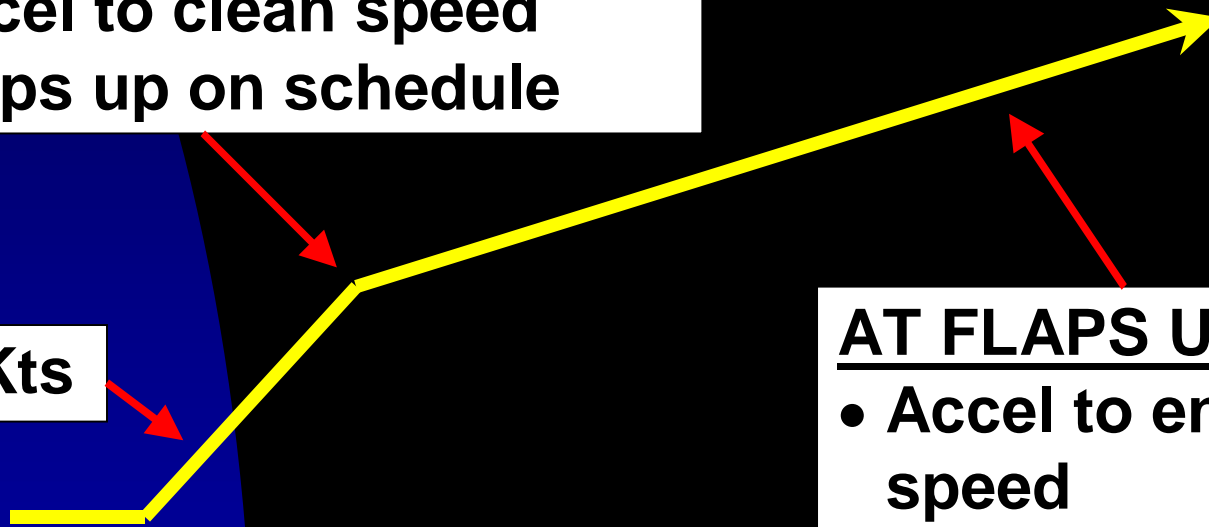
## AT 800 FT AFE:

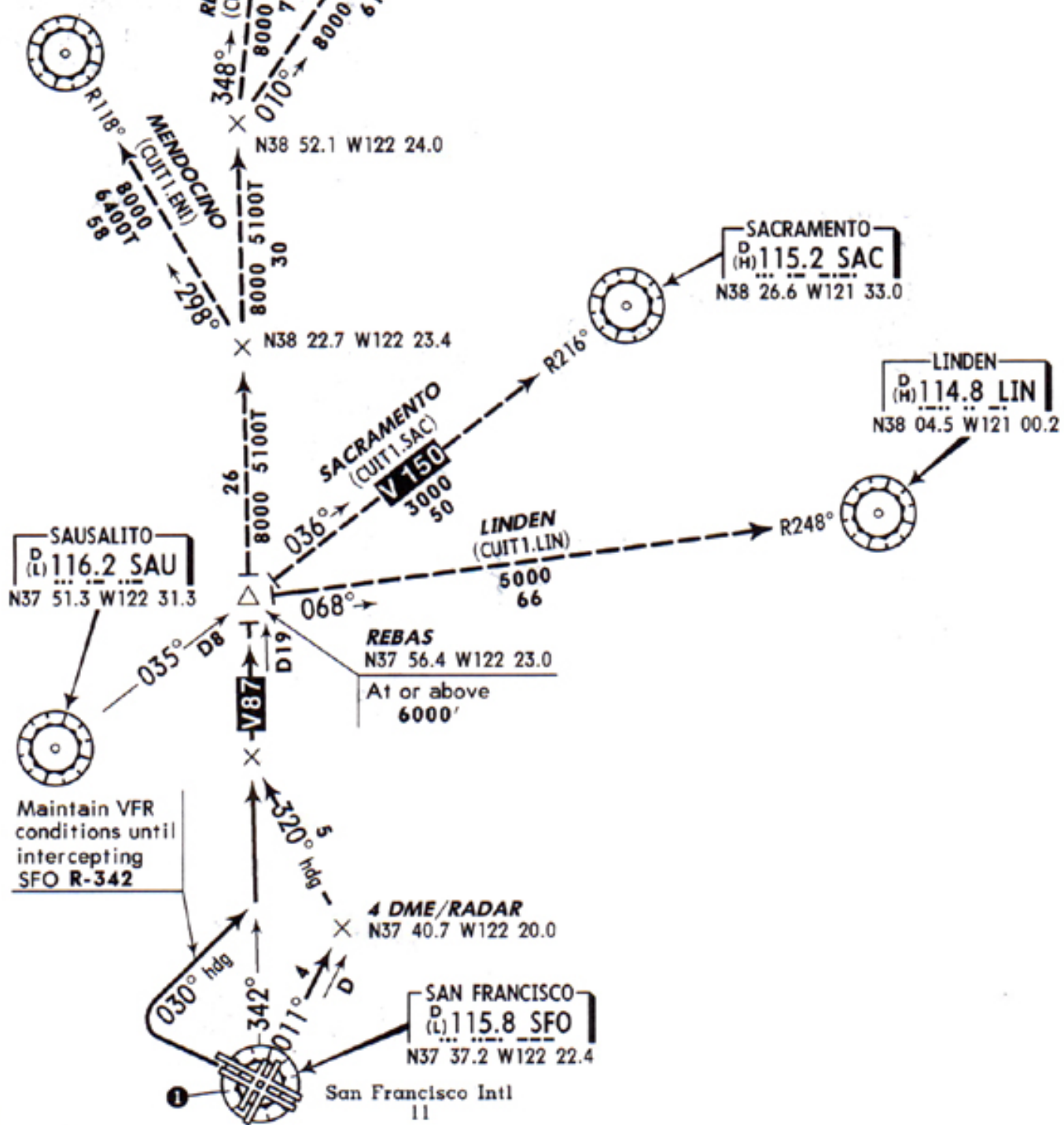
- Reduce climb angle
- Set Climb Thrust
- Accel to clean speed
- Flaps up on schedule

$V_2 + 10$  Kts

## AT FLAPS UP:

- Accel to enroute speed

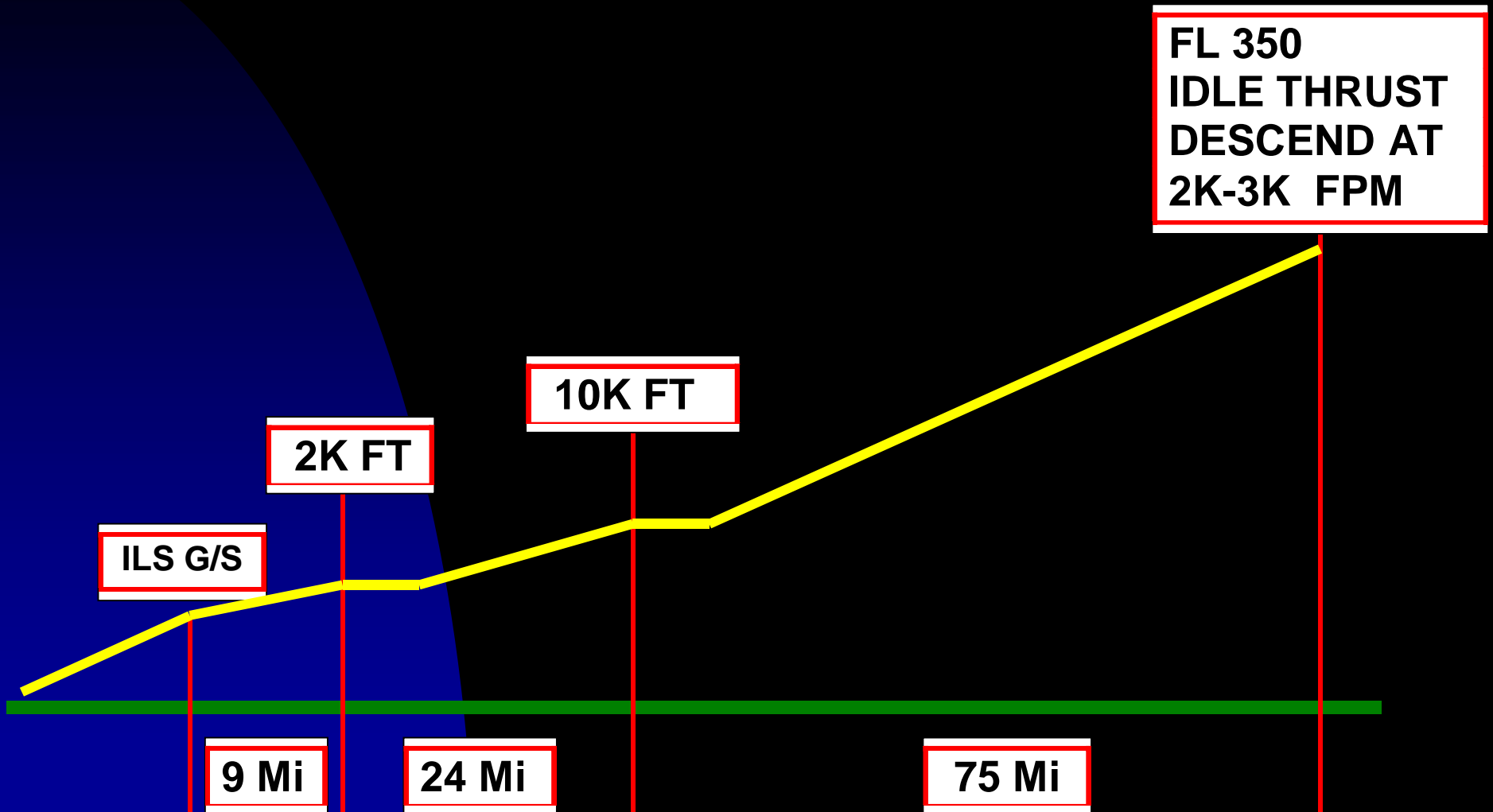




# Autoflight Displays



# Vertical Nav - Desired Descent



# Off Schedule Descent

- **Speed Restrictions**
- **Traffic Vectors**
- **Weather**
- **Crossing Altitude Waiver**

# New Technologies

- **GPS**
- **Curved Approaches**
- **ATC Software Tools**

# Goals

- **Safety**
- **Decreased Noise**
- **Uncomplicated**
- **SOP Consistent**