

What should we do next time?

- I would like to see participation from the regional side. The first element of UPRT is Prevention and ExpressJet has gone to great lengths making Threat Error Management the first layer of prevention with contingency management briefings. My goal this next year for XJT is to begin a cultural shift to incorporate in the first flight/ threat forward briefing or in the event that we know a high situation is looming, "if during the flight we encounter an upset, we will both confirm then verbalize 'upset' followed by analyzing what we need to do to decrease our AOA."
- I think making sure to continue the idea of developing a library of shared scenarios for UPRT training to increase the effectiveness of the element of surprise.
- I would find a way to get a discussion going on who is doing what for UPRT. In other words, how much time on the exercises, academics, what's going well and what is not going well. The goal should be everyone doing first class training.
- My only complaint was that the presentations were so interesting that I had to choose between several options during the conference. I'm glad they were taped for review later.
- In terms of the time constraints, I would consider making the agenda 2 full days. I know you tried to structure the agenda so folks could commute in and out the day of the conference, but especially for our international folks to make the long journey, having the summit 2 full days would make the trip so much more worth it. In terms of ideas for future breakout sessions, I would really be interested in a "Industry Best Practices" session where the various airlines discuss the best way they've found to set up each required UPRT maneuver and any lessons learned. This would also be a good time to discuss ideas on surprise/startle scenarios. The other breakout sessions I would like to see is a Boeing and an Airbus session. We had one at this summit, but they were combined into one session and there wasn't enough time to fully cover the Boeing side and there was no time for questions. I think if you were to break them up and have one Boeing breakout and a separate Airbus breakout session that would be really helpful.
- I had to choose between two or three options several times when I wanted to attend all of them. If there is a way to acquire PW protected or on-site video footage of seminars that I missed, I would appreciate that very much.
- I commend you for coordinating this first Summit as I'm sure it was a huge undertaking. If we could schedule future Summits further in advance, I think we would have higher attendance and could perhaps gather higher level parties in the industry, who's schedules fill up quickly. It's my opinion that most of the industry SMEs have an excellent perspective on the importance of UPRT. However, the decision makers (upper level management) often do not recognize the full threat of LOC-I and so finding a way for them to attend future Summits could really lead to substantial change in how the industry addresses this threat.

Other thoughts:

A question that recurred throughout the conference was "What is the next big threat? What are we missing?" As an instructor/curriculum developer/manager at a regional airline, I will tell you that it is pilot demographics. The very moving soliloquy about the Colgan accident site mourned that UPRT training would have prevented that crash. It would, if the pilots behaved professionally. If we have any flight crew that does not assume a professional attitude towards their responsibilities, we will have more Colgan's and more Pinnacle's in spite of all the training (short of a Skinner box) that we undertake. The raw material necessary for the professional pilot needs to be critically examined and standards established and met beyond 1500 hours TT, or we will be having a very different discussion ten years from now.