

飛安爆米花 Air Pop

劉鴻祺

壹週刊報導復興航空 GE235 飛航事故之我見

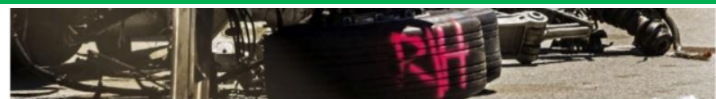
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錯誤的報導. 而檢察官、民航局和復興航空的看法相同, 真是令人驚到爆.

壹週刊本月報導, 復興航空去年失事的 ATR72-600 型客機有 3 大系統瑕疵. 分別是, 自動駕駛解除後增加飛行員工作負荷導致手忙腳; 一發動機失效後另一發動機扭力會突升導致飛行員需要微收油門而慌亂中可能錯收; 二具發動機都失效後飛行員若看[飛行導引儀器]飛行可能會導致失速. 因此推論空難可能與飛機設計不良有關, 並表示檢察官, 民航局和復興航空看法相同. [1]

我想民航機製造公司會加速研發全自動飛行, 不需要駕駛員, 像台北捷運文湖線. 因為現在的飛行員太依賴自動駕駛(auto-pilot), 遇到緊急狀況手忙腳亂, 出事就責怪飛機設計不良, 不如改為全自動電腦飛行, 有空服員就好了.

美國運輸部 DOT 今年元月報告指出, 近來多起空難事故都是因為飛行員過度依賴自動駕駛, 一旦有狀況發生, 缺乏轉換為手動飛行的能力. 因此美國 FAA 航空總署將於 2018 年對航空公司發出新的訓練規則.[2]



PILOTS LACK MANUAL FLYING SKILLS: REPORT

US Department of Transportation says an over-reliance on automation is degrading airmanship and affecting safety

JON HEMMERDINGER
WASHINGTON DC

Investigators found poor monitoring by pilots, over-reliance on automation and trouble transitioning to manual flying contributed to those accidents.

According to the DoT report, the FAA does not adequately oversee training of such skills, nor is it able to determine how often pilots actually fly manually.

Studies show pilots frequently overestimate their manual flying skills and would benefit from more stick-and-rudder time, the report adds.

Though the FAA issued a 2013 safety alert encouraging airlines to promote manual flying opportunities, the agency has not determined if airlines took the advice.

In a two-page letter to the inspector general, the FAA says by February 2017 it will provide guidance airlines that can use to develop cockpit monitoring training for pilots. The FAA points that new training rules, which come into force in December 2018, will address some concerns about poor manual flying skills.

Those rules require carriers to train pilots to respond to stalls, upset prevention and recovery, manual approaches and departures, slow-speed handling, loss of airspeed indicators and bouncing at landing. The DoT, however, says the FAA has still not indicated how it intends to ensure pilots have more opportunity to practice manual flying. ■

參考資料:

1. 壹週刊 2016.05.12 期
2. Flight International 2016.01.19 期
3. 行政院飛航安全調查委員會飛航事故調查初步報告 2015.02.17