



An Airbus wouldn't do that Boeing eye for the Airbus guy

Human factors implications of changing type
A pilots perspective



Disclaimer

The aim of our presentation is to observe some of the human factors issues for pilots transferring from Airbus to Boeing or vice versa

We both represent ourselves and nothing in this presentation should be considered company policy or opinion from either of our employers



Airbus
One crew
Two pilots
Switching roles



B737
One crew
Two pilots
Very different
roles



Communication



Leadership and Management



Engine start sequence for B737 and for Airbus







Teamwork



I have control and
communications
ECAM actions

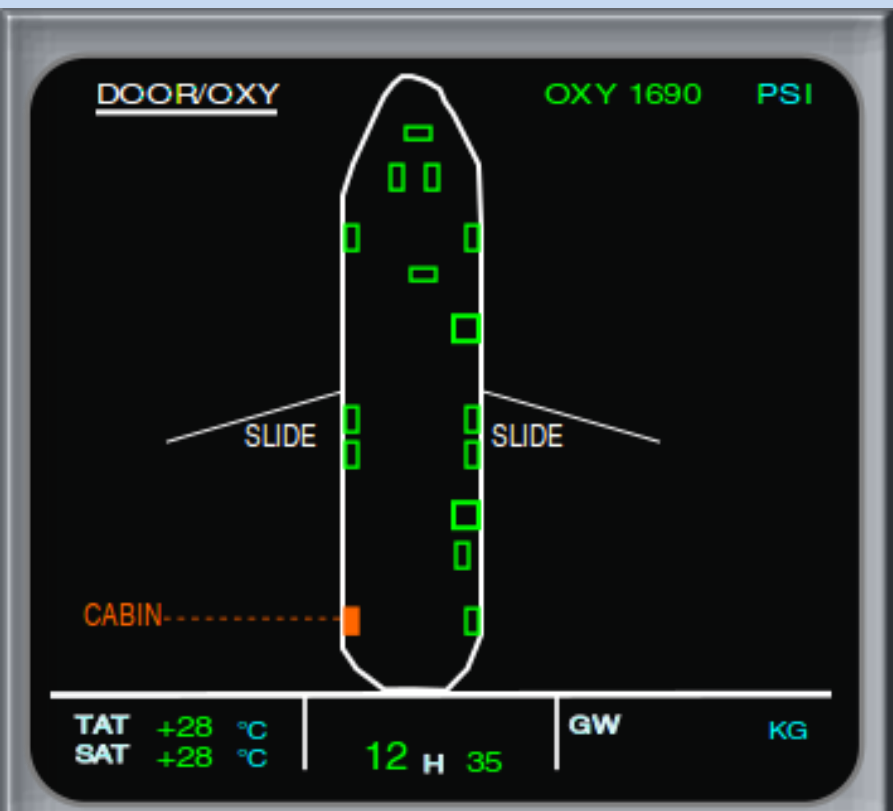
Engine fire check list



Automation management



Airbus doors page







Expectations and old habits



| | |
|--------------------------|--------------------------|
| | Preflight checklist |
| Before start checklist | Before start checklist |
| After start checklist | Before taxi checklist |
| Before takeoff checklist | Before takeoff checklist |
| After takeoff checklist | After takeoff checklist |
| | Decent Checklist |
| Approach checklist | Approach checklist |
| Landing checklist | Landing checklist |
| After landing checklist | |
| Parking checklist | Shutdown checklist |



Situational awareness



Thank You



Bonus Slide

- Visualisation
- Goal setting
- Compartmentalisation
- Self talk