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Deadly preference between flight safety and private life protection

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The Universal Declaration of Human Rights was proclaimed on 10 December 1948 at the United Nations General Assembly. Article 12 of the Universal Declaration of Human Rights states that: No one shall be subjected to arbitrary interference with his privacy, family, home or correspondence, or to attack upon his honor and reputation. Everyone has the right to the protection of the law against such interference or attacks. The National Transport Safety Board (NTSB) is an independent federal agency charged with investigating transport accidents, determining probable cause and providing safety recommendations. The NTSB, after conducting the accident investigations, determines how the incident happened. It publishes recommendations on how to prevent future accidents. NTSB recommends the establishment of a Cockpit Image Recorder (CIR) in the majority of aircraft operating with gas turbines. The cockpit image recorder installed in addition to voice and flight data recorders in the cockpit will provide additional information for researchers. This idea was first proposed by the NTSB in 2000. Video cameras will provide critical information to the investigators about incidents in the cockpit before and during an accident. However, pilots objected to NTSB's breach of privacy in the cockpit image recorder proposal, because the recordings of the flights were leaked to the public during the recent accidents. Pilots/pilot unions oppose the idea of trial with a visual record in court. Aviation safety is one of the basic objectives of the International Civil Aviation Organization (ICAO). So that, ICAO recommends that cockpit image recorders be among the standard equipment on commercial flights. In addition, it is desired by ICAO that the newly designed aircraft include cockpit image recorders as standard equipment until 2023. A flight data recorder and cockpit voice recorder were used to analyze human performance after incidents or accidents. However, the absence of image data in this dataset had an adverse effect on the analysis of the incident or the accident. The purpose of the image recorder in the incident and accident analysis is to record the reactions of pilots to the aural and visual warnings. The cockpit image recorder, the focus will be on the commands given by the flight crew. The cockpit image recorder will focus on commands rather than the facial expressions of flight crews. In the first part of this article, the current status of flight recording devices will be examined. In the second part, there will be a need for a cockpit image recorder due to the fact that existing flight recorders are insufficient for accident investigation and examinations. In addition, face-to-face interviews were conducted to allow pilots to express their doubts and concerns with this device through intuitive analysis. In the last part of the work, the advantages and requirements of the cockpit image recorder in the ICAO air vehicles will be discussed and suggestions will be provided.

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