

### **CHAPTER 3.3 - OPERATING CONTEXT**

In assessing the operating context of F-GGED, the Commission noted:

**33.1** - the deficiencies in the national and international system for applying the lessons learned from experience, essentially in the area of operational utilisation of aircraft. An essential safety element, this system relies on the active collaboration of pilots, companies, manufacturers and the authorities. Here certainly, the gathering and distribution of information are manifestly inadequate;

**33.2** - the absence of a national regulation making it mandatory for aircraft to carry a Ground Proximity Warning System;

**33.3** - the limited amount of experience acquired by both pilots on this type of aircraft, and the absence of regulations or national/international guidelines on this subject;

**33.4** - the inadequacy of technical control exercised over Air Inter by the authorities, which are poorly equipped to detect possible drifts in operation (for example, with regard to checklist call-outs);

**33.5** - indications that over the passage of time the practice of call-outs taught during Type Rating courses becomes more lax;

**33.6** - the low number of "conventional" approaches in Type Rating and line familiarisation programmes, together with the limited practice of these types of approach in normal operation;

**33.7** - the lack of uniformity in current interpretations of the certification regulations and of the accepted means of demonstrating compliance associated with them, with respect to ergonomic problems affecting the aircraft-crew interface raised by the latest generation of flight decks.