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RareBooksClub. Paperback. Book Condition: New. This item is printed on demand. Paperback. 48 pages. Original publisher: Washington, D. C. : U. S. Dept. of Transportation, Federal Aviation Administration, Office of Aviation Medicine ; Springfield, Va. : Available through the National Technical Information Service, 2000 OCLC Number: ocm45187748 Subject: Air pilots -- Psychological testing -- United States. Excerpt: . . . Table 3. Taxonomy of sources of information elements available from ATC. The table also reveals needed in flight redundancy in information sources. Safety is certainly enhanced by the availability of alternate sources Communications of information in case one source should fail. Finally, ATC Air Traffic Control Communications the ubiquity of GPS as an information source sug-Comm Other (Flight Service, Traffic, ATIS, etc.) gests that this technology is destined to become a Documents Chart Charts major resource in the future if it hasnt already. As Hist History (Aircraft or Flight) others in the human factors and pilot communities Plan Flight Plan have noted, there are problems of over reliance, over Instruments confidence, and lack of familiarity with particular ASI Airspeed Indicator GPS units that can lead to dangerous situations. At AI Attitude Indicator (Artificial Horizon) the same time, the value of the information provided ALT Altimeter by GPS systems can greatly simplify tasks of navigat-TC Turn Coordinator ing leading to lower workload. Making the system HI Heading Indicator work well and making it reliable and usable are VSI Vertical Speed Indicator challenges for pilots, manufacturers, and researchers. Eng I. Engine and Fuel (RPM, Oil Pressure, Temperature, etc.) Project 2: The Priorities of the Information Clock Clock DME Distance Measuring Equipment Elements in Various Phases of Flight GPS Global Positioning System During development of the priority-rating task, VOR VHF Omnidirectional Radio Range we considered...



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