

Coalition of Airline Pilots Associations



Talking Points: Cockpit Voice Recorder

Background: The issue of using the Cockpit Voice Recorder (CVR) for disciplinary practices or to monitor pilot compliance is a point of discussion after many recent accidents. Currently, CVRs are only used for accident investigation purposes. Even then, only the select few investigators who are actually on the National Transportation Safety Board's (NTSB) CVR committee ever actually hear the cockpit Voice recorder. For most people, transcripts of the voice recorder are the only access allowed. This is to protect family members of the victims of air crashes from needless emotional harm. The issues surrounding the expansion of CVR usage for disciplinary or compliance reasons are many.

- Currently CVR usage is restricted to accident investigations in the United States.
- Around the globe, many countries have enacted laws limiting CVR usage solely to determining the causal factors that relate to a serious accident or incident.
- The monitoring of CVRs for other purposes would negatively impact current voluntary disclosure programs throughout the industry.
- The general availability of CVR data could lead to their usage in subjective criminal and civil proceedings.

CAPA Position: CAPA does not support the expansion of CVR usage beyond the current limited scope for accident investigation. Possibly criminalizing cockpit errors would end the current no-blame safety culture and would negatively impact voluntary safety disclosure programs in place at many airlines. For this reason alone strict limits have to be placed on the usage and dissemination of Cockpit Voice Recorder data.

Coalition of Airline Pilots Associations
444 N. Capitol Street, Suite 532 • Washington, DC 20001
(202) 624-3535 (office) • (202) 624-3536 (fax)
www.capapilots.org