



Heads Up, Feet Down

While I appreciate Mr. Victorazzo’s comments (ASW, 11/07, p. 6) about there being no documented reports of interference from the footrest device [in the Embraer EMB-145], it is beyond me why any aircraft manufacturer would put a footrest in the cockpit in the first place, or an operator would allow such a device in the cockpit, especially if it is collocated with any instrumentation or controls. If something happens that needs a pilot’s immediate attention, I would hope that the pilot would not be “kicked back” with his feet up.

We read in your publication, and others, time and time again about inattention or inaction of a flight crew causing incidents or accidents that could have been prevented. Furthermore, today’s modern jet aircraft cost tens of millions of dollars. As the steward of our company’s aviation assets, I would be remiss for not disciplining a pilot who “put his feet up” on our multimillion-dollar aircraft.

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AeroSafety World encourages comments from readers, and will assume that letters and e-mails are meant for publication unless otherwise stated. Correspondence is subject to editing for length and clarity.

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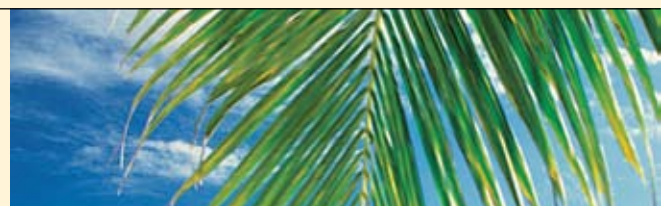
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