

Fake "British Airways Notice".

Versions of this "document" have been in circulation for many years purporting to be an "official British Airways Notice. It is in fact entirely fictitious. It was created as a piece of mischief-making at the time of the merger of BEA (which used PicMA) and BOAC to create British Airways. It was created by disaffected pilots from BOAC who were strongly opposed to the merger and this was distributed as propaganda to discredit the "opposition". Following the merger longhaul fleets continued to use "conventional" procedures until phased out, and BA has used PicMA as the basis of all its operations since 1997 - with no confusion among its pilots.

"BRITISH AIRWAYS FLIGHT MANUAL CLARIFICATION

Of the procedure known in the US as a "monitored approach":

British Airways Flight Operations Department Notice ...

There appears to be some confusion over the new pilot role titles. The following will hopefully clear up any misunderstandings.

The titles P1, P2 and co-pilot will now cease to have any meaning within the BA Operations Manual. They are to be replaced by:

Handling Pilot, Non-Handling pilot, Handling Landing Pilot, Non-Handling Landing Pilot, Handling Non-Handling Pilot and Non-Handling Non-Landing Pilot.

A. The Landing Pilot is initially the Handling Pilot and will handle the take-off and landing except in role reversal when he/she is the Non-Handling Pilot for taxi until the Handling Non-Landing Pilot, hands the Handling to the Landing Pilot at eighty knots.

B. The Non-Landing (Non-Handling, since the Landing Pilot is Handling) Pilot reads the checklist to the Handling Pilot until after Before Descent Check List completion, when the handling Landing pilot hands the handling to the Non-Handling Non-Landing Pilot who then becomes the Handling Non-Landing Pilot.

C. The Landing pilot is the Non-Handling Pilot until the "decision altitude" call, when the Handling Non-Landing Pilot hands the handling to the Non-Handling Landing Pilot, unless the latter calls "go around", in which case the Handling Non-Landing pilot continues handling and the Non-Handling Landing Pilot continues non handling until the next call of "land" or "go around", as appropriate.

In view of the recent confusion over these rules, it was deemed necessary to restate them clearly. This then should eliminate any confusion."