

CAPR 60-1 Supporting Information for Paragraph 2-1.1.

Sterile Cockpit Procedures. The sterile cockpit concept recognizes that flight operations other than routine cruise flight are intrinsically more hazardous and require the undivided and vigilant attention of all crewmembers. The Pilot in Command (PIC) is responsible to ensure that non-essential conversations, activities, and otherwise distracting actions do not occur during critical portions of flight. Critical portions of flight are taxi, takeoff, climb, descent, landing, and operations in high-density traffic areas or heavy ATC periods.

a. The PIC will ensure that all crewmembers and passengers are aware of this requirement by conducting a crew and passenger briefing prior to boarding the aircraft or prior to engine start. The “Sterile Cockpit” brief can be as simple as a general statement by the PIC indicating that an announcement will be made when the flight is in a critical phase of flight, or possibly, a detailed briefing of the various phases of flight that are considered busiest and critical for the crewmembers to avoid distractions.

b. The PIC will include in the “Sterile Cockpit” brief a statement that safety of flight items are always appropriate to be brought to the immediate attention of the PIC. Safety concerns would be such items as potentially conflicting traffic, potential mechanical problems with the aircraft, i.e., electrical smoke or smoke of an unknown origin, leaking fuel, etc.

c. Instructors will conduct training in this procedure as part of any initial or recurring flight training. Check pilots will ensure that all pilots, as part of their mission pilot and normal proficiency flight checks, complete a “Sterile Cockpit” briefing. This will be evaluated as part of “Cockpit Management” under “Ground Operations” on the CAPF 5 and as part of “Cockpit Resource Management” under “Safety Awareness” on the CAPF 91.