

February 8, 2016

Addendum to Statement of First Officer Douglas B. Vance

Date of Accident: December 15, 2015

Southwest Airlines Flight 31

HOU – BNA

Aircraft S/N: N649

NTSB File Number:

Specific Questions asked by the NTSB:

- 1) Was your flight equipped with an operating ground movement display (“own ship”)
 - a. Yes, Ownship is an option provided with our Electronic Flight Bag (EFB) and uses the iPad’s internal GPS receiver to display a triangle depiction of the aircraft over the Airport Diagram.
- 2) If so, please explain the normal operating procedures
 - a. From the EFB Manual:
 - i. Display Ownship on Airport Diagram—On as desired

CAUTION: The display of ownship during taxi is a situational awareness enhancement. Pilots must follow standard signage and markings to taxi the aircraft in accordance with ATC clearance.

- 3) Please describe the factors involved in deciding whether or not to use it
 - a. I use it frequently while taxiing, mainly for planning and situational awareness purposes. The own ship position indication seems to lag slightly, however, making it less useful during close-in maneuvering. It is definitely not a replacement for looking out the window during turns, etc.

Douglas B. Vance
First Officer