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## AFTER GERMANWINGS: DO WE NEED A NEW HUMAN FACTOR'S PARADIGM?

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**A**fter an accident happens the investigators use some models to understand how it is developed and which are its root causes. Most of the interpretations depend upon the paradigm used. Until now different paradigms led to different interpretations and different countermeasures. The Germanwings case, where a pilot intentionally crashed an airplane full of passengers, is a challenge for the safety scholars. Is this event a black swan or is it a symptom of a broader phenomenon affecting flight safety? This paper address the topic, analysing the evolution of the threats to safety, the countermeasures adopted along the years and the methodological approach needed to cope with these new kinds of accidents.

### Recent Publications

1. Chialastri A and Pozzi S (2008) *Resilience in aviation in Computer Safety, Reliability and Security*, Springer-Verlag, Heidelberg
2. Chialastri A. (2011), *Human factor – Sicurezza ed errore umano*, IBN editore, Rome



3. Chialastri A. (2012), *Human factor – Prestazioni e limitazioni umane*, IBN editore, Rome
4. Chialastri A. (2014), *Human factor – Il teamwork negli ambienti ad alto rischio*, IBN editore, Rome
5. Chialastri A. (2015), *Human factor – Il rapport uomo-macchina*, IBN editore, Rome.

### Biography

Antonio Chialastri is an Airbus Flight Captain with 15000 flight hours. He has a university Degree in Philosophy; Degree in Epistemology; Master of Arts in Bio-ethics. He has published seven books on human factor and safety. He teaches human factor at Rome University, Master in Civil Aviation and has been a Lecturer in other universities among which include- Bologna, Pisa and Messina. He is a Member of the organizing committee at the incoming world IEA Conference that will be held in Florence on August 2018. He also works as a Consultant for different domains: railways, health care, electricity plants and military.

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