ALPA'S ANNUAL

Air Safety & Security Awards

ALPA honors its members who work to advance aviation safety and security.

By Jan W. Steenblik, Technical Editor

ALPA honored 13 of its members during the Annual Air Safety and Security Awards Banquet, which highlighted the first Annual ALPA Air Safety and Security Week, held August 6–9 in Washington, D.C. The 1½-day Annual Air Safety and Security Forum—the portion of the 4-day event open to the public—was the 53rd such ALPA annual safety forum, but the first ever to give security an equal billing with safety.

ALPA's president, Capt. John Prater, welcomed attendees—including such distinguished guests as FAA Administrator Marion Blakey and four of the five members of the NTSB—to the banquet.

"The airline pilot remains the trusted agent at the heart of the safe operation of the airline industry," Prater declared, though, he added, "sometimes we just don't feel that way. But tonight we're dedicating ourselves to takin' back the pride of the pilots of yore, because we are every bit the pilots that they were."

He continued, "ALPA's pilot representatives who toil in the safety and security structures play an integral role in safeguarding our industry. It is because we continually and passionately express 'our view' that airline travel continues to be the safest mode of transportation."

Capt. Terry McVenes (US Airways), ALPA's Executive Air Safety Chairman, added, "Every year I am reminded of the profound importance of working together to set the stage for future generations, so that they are prepared to solve the challenges of tomorrow. To do this, it is essential to reflect on our past, understand our history, and learn as much as we can about the generations that have come before us."

Capt. Bob Hesselbein (Northwest), chairman of the ALPA National Security Committee, declared, "This has been an extraordinary week. The security topics we addressed at our Forum offered innovative ways to protect our passengers, cargo, and crews. We discussed cost-effective initiatives that will build on security layers established in response to the violent events of the past, and to prevent violent acts in the future.

"One theme that resonated throughout the week and into this evening," Hesselbein continued, "is the fact that it takes collective action to maintain safe and secure skies. Tonight, we have a room full of pilots who demonstrate that resolve every day—in the cockpit and in their ALPA work."

ALPA Presidential Citation

Prater presented to six deserving pilots the ALPA Presidential Citation, given "in recognition of unselfish personal dedication and longstanding service in the advancement of air safety in the world's air transportation system with resulting benefits to all who fly."

First Officer Dave "Fireball" Hayes (Northwest, Ret.) received a Presidential Citation for his collaboration with aircraft manufacturers for more than a decade in developing several types of airliners. As a test pilot, he risked his life to ensure various airplanes' safety for his fellow pilots and the traveling public.

Hayes became involved with ALPA safety work when he joined Northwest, and at the national level served on various government-industry working groups formed to harmonize aviation regulations internationally. As part of these efforts, he was instrumental in developing significantly improved bird-ingestion standards for jet engines.

Among the numerous special projects under the umbrella of the ALPA Aircraft Design and Operations (ADO)

First Officer Dave "Fireball" Hayes (Northwest, Ret.), center, with Capt. McVenes, left, and Capt. Prater.

PHOTOS: JOCELYN AUGUSTINO

Group with which he was involved, Hayes advanced the concept of the propulsion-controlled aircraft and was the leader of the ALPA A380 Project Team. At the time of his retirement from Northwest, he served as the chairman of the ALPA ADO Group and as director of Aircraft Certification Programs.

ALPA Presidential Citation

Another recently retired Northwest pilot and former military test pilot, Capt. Terry Lutz, received a Presidential Citation for his work with major aircraft manufacturers to develop several new types of airliners.

As an ALPA representative, Lutz flew operational evaluations of the Airbus A330-200, A340-500, and A318, the Boeing 717, 767-400ER, 777-300, and 777-300ER, and the Embraer EMB-170. While serving as director of Aircraft Development and Evaluation for the ALPA ADO Group, and as ALPA's representative to the International Federation of Air Line Pilots Associations ADO Group, Lutz worked to educate his fellow pilots on such subjects as steep approaches and aircraft performance issues.

After 9/11, Lutz served as ALPA's representative to major aircraft manufacturers in evaluating counterterrorist airplane maneuvering and fortified cockpit doors.

ALPA Presidential Citation

Sadly, Prater had to present the next Presidential Citation posthumously—to Capt. Harry Orlady (United, ret.), who

Capt. Harry Orlady's widow, Ellen, and their daughter, Capt. Linda Orlady (United), accepted his posthumous award.

flew west on Feb. 7 at the age of 86.

Orlady pioneered the area of aeromedical research and aviation human factors. He founded ALPA's Aeromedical Committee, which conducts and coordinates medical research to enhance the physical and psychological well-being of airline pilots. During his years of advocacy, Orlady delivered more than 100 papers and presentations, and conducted multiple studies on medical disabilities and pilot incapacitation.

He worked full-time on United Airlines' Project Update, a pioneering study that introduced many training innovations. He was the originator and principal developer of United's Flight Safety Awareness Program, the first formalized and effective nonpunitive incident reporting system, similar to the current Aviation Safety Action Program (ASAP).

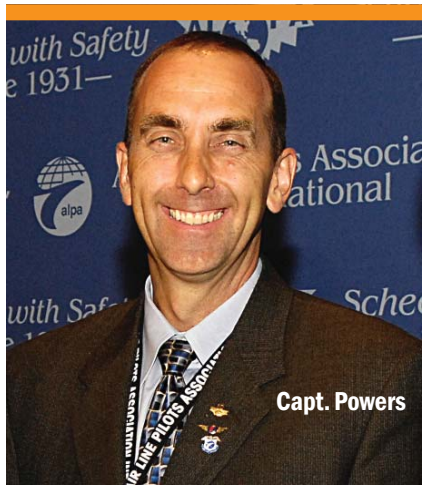
Orlady was a key figure in developing United's pilot incapacitation research; most airlines worldwide still use the "two-communication" rule, developed from this program.

Orlady's widow, Ellen, who had been married to him for 59 years, accompanied by their daughter, Capt. Linda Orlady (United), accepted the award.

ALPA Presidential Citation

Capt. Robb Powers (Alaska) received a Presidential Citation for his efforts on a number of aviation security programs.

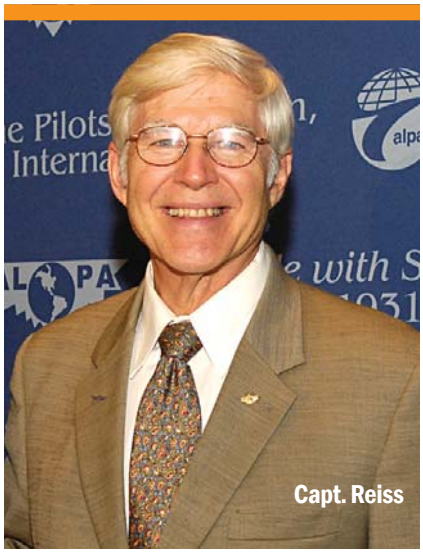
"Capt. Powers," said Prater, "is a legendary figure within the aviation security world. He created the model FFDO support program at Alaska Airlines, protect-



ing passengers, flight and cabin crews, and cargo. His leadership in aviation security program development, advocacy, and communication commands our respect and recognition."

On Sept. 25, 2001, just 2 weeks after the 9/11 terrorist attacks, ALPA became the first major organization to call for a program to train and arm airline pilots. ALPA's proposal, presented at congressional hearings, embraced four basic principles: the program must be voluntary; applicants would undergo the same screening and background checks as federal law enforcement officers; they would receive intensive training at a federal training center; and successful candidates would be sworn in as federal law enforcement agents.

On Nov. 26, 2002, the Homeland Security Act became law, including implementation of the FFDO program. The main provisions of the newly established FFDO program tracked ex-



actly with the ALPA proposal. The first pilots' training class was held in April 2003. ALPA sought and achieved legislative change that now allows cargo pilots to participate.

Powers made many contributions as the Alaska Airlines MEC Security Committee chairman and as a director on the ALPA National Security Committee.

ALPA Presidential Citation

Also receiving a Presidential Citation was Capt. Peter Reiss (Northwest, Ret.) for his outstanding efforts to successfully promote and improve aviation security from 1968 until the present.

Reiss's early work established the "Common Strategy" security model in 1971. The Common Strategy was a standardized crisis response plan for dealing with defined criminal and terrorist acts perpetrated aboard U.S. and Canadian airliners. The Common Strategy, revised to meet today's realities, remains the foundation of the program still used throughout the airline industry.

"From establishing security measures in response to the hijackings of the 1970s to playing an instrumental role in creating international standards for handling incidents of unlawful interference," Prater declared, "his dedication has helped make air travel more secure."

Reiss, while on the International Civil Aviation Organization's Aviation Security Panel from 1997 until 2003, helped set international standards now used worldwide to provide guidance to flight and cabin crews in handling incidents of unlawful interference.

ALPA Presidential Citation

Capt. Clyde Romero (US Airways) received a Presidential Citation for his commitment to protecting airliners against the dangers of shoulder-launched missles.

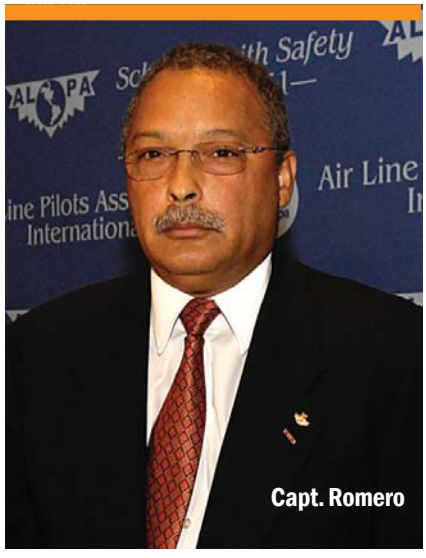
Small, light, and easily obtained through global arms markets, thousands of man-portable air defense systems (MANPADS) are available in various versions from surplus or stolen military stocks. Thanks to pilot volunteers like Romero, however, ALPA was one of the first organizations to announce—and actively promote to government and law enforcement agencies—specific concerns about this emerging threat to aviation security.

Romero committed tremendous amounts of personal time and effort to further his knowledge of MANPADS. "Without pilots like Clyde," Prater asserted, "ALPA would not be the credible safety and security advocacy organization it is today."

Romero used his expertise and access to federal civilian and military entities to glean important information and educate ALPA pilots about MANPADS issues while advocating for effective technologies to counter the surface-to-air missile threat to the airline industry.

ALPA Superior Airmanship Award

Capt. Mike Nelson and First Officer Paul Cafouros were the flight crew of Air Canada Jazz Flight 8205 on the wintry afternoon of Nov. 21, 2006. They were flying their CRJ 200 regional jet—and 50 passengers and a flight attendant—into Prince George, B.C., in a snowstorm. The weather had rapidly deteriorated below the forecast for Prince George.



As Flight 8205 neared the final approach fix, the visibility dropped to three-eighths of a mile in snow—below minimums—so they declared a missed approach. But as the pilots tried to retract the flaps for the go-around, they got a nasty surprise—the flaps would not retract. A warning chime sounded,

The 2007 Air Safety & Security Forum Opens

"Our View" theme reflects pilot commitment to industry

ALPA kicked off its 53rd Annual Air Safety & Security Forum on August 8 with the theme of "Our View," promoting the airline pilots' perspective on challenging issues facing the airline industry today, such as pilot training, airport access, and flightdeck secondary barriers.

Setting the tone for the event were the opening statements from the Association's Executive Air Safety chairman, Capt. Terry McVenes (US Airways); ALPA National Security

the master caution light illuminated, the EICAS declared, "Flap fail," and the warning horn in the takeoff safety system began to blare.

With the flaps stuck at maximum extension, the pilots had to burn fuel at a rate of 4,400 pounds per hour—more than double the normal rate for the clean airplane. They had to come up with a workable solution to their predicament, and quickly. Their original alternate airport for landing—Grand Prairie, Alta.—was too far away, considering their fuel and wind conditions. They called their dispatcher, trying to find a nearby, suitable alternate airport. They decided to fly to Fort St. John, B.C., some 153 nm away, because Fort St. John offered an ILS approach into the wind. With the flaps stuck at 45 degrees, they had to stay below 170 knots.

Nelson and Cafouros did not go through the "flap fail" checklist, because they already had had a flap failure earlier that day on another CRJ 200 when the flaps stuck at zero degrees. From that experience earlier in the day, they knew that running the "flap fail" checklist would only tell them what they already knew—that the flaps were stuck, and that they would have to deal with the problem. The CRJ has a long history of flap problems. The flap extension failure that these two pilots had experienced earlier in the day is the most common. What they faced now was not so common.

The pilots called Air Canada Jazz maintenance to get help with troubleshooting, but nothing they tried, including resetting circuit breakers, worked.

As the pilots continued toward Fort St. John, they declared an emergency with ATC by squawking 7700. Nelson didn't want any other air traffic impeding their progress to Fort St. John and their likely need to fly an ILS approach there.

As Nelson and Cafouros began to lose contact with their dispatcher on the company frequency, they switched one of the communications radios to the emergency frequency so they could talk to the Flight Service Station in Fort

Capt. Nelson, left, and First Officer Cafouros

Committee chairman, Capt. Bob Hesselbein (Northwest); ALPA's president, Capt. John Prater; and the National Transportation Safety Board's vice-chairman, Capt. Robert Sumwalt (US Airways, Ret.). The Forum was held in the Presidential Ballroom of the Capital Hilton in Washington, D.C.

Welcoming more than 500 attendees, McVenes said, "This year marks the first time we have formally teamed together with our colleagues on ALPA's National Security Committee.... Today's airline pilots face many demanding issues. But the two matters we deal with every day, on each and every flight we operate, are safety and security: ensuring that our passengers and cargo travel safely and securely to their destination."

McVenes acknowledged in his presentation the dedication and accomplishments of ALPA pilots.

Hesselbein noted, "We gather at the ALPA Air Safety and Security Week—not simply to address and solve the safety and security challenges we understand, but to discover weaknesses and provide smart, cost-effective solutions that mitigate the dangers."

The audience viewed a 10-minute video outlining ALPA's safety and security structures and functions and noted that "airline travel is the safest mode of transportation in human history."

Prater acknowledged the excellent work of ALPA's safety and security pilot representatives, saying, "ALPA's reputation precedes it because of our members' dedication to safety and security and to their chosen profession. In fact, when you talk about ALPA pilots, you're talking about the professional standard. The public trusts pilots because of our ability to perform complex tasks in environments in which mistakes can cost staggering amounts of money and, more importantly, countless lives."

ALPA's president discussed current pilot hiring trends, noting that, as in situations in the past, training standards are being challenged in the interest of addressing demand and that this phenomenon is raising safety concerns.

"We face the same challenge, but under very different industry conditions," Prater said. "Together, we will find a solution, just like those ALPA representatives who came before."

Prater talked about hijackings and the evolution of the armed-pilot Federal Flight Deck Officer program as well as the importance of the union inserting itself in the "green" debate.

For more on the Air Safety and Security Week, please visit www.alpa.org and click on the "Safety and Security" tab.

St. John without being interrupted by other radio conversations.

After briefing the passengers and the flight attendant, the pilots flew, for the first time in their experience, a complete approach with full landing flaps.

With time and fuel running out, they couldn't afford another go-around: they had exactly one chance to get it right—and they did. During the landing rollout, the fuel gauges showed only about 520 pounds of fuel remaining in the tanks—perhaps 7 or 8 minutes worth at the high thrust setting they had been forced to use because of the stuck flaps.

As the Air Canada Jazz MEC pointed out in nominating these fine pilots for the ALPA Superior Airmanship Award, "if they had decided to do the flap-fail checklist (for the second time that day) before turning to an alternate airport, or had taken any extra time to sort the situation out, they very well may have used up the few minutes they had left."

Nelson expressed his appreciation for "how quickly the ALPA machine came to life" after the incident "and provided the necessary backup for [us]—expertise and reassurance. Many thanks to the hardworking volunteers that make that all happen, and the coordination with our company safety and training programs that were also instrumental in a positive outcome."

Thanking his family for "their support and courage," Nelson also praised Cafouros and their flight attendant, Lisa Sarginson, "who was brave and courageous, still working two hours after we landed, helping to sort out passengers' travel plans." Their dispatcher, Judy Ax, "also worked tirelessly to help us out," he said.

ALPA Superior Airmanship Award

On the evening of July 23, 2006, Capt. Scott Stoops and First Officer Bradley Loper were the flight crew of United Flight 1015, B-737-300 service from Chicago's O'Hare International Airport to Denver. The two pilots were on the last leg of a four-day trip. Every seat was full—128 passengers, 3 flight attendants, and an Air Wisconsin first officer in the cockpit jumpseat.

UAL 1015 left the gate at 9:26 p.m. local time and taxied to Runway 27L.

Stoops was the pilot flying; Loper was the pilot monitoring. Stoops recalls, "The takeoff was completely normal until approximately 110 knots, when I noticed a B-747 freighter approaching our runway."

The freighter had landed on Runway 14R and, in fact, had slowed to taxi speed. The "whale" was traveling only 15-20 knots, but would soon cross Runway 27L, along which UAL 1015 was streaking at more than 110 knots.

The tower controller had failed to tell the B-747 pilots to hold short of the intersection of their runway with Runway 27L. And because the tower controller had cleared the freighter pilots to land before the United pilots had joined the tower frequency, they didn't know the freighter was out there.

Stoops knew that he could not reject the takeoff and stop before hitting the B-747. He knew he would have to take off early to clear the freighter. He began to rotate about 10 knots before the precalculated rotation speed.

They were committed now. Stoops had made his decision, Loper supported it, and everything now rested on their shoulders. Stoops increased the B-737's pitch immediately after takeoff to somewhere between 23 and 25 degrees. The pilots and other witnesses estimated the clearance between the two airplanes to be less than 100 feet during the forced flyover.

Loper said later that Stoops "performed an absolutely flawless rotation to overfly the traffic and avoid a high-speed collision with the B-747. My perception was that a rejected takeoff would have led to a certain high-speed impact. I commend Capt. Stoops's decision to rotate early and continue. The rotation had to be performed early, was at a normal rate, and ended up higher than normal. No stall indication or excessive loss of airspeed was witnessed. I observed no contact with the B-747 and had no indications of [a] tail strike."


Capt. Stoops, left, and First Officer Loper

Regarding Loper's role, the United MEC noted that, although he was not flying the airplane, Loper "assisted the captain by monitoring the situation and performing his duties without second-guessing the captain's decision to continue the takeoff."

As a precaution, Stoops spoke with all three flight attendants to determine whether the passengers had seen anything relating to the event, and whether they had heard any noises that would suggest that the B-737 struck its tail on the runway during the early rotation. The flight attendants said they had heard no unusual noises, vibrations, or impacts during the takeoff, so the pilots decided that they hadn't suffered a tail strike or damaged the airplane. After landing in Denver, they confirmed these conclusions after a thorough inspection.

After parking at the gate in Denver,

Stoops called O'Hare Tower and spoke with the supervisor, who said the near miss was the result of an air traffic controller error.

As the United MEC said in nominating these outstanding airmen for this award, "the crew of United Flight 1015…used their superior airmanship and split-second decision-making to avoid a collision with another aircraft and…without their decisive action the situation would likely have led to the loss of both aircraft and all aboard, and…their actions exemplify all that is expected of a professional ALPA pilot."

After thanking ALPA, Loper, and his family for their support, Stoops asserted, "It's also important for me to recognize how important what we do on a daily basis is. It's very easy to take for granted what we do. Sometimes our managements feel like we're not all that important, and our passengers make us feel that way. But after an event like this, [when] you open the cockpit door and have 130 people who are smiling and happy that they made it there safely, it's a very large reward."

Loper declared, "For me, the glory goes to God, because I had a front-row seat to a miracle." He thanked Capt. Mary McMillan, the United pilots' central air safety chairman, and Capt. Rick Valdes (United), for their help after the event because "they swooped right in and brought us under ALPA's envelope, which was very comforting when we didn't really know what was going on." Loper thanked his parents for their "unending support," adding, "Mom, I promise I will never win this again."

Aviation Security Award

Capt. Ron Silberman (Northwest) received the first ALPA Aviation Security Award, Prater explained, "for his superb leadership in the design and implementation of an enhanced cargo flightdeck access hatch. This type of secondary barrier is one of the least expensive measures that airlines can take to provide protection against the threat of hijackers. Silberman's actions should inspire other pilots and airlines to follow suit."

Capt. Hesselbein, left, with Capt. Silberman

In the all-cargo environment, not all airliners are equipped with cockpit doors, nor does the Transportation Security Administration require them. The ease of stowing away is a major flaw in aviation security that terrorists or other persons with malicious intent could readily exploit. Silberman's hatch design, installed on Northwest's fleet of dedicated B-747 freighters, would provide crucial warning to the flight crew that an attempted breach was in progress.

In accepting the award, Silberman acknowledged that, since 9/11, bullet-proof doors, improved entry procedures, the FFDO program, and other measures have added layers of security to *passenger* airliners. On Northwest's B-747 freighter fleet, however, "all that separated us from the main cargo deck and its potential for stowaways was a thin, waferboard smoke barrier," he explained.

"Three years ago, at this very Forum," Silberman continued, "we launched the project to replace the flimsy barrier with a beefy, latching hatch. To the credit of some good people at Northwest [Airlines'] corporate security department, with no federal mandate to do so, and with bankruptcy looming, they actually acted on ALPA's concerns.

"Together with the [Northwest Airlines] engineering department, we came up with an inexpensive, in-house latching barrier that could be installed on an overnight layover. Each retrofit costs less than two thousand dollars, and Northwest's B-747 freighter fleet is now fully equipped with these primary barriers."

Silberman encouraged the MEC security committees of other pilot groups flying for all-cargo airlines to "continue fighting for improvements," adding, "we still have a lot of work to do."

He dedicated the award to the four airline crews and the thousands of other innocent victims whose lives were taken on Sept. 11, 2001, "that first day of this continuing battle to secure our skies—American Airlines Flight 11, United 175, American 77, and United 93. "Never forget," he urged. "Never again."

Air Safety Award

Prater presented the ALPA Air Safety Award, the Association's highest award to a line pilot for aviation safety work, to Capt. Bob Perkins (Air Canada Jazz).

"You can't discuss ALPA's role in airport safety without hearing Bob Perkins's name come up repeatedly," Prater said. "Capt. Perkins' dedication of time and energy to the cause of aviation safety truly helps to protect passengers, crews, and cargo across North America. That kind of leadership deserves our respect and recognition. Without pilots like Bob Perkins, ALPA would not be the credible safety organization it is today."

Perkins began his career as a line pilot in 1973 at Austin Airways, which later became Air Ontario. When the Canadian Air Line Pilots Association became the certified bargaining agent for Air Ontario in 1987, Perkins' fellow pilots elected him to serve as chairman of AON Toronto Council 23. His aviation safety work began in 1992, when he joined various CALPA safety committees that took on such issues as flight

Capt. Perkins receives his award from Capt. McVenes, left, and President Prater.

and duty time limits and what would become his passion in aviation safety, the airport and ground environment.

When CALPA merged with ALPA in 1997, Perkins continued his long commitment to enhancing aviation safety, quickly advancing to the role of ALPA Canada Air Safety Chairman. By 2003, he was appointed the Airport and Ground Environment (AGE) Group vice-chairman of both ALPA and the International Federation of Air Line Pilots Associations, and now chairs both.

In these active leadership roles, Perkins has successfully advocated for a number of programs to reduce the chances of runway incursions, including installation of enhanced airport surface markings and runway status and hold-short lights at airports across North America. He also spearheaded the IFALPA Airport Liaison Representative program, which enhances airport safety by providing an IFALPA aviation safety representative as a resource to airport managements for planning and operational purposes.

In accepting the prestigious ALPA award, Perkins recalled some of the challenges he faced while persevering to make a career as a pilot—washing aircraft, sweeping out hangars, cleaning bugs off windscreens; bush and arctic flying, including cargo deliveries at -40 degrees, with no loaders or unloaders to help; hauling fuel to remote settlements; medevacs at all hours and in all weather. "Working in air safety," Perkins asserted, "is, in many ways, the same way—we're constantly being challenged, being forced to voice our opposition to some issue. We persevere, and we get the job done.

"My friends," he continued, "as I look around the room, many of you I know and have worked with over the past 15 or 20 years. I've looked at many of you as role models for my own work. In reality, I'm not doing anything different than any of you. We all volunteer our time and efforts toward making our chosen profession a safer one for those who will follow. We persevere."

Perkins challenged his fellow ALPA aviation safety activists to "persevere on the road ahead, that future generations may one day be able to look to us as role models."

Expressing his appreciation to Air Canada Jazz, Perkins also thanked his MEC "for the support they have shown and continue to provide that enables me to do this work." He thanked his wife, Judy, and their daughters Robin and Kimberley for their support, without which, he said, he could not have

ALPA Honors ExcelAire Pilots

Among the honored guests at this year's ALPA Annual Air Safety and Security Awards Banquet were Joe Lepore and Jan Paladino, formerly airline pilots and ALPA members, who were the pilots involved in the tragic midair collision on Sept. 29, 2006, over the Brazilian jungle. The two ExcelAire pilots managed to make an emergency landing in their new Embraer Legacy corporate jet; Gol Airlines Flight 1907, a B-737, crashed, killing all 154 persons aboard.


Paladino, left, and Lepore, right.

Lepore and Paladino, said Capt. Prater, "were unjustly indicted in an accident investigation that focused on assigning blame, rather than on advancing safety. The 60,000 members of ALPA stand shoulder-to-shoulder with these pilots, our professional colleagues, and our brothers in the air.

"We are *outraged* at this gross miscarriage of justice," Prater continued. "All of us in this room understand that the threat of criminal prosecution thwarts the [gathering of] information and the data-sharing that are the foundation of accident investigation and prevention.

"Exposing professional airmen to prosecution for accidents makes future accidents more, not less, likely," Prater charged, "and we're here to prevent that. ALPA will relentlessly protest [this travesty] and protect the pilots' rights and vehemently oppose criminalization. We recognize Joe and Jan and all who have stood by them."

Prater asked the banquet attendees to "please join me in commending their courage and showing our solidarity." The room rose as one to give the ExcelAire pilots a sustained standing ovation.

Capt. McVenes, center, receives a surprise award from Capts. Townsend, left, and Ray Gelinas.

done—or continue to do—the work for which he received the Air Safety Award.

Surprise award

At the end of the evening, Prater yielded the podium to Capt. Brian Townsend (America West), chairman of ALPA's National Airspace System Modernization (NASMOD) Committee, for a "special and unannounced presentation."

After calling the chairmen of the ALPA-wide technical groups and related committees up on the stage, Townsend explained, "Since this evening's program is directed toward recognizing pilots who have excelled in their profession, the committee chairmen thought we would quietly add one more.

"The recipient of our award," he said, "is a gentleman who has brought to his position in the [ALPA] Safety Structure a passion and commitment to excellence that binds us together so that our profession will be safer tomorrow than it was yesterday. He has been the leader, manager, and coach of the ALPA safety team and, as such, has set an incredibly high standard for whomever his future successor might be.

"So on behalf of all the technical committee chairmen," Townsend concluded, "I would like to present this symbol of our deep appreciation to Capt. Terry McVenes, our Executive Air Safety Chairman."

ALPA Safety Reps Hold 'Town Meeting'

One of the robust traditions of ALPA's Air Safety and Security Week, held annually in August in Washington, D.C., is the Joint Safety Meeting. The "Town Meeting" gathering brings together ALPA aviation safety representatives to hear updates from the chairmen of the five ALPA-wide technical groups and other leaders of ALPA's Air Safety Structure.

The 2007 Joint Safety Meeting convened on the afternoon of Tuesday, August 7.

Capt. Terry McVenes (US Airways), ALPA's Executive Air Safety Chairman, stressed the importance of bringing a "business approach" to conducting ALPA safety work. "We can't work on projects just because they sound good," he said. ALPA's mission statements, he added, "aren't something we stick in a drawer."

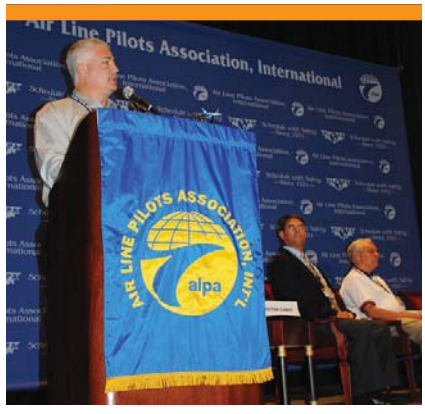
The acting chairman of ALPA's Operations Committee, Capt. Victor Cabot (American Eagle), noted that OpsCom (made up of the central air safety chairmen of every ALPA pilot group) is dealing with several hot-button issues, including these:

Regarding pilot fatigue, Cabot declared that, in the United States, "truck drivers have better rest requirements than airline pilots."

Of the need for a "just [safety] culture" in the aviation industry, Cabot said "the reality is that we have an *un*just culture—but SMS [safety management systems] can't succeed without a just culture."

Outsourced maintenance in Asia is surprisingly good, Cabot noted, but elsewhere can be sketchy.

"San Francisco [International Airport] is the poster child for dealing with wake turbulence," Cabot asserted. "OpsCom believes that if we can make



PHOTOS: JAN W. STEENBLIK

Capt. Ken Young (ASTAR) briefs ALPA aviation safety activists about ongoing ALPA efforts to achieve one level of safety for all-cargo operations while Capts. Victor Cabot (American Eagle), center, and Hank Yaap (Alaska) listen.

Stay Tuned...

Coverage of ALPA's Air Safety and Security Week continues in the October and November/December issues. Next up: Going Green (October) and Aviation Security Forum 2007 (Nov/Dec). Look for your upcoming *Air Line Pilot* to become fully informed on environment- and security-related issues.

SOIA [simultaneous offset instrument approaches] work there [to resolve wake issues], we can make it work anywhere."

Capt. Hank Yaap (Alaska), ALPA FOQA/ASAP Project leader, announced that the Association is developing an ASAP Training Course, with a goal to hold the first class in the spring of 2008. The course initially would be open only to ALPA pilot safety representatives who are going to represent the Association on an ASAP Event Review Committee, but might eventually be opened up to FAA and airline management representatives.

Capt. Ken Young (ASTAR) discussed ALPA's involvement in a recent FAA Aviation Rulemaking Committee on FAR Parts 125/135, in which some cargo operators have tried to dramatically increase the maximum payload that can be flown under FAR Part 135. Young also announced that ALPA will host a two-day symposium on cargo aircraft and airport rescue and firefighting at the Association's offices in Herndon, Va., November 13–14.

The chair of ALPA's newly renamed Accident Analysis and Prevention Group, Capt. Ray Gelinas (Air Canada Jazz), provided an overview of the work of his Group's four parts—the Accident Investigation Board, Accident Survival Programs, Dangerous Goods Programs, and the Safety Information Analysis Program.

The Accident Survival Programs activities include participation in industry groups dealing with oxygen systems and pressurization standards, the accessibility of cockpit emergency equipment, and airport rescue and firefighting issues. The AAP Group intends to create a new survival systems project to increase passenger survival rates.

First Officer Mark Rogers (United), director of ALPA's Dangerous Goods Programs, announced that at least 13 incidents involving lithium batteries carried aboard airliners have occurred in the last 12 months. Six of those incidents were inflight fires resulting in four diversions.

Capt. Glen Finch (Air Canada Jazz) is director of ALPA's Pilot Training Programs and is chair of the ALPA Training Council.

In March, Rogers said, ALPA asked the DOT to conduct a risk analysis of lithium batteries. He had just that day received a message from a DOT official saying that the DOT will contract with an independent laboratory to conduct the risk analysis—and that the DOT wants ALPA's input.

Capt. Scott Reeves (ExpressJet), chair of the ALPA Accident Investigation Board, noted that ALPA has begun recurrent training for the chief accident investigators of each ALPA pilot group. Held twice per year, the recurrent training brings the CAIs together to share their experiences and lessons learned. The AIB has updated the basic and advanced training courses for ALPA pilot accident investigators.

Reeves noted that the AIB also is working closely with ALPA's Human Factors and Training Group to develop a plan for standardizing investigation of human factors issues during accident investigations. ALPA hopes to present the proposal to the NTSB in early fall.

The chair of the ALPA Airport and Ground Environment Group, Capt. Bob Perkins (Air Canada Jazz), talked about ALPA's ongoing involvement in the extensive rewrite of Canadian TP312, Aerodrome Standards and Recommended Practices, which is about half finished. He discussed the multifaceted efforts by ALPA, government agencies, and other stakeholders to reduce the risk of runway incursions.

Regarding runway safety areas (RSAs), Perkins said that initially, some 40 percent of U.S. airports had less than the required RSA. By Dec. 31, 2015, however, every U.S. airport certificated under FAR Part 139 will have to have an RSA at least 1,000 feet long on each runway end—or achieve an equivalent level of safety by using "declared distance" (effectively shortening the runway available) or installing EMAS ("crushable concrete") in the overrun.

Capt. Brian Townsend (America West), chair of the ALPA National Airspace System Modernization (NASMOD) Committee, declared, "ADS-B [automatic dependent surveillance—broadcast] is no longer just talk—it will replace our current system of navigation and surveillance by 2020. Like RNAV and RNP, ADS-B will completely change the way we do business on the flight deck.

"Congress has shown strong support for ADS-B recently," he added, "but the question remains: How will users pay for it?"

ALPA's NASMOD Committee and the ALPA Air Traffic Services Group are formalizing the ALPA position on ADS-B for consideration by the ALPA Executive Board.

Capt. Ana Vegega (United), ALPA's Safety Management Systems (SMS) director, described SMS as both *forensic* (looking backward at data)

Capt. Bill de Groh (American Eagle) is chair of ALPA's Aircraft Design and Operations Group.

and *prognostic* (looking forward).

"We can't do much with data by itself," Vegega pointed out. "We need to be able to analyze the data and turn it into information and then knowledge."

The International Civil Aviation Organization has said that all member states (i.e., countries) must have SMS at their airlines by January 2009. The FAA "at the highest level" recognizes this, Vegega added.

Canada and several other countries have regulations to comply with the ICAO requirement and are on target to meet the upcoming ICAO deadline.

"Protections for reporting and release of data are probably the biggest obstacles" to SMS implementation, Vegega said.

Capt. Bill de Groh (American Eagle) is chair of ALPA's Aircraft Design and Operations Group, which includes six programs—aircraft certification, aircraft development and evaluation, aircraft performance, MMELs, all-weather flying, and RNAV/RNP. Approximately 30 current projects fall under these six programs, ranging from flightdeck security enhancements to inflight fires, from Boeing 787 development to wake vortex issues and operations on contaminated runways.

De Groh briefly discussed a number of the projects. The FAA is moving toward setting inflight icing certification requirements for operations in supercooled liquid droplets.

The FAA has codified extended-range operations (ETOPS) policy and procedures in FAR Part 121. Unfortunately, however, ALPA's work toward One Level of Safety must continue, as the new ETOPS rules exclude cargo operations flown in three- and four-engine airplanes under FAR Parts 121 and 135.

Capt. Nancy Law (US Airways) is chair of the ALPA Human Factors and Training (HFT) Group, which has several programs.

The ALPA Inflight Fire Project Team has been successful in promoting the new smoke/fire/fumes checklist philosophy to consider diverting earlier rather than later. However, ALPA has discovered that, with some cockpit configurations, pilots are unable to reach the cockpit fire extinguisher while wearing their oxygen masks.

The ALPA Wake Vortex Project Team reports that STL has received a waiver to permit 1.5-nm separation for dependent staggered approaches to parallel runways with 1,200 feet of separation between centerlines; implementation was planned for September.

Mitre is asking flight crews to report wake encounters at their website, www.mitrecaasd/research/wake.

The ALPA MMEL Project Team continues to work on reducing to 3 days the current 10-day relief for navigation databases.

The chair of the ALPA Human Factors and Training (HFT) Group is Capt. Nancy Law (US Airways). "Making mistakes is part of being human," she observed, "but mistakes don't happen in a vacuum. The key to preventing mistakes from having a negative effect on the air transportation system—or causing an accident—is to build in enough overlapping, redundant barriers to error, in all procedures and processes, so that any mistakes made can be caught and corrected before they cause a problem."

Capt. Shawn Pruchnicki (Comair), director of Human Factors under the HFT Group, described the current effort to increase the quality of human factors accident investigations industrywide. The three key elements for success, he said, would be to (1) develop a comprehensive set of "best practices" for how to conduct a human factors investigation, (2) develop an ALPA-specific course on human factors in accident investigation, and (3) ensure that the ALPA HFT Group is involved from the beginning in any airline accident investigation.

Capt. Glen Finch (Air Canada Jazz), director of Pilot Training Programs under the HFT Group and chair of the ALPA Training Council, provided an update on some of the Training Council's "Top 10" priorities.

Regarding the need to ensure that all airline pilots, instructors, evaluators, and regulators are trained to the same high standard of training (and training to proficiency), Finch said, "We see more and more airlines going to contract training centers" to provide their pilot training.

Another Training Council Top 10 item is upset recovery training. Finch reported that ALPA is participating in an industry group that is looking at high-altitude upset events and associated training issues.