



IT TAKES A PILOT

A Report on ALPA's 55th Annual Air Safety Forum

Safety must be an underlying principle of any air transportation system—we all must strive for the safest possible skies and airports. The ALPA Air Safety Forum provides aviation stakeholders with an annual opportunity to exchange ideas and best practices so that, together, we can reach this shared goal. The theme of the 55th Air Safety Forum—"It Takes a Pilot"—highlights the authority, responsibility, and professionalism a pilot assumes

as operator, decision-maker, and safety advocate for the most fundamental element of aviation—the aircraft.

Capt. Dave Behncke and 24 key men formed ALPA in 1931 to champion safety and halt the practice of pilot-pushing, or pressuring a pilot to take a flight deemed unsafe. The Association's motto, "Schedule with Safety," has been a part of the union since its inception, and serves as a proud reminder of this fundamental pledge.

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ALPA'S ANNUAL AIR SAFETY, SECURITY, AND PILOT ASSISTANCE AWARDS

ALPA honors aviation professionals who work to advance aviation safety, security, and pilot assistance

By **Jan W. Steenblik**
Technical Editor

ALPA honored airline pilots and other aviation safety professionals during its 55th Air Safety Forum Awards Banquet, the grand finale of the annual ALPA Air Safety Forum, held August 3–6 in Washington, D.C.

As emcee of the prestigious event, ALPA's president, Capt. John Prater, led the audience of 650 attendees in applauding former Air Safety Award and Aviation Security Award honorees, distinguished guests representing airline managements, manufacturers, and senior government officials, the spouses and families of the honorees and other ALPA pilot volunteers, and ALPA staff. He also asked for a moment of silence for "our forefathers who built this union...and all of our fellow airmen who have flown west."

Distinguished Crew Safety Award

A highlight of the evening was the presentation of ALPA's first-ever Distinguished Crew Safety Award, presented to the crew of US Airways Flight 1549, including the air traffic controller who handled the flight and two jumpseat-



ALPA's first-ever Distinguished Crew Safety Award was presented to the pilots, jumpseaters (from Colgan Air and American Airlines), flight attendants, and air traffic controller who ensured that the bird strike that crippled US Airways Flight 1549 on January 15 did not end in tragedy.

ing pilots from Colgan Air and American Airlines who helped evacuate the crippled Airbus A320 after an emergency ditching in the icy Hudson River last January. It was the first gathering of this entire group of aviation professionals since the accident.

After the audience gave the entire team an emotional, two-minute standing ovation, Capt. Chesley "Sully" Sullenberger said, "I am very happy to know that, unlike at other appearances we've made, I don't have to explain here what 'crew' means."

Speaking for the entire crew, Sullenberger told his pilot peers that their support after the accident was "a heartfelt, touching, indescribable experience.

"I feel a renewed pride in our profession," he said. "Those of us who have

chosen this profession have chosen a noble calling. We act as we do for three reasons: our passengers deserve it, our colleagues expect it, and our profession demands it."

Presidential Recognition Award

Capt. Bob Hesselbein (Delta) was recognized with ALPA's 2008 Presidential Recognition Award for his exemplary efforts to advance aviation security. His drive and determination have been among the deciding factors in many of the most important aviation security advancements since the terrorist attacks of 9/11.

Capt. Hesselbein served as the security chairman of the Northwest Airlines pilot group before becoming



Left: Presidential Recognition Award recipient Capt. Bob Hesselbein (Delta); Center: CanJet Flight 918 Capt. James Murphy, left, F/O Glenn Johnson, right, with Capt. Prater; Right: Compass Flight 2040 Capt. Steve Peterka, left, F/O Clifton “Lee” Cain, center, and flight attendant Gloria Heurtematte.

chairman of ALPA’s National Security Committee in 2005. During his tenure as chairman, he played a key role in galvanizing congressional, industry, and regulatory support for a range of aviation security initiatives.

“Bob has worked tirelessly for the development of standards for secondary barriers to airline cockpits and to urge airlines to install them on all airliners,” Prater noted. “A staunch proponent of enhanced security on passenger airlines and on all-cargo freighters, Bob worked in tandem with ALPA’s President’s Committee for Cargo to pursue more stringent vetting and inspection of cargo and persons with unescorted access to cargo shipments.”

Hesselbein has been a strong supporter of the Federal Flight Deck Officer program. He also began an initiative called Threatened Airspace Management (TAM) aimed at modifying ATC procedures and policies to be used during any type of security-related event that an airborne airliner might experience.

“Bob’s leadership also helped build momentum for the initial steps in the effort to make biometric identity verification a reality for airline pilots. Due in large part to his efforts, trial CrewPASS screening programs are under way at several major U.S. airports, and the program is expected to soon expand nationwide.”

Accepting the award, Hesselbein thanked his MEC officers, “the volun-

teers who take time away from their families to do this important work,” his wife Diane, and their five children.

Aviation Security Award for Valour

“This year, for the first time,” Prater pointed out, “we are presenting the Aviation Security Award for Valour to recognize airline pilots’ courageous acts in protecting passengers, their crewmembers, cargo, and aircraft.”

The crew of CanJet Flight 918 certainly fits that description—on April 19, 2009, their heroic acts thwarted an attempt to hijack their B-737-800.

“The brave and decisive acts of Capt. James Murphy, First Officer Glenn Johnson, their courageous cabin crew, and one of the airline’s security specialists allowed the passengers of Flight 918 to get off the aircraft and reach safety during a high-pressure situation,” Prater summarized. “Unfortunately, due to the ongoing criminal investigation, we are unable to recount the specifics of this incident; but suffice it to say, their valor in the face of this extremely dangerous situation is highly commendable.”

Superior Airmanship: Compass 2040

Capt. Lee Moak, the Delta pilots’ Master Executive Council chairman, recalled the dramatic events that earned a Compass Airlines crew the ALPA Superior Airmanship Award.

On May 5, 2008, Compass Airlines Flight 2040, Embraer 175 service from Minneapolis-St. Paul to Regina, Saskatchewan, was in cruise flight at FL320 when a lavatory fire broke out and quickly spread. While flight attendant Gloria Heurtematte fought the fire and directed nearby passengers to the forward cabin, Capt. Steven Peterka and First Officer Clifton “Lee” Cain (now a captain) quickly and calmly called upon their professional training and experience.

Peterka immediately disengaged the autothrottle, pulled the thrust levers to flight idle, extended the speed brakes, and turned east back to nearby Fargo, N.D. He disengaged the autopilot and, attempting to get the best possible performance, manually rolled into a hard right-hand rapidly descending turn.

Cain grabbed the checklist and began to complete the checklist items. Normally, any checklist associated with a red warning light displayed on the EICAS is located in the Quick Reference Checklist (QRC). In this case, however, for this time-critical emergency, it was not.

Cain had to use the more extensive Quick Reference Handbook to find the appropriate checklist to fight the smoke and fire. (Because of Cain’s efforts, and since the event, the “lav smoke” checklist has been added to the QRC.)

Both pilots smelled smoke and grabbed their oxygen masks. Cain turned off the air conditioning fans. As



Left: United Flight 731 F/O Douglas Cochran (Capt. Everett Miller was unable to attend); Right: Capt. Dave Wells (FedEx Express, Ret.), center, received the ALPA 2008 Air Safety Award from Capt. Prater, left, and Capt. Rory Kay (United), ALPA Executive Air Safety Chairman.

Peterka donned his oxygen mask, the rapidly inflating flexible tubes that hold the mask in place knocked his glasses off. When he got his glasses back on, he had trouble positioning them so they would be useable under the mask.

Peterka later said, "I had to assume the worst and landed as quickly as possible in a right-hand descending arc."

The landing was firm, and Peterka got on the brakes hard. He recalled, "After touchdown, Lee and I could hear cheering—one of the best sounds of my career!"

The subsequent FBI investigation revealed that the fire had been deliberately set and was severe. Any delay in landing could have resulted in loss of the aircraft and the 79 persons aboard.

Peterka and Cain brought their jet—and their 75 passengers—from cruise speed at FL320 to touchdown in 8 minutes and 32 seconds in an amazing display of professional airmanship.

In accepting the award, Peterka remarked, "We are extremely honored by this award." He added, with a grin, "We smoked the descent record by 3 minutes and 20 seconds," evoking a burst of laughter from his fellow pilots.

Superior Airmanship: United 731

Capt. Jeff Barath, the United pilots' MEC vice-chairman, described the hair-raising situation that earned a United flight crew the ALPA Superior Airmanship Award.

Capt. Everett Miller and First Officer Douglas Cochran were the pilots of United Airlines Flight 731, an Airbus A320 that departed Newark Liberty International Airport for Denver at about 9:45 a.m. on Jan. 25, 2008, with 102 passengers and 3 flight attendants.

Luckily for these two superb pilots, the weather was clear.

Flight 731's takeoff roll on Runway 22R was normal, and Cochran raised the airplane's nose normally at rotation speed.

But when Miller raised the landing gear handle, most of the electronic cockpit displays went completely blank. The electronic centralized aircraft monitor (ECAM) system began to sound cautions and warnings, and the ECAM displays flashed erratically for the remainder of the flight.

The captain's primary flight display (PFD) and navigation display (ND) were blank. The first officer's altitude and airspeed displays were inoperative.

Using the standby attitude indicator, altimeter, and airspeed indicator, Cochran leveled off at 2,500 feet and 220 knots, flaps up. Though Miller had raised the landing gear handle, the landing gear had not retracted.

All of the nav and comm equipment, plus the transponder, were blank and inoperative. The two pilots could not communicate with ATC, other pilots, or their flight attendants. The overhead panel lights were out.

The only operative instruments

were the lower ECAM and the attitude function of Cochran's PFD. Luckily, the aircraft attitude information was accurate, because about 3 minutes after the airplane left the ground, the *standby* attitude indicator tumbled and quit working. Cochran later told the NTSB, "If Newark had had low ceilings and visibility that day and if my attitude indication on my PFD had not returned, the aircraft may have been lost as the attitude gyro failed."

The flight controls on the A320 had degraded to direct law, making hand-flying the airplane more difficult. Cochran began a shallow right turn to downwind and flew a standard traffic pattern to return to the airport, while Miller tried to figure out why all these failures were happening. Air traffic controllers cleared other traffic out of Flight 731's way.

The pilots couldn't tell whether the landing gear was actually retracted or extended, so Miller performed the manual landing gear extension procedure. He and Cochran visually observed the wing leading edge slats extend, but they had no way to confirm that the flaps had extended for landing, so they planned a Flaps 3 visual approach and landing.

The brake and accumulator pressures read "zero," so they didn't know if the brakes would work at all after they landed. Miller took the controls on base leg, and Cochran ran the approach descent and landing checklists.

Miller flew a 4-mile final approach, landed normally, and found that braking was available. He used differential braking to clear Runway 22R on a high-speed taxiway and stopped. They'd been in the air for 7 of the longest—and yet shortest—minutes of their lives.

"Capt. Miller and First Officer Cochran acted quickly and decisively," Capt. Barath declared, "using superior airmanship to safely land a seriously crippled airplane. They flew with degraded flight controls and instruments, using 'out of the box' planning for landing configuration and stopping considerations. They had added security concerns and communication challenges, and they flew a flawless, expeditious approach and landing."

First Officer Cochran accepted the award with succinct brevity: "Thank you very much for this honor—this means a lot to me and Capt. Miller."

Air Safety Award

Capt. Dave Wells (FedEx Express, Ret.), who received ALPA's 2008 Air Safety Award, "is an individual without parallel in our industry," Prater declared. "He has moved mountains to enhance safety for airline pilots, especially for those who move cargo."

During a three-decade career with FedEx Express, Wells flew B-727, DC-10, and MD-11 freighters, logged more than 16,000 hours of flight time, and flew as a captain for 23 years.

When the FedEx Express pilots joined ALPA in 1993, Wells became the pilot group's central air safety chairman. He served his fellow pilots in that position for more than 14 years and advocated for enhancing aviation safety on a remarkable range of issues.

"Capt. Wells was an integral force in ALPA's flagship 'One Level of Safety' campaign, which sought to establish a standard level of safety for all airline flying, including cargo," Prater said.

"Throughout his tenure at ALPA, Dave also helped to lead the Association's decades-long call for the FAA to modernize flight and duty time regulations to reflect today's science, aircraft, and flight schedules. In 1999,

he participated on the FAA's Aviation Rulemaking Advisory Committee to create rest requirements for reserve pilots. From 2001 to 2005 he joined regulators, scientists, airlines, and other stakeholders from around the world in a collaborative initiative to design guidance for ultra-long-range operations of more than 16 hours."

Prater declared, "Dave Wells' remarkable accomplishments in aviation safety and his abiding commitment to his union are truly a model for future aviators. He has earned the deep respect of his ALPA colleagues who join me in congratulating him for receiving ALPA's top safety honor."

Wells said he was "deeply honored and humbled by this award," and drew laughs from the banquet attendees when he added, "You have to understand—I'm a cargo guy; we don't make PAs."

Wells thanked the FedEx Express MEC and its Central Air Safety Committee, plus the ALPA staff, "especially for when they told me I was wrong" and "the families of ALPA volunteers who support and allow us to do this important work—especially to my family, my wife Marian and our children Arnie and Gaylynn, who have always been there."

Wells also commented that he is "proud of my ALPA work, helping to address FT/DT as it relates to fatigue, the progress in ultra-long-range flying rules, and identifying aircraft rescue and firefighting, dangerous goods, and other cargo-related issues."

He added, "My first flight instructor advised me, 'Leave aviation better than you found it.' I do believe aviation is better than I found it. Thank you very much."

Aviation Security Award

Capt. Craig Hall (Air Canada Jazz) received the ALPA Aviation Security Award; Prater said Hall "deserves accolades not just for his unparalleled advocacy on behalf of all ALPA members, but for almost two decades of work in which he has become known as one of the world's leading champions for pilot and passenger protection."

Hall's aviation security career began



Capt. Craig Hall (Air Canada Jazz) received the ALPA Aviation Security Award.

in 1992 at AirBC in British Columbia, when, as a first officer, he stepped up to serve on the AirBC Security Committee as the airline's base security representative in Edmonton. By 1994, he was STC chairman and began representing Canadian aviation security interests on the IFALPA Security Committee as well.

When the Canadian Air Line Pilots Association (CALPA) merged with ALPA in 1997, Hall was named the Canada director for the newly expanded ALPA National Security Committee. That same year he participated in ALPA's Disruptive Passenger Conference, which led Transport Canada to create its own Disruptive Passenger Working Group and strengthened legislation to protect crewmembers from unruly and dangerous passengers.

Through the years, Hall has lobbied for 100 percent screening of hold baggage, worked closely with the Royal Canadian Mounted Police (RCMP) to enhance the Canada Air Carrier Protection Program to improve liaison between that group and ALPA, and has tirelessly sought to improve air cargo security for both passenger and all-cargo Canadian airlines.

"Perhaps Craig's greatest accomplishment to date," Prater asserted, "was his proposal that a biometric identifier be added to airline crew identification cards. That proposal, adapted and developed by the Canadian government, subsequently led to what is now the

Restricted Access Identification Card, or RAIC, program throughout Canada.

"In 2004, thanks in large part to his continued advocacy, the Canadian Air Transport Security Authority introduced the RAIC iris and fingerprint program," Prater continued. "Since then, the initiative has been expanded to include approximately 100,000 employees who work in restricted areas at Canada's 29 largest airports. The Canadian RAIC program has become an international model for airline employee screening programs."

As ALPA's National Security Director for Canada, Hall testified in 2007 before the Canadian Commission of Inquiry as part of the Commission's evaluation of airline security improvements made since the 1985 bombing of Air India Flight 182 that killed 329 Canadian citizens. In his testimony, Hall discussed the RAIC program and challenged the Canadian government to do more to screen passengers for intent to do harm through behavioral evaluation, versus simply screening for objects.

In 2005 IFALPA named Hall a representative to the prestigious International Civil Aviation Organization (ICAO) Aviation Security Panel. "Thanks to his years of work with ICAO, CALPA, ALPA, and IFALPA," Prater pointed out, "he is known throughout the worldwide aviation community as a leading expert on a broad range of security issues."

In his role as ALPA National Security Director for Canada, Hall cosponsored the 2008 Canadian Aviation Security Conference in Gatineau, Quebec. The Conference brought aviation security experts together from a multitude of government and industry participants, and was hailed by the Canadian government as a great success, resulting in requests for future support from ALPA in organizing similar events.

Accepting the Award, Hall was characteristically self-effacing. "Wow," he said. "That's the only word that can truly express the feeling of what it's like to be up here—it's truly an honour. This is the highlight of my aviation career."

Hall told a story that tugged at the heartstrings of every pilot in the room: One Christmas, when his son Devin



Capt. Prater, left, presented the inaugural Pilot Assistance Award posthumously to Capt. John Lux (FedEx Express). Accepting the Award was Capt. Lux's family—his son, F/O John "Jack" Lux (Pinnacle), wife Barbara, and daughter Jennifer.

was only 4 or 5 years old, his grandmother asked if he was going to be a pilot like his dad when he grew up. The boy emphatically replied, "No!" Asked why, he said, "Pilots are never home."

Hall gave highest praise to two of his aviation security forebears. "I could never have had a better mentor than Capt. Steve Luckey (Northwest, Ret.)," he said, referring to the former ALPA National Security Committee chairman who still serves as Special Security Advisor to ALPA's president. Hall also praised Capt. Peter Reiss (Northwest, Ret.), another former NSC chairman, saying, "I learned everything I know about how to operate in the international arena from him."

Pilot Assistance Award

"Our final award is a very special award for all of us," Prater said. "I have been intimately involved with ALPA's Pilot Assistance structure at every level of this Association. As a line pilot, MEC chairman, and now as ALPA president, I know first-hand that each of us, and our families from time to time, need a helping hand.

"Tonight we recognize a pilot who made his life's work taking care of his fellow pilot brothers and sisters," Prater continued. "Tonight we honor the late Capt. John Lux (FedEx Express) with ALPA's inaugural Pilot Assistance Award

for his many years of exemplary service in building and maintaining pilot assistance programs at his airline and at many other ALPA pilot groups as well. John was known as 'the father of Pilot Assistance' in the FedEx Express pilot group, but that title doesn't give him enough credit because his work improved the lives of thousands of pilots around the world over his many years of service."

Prater described Lux as a dedicated trade unionist who took on the task of organizing FedEx Express's "helping" committees—Aeromedical, crisis response, substance abuse, and professional standards—both when FedEx Express was part of ALPA and during the pilot group's brief tenure as an independent union.

"He helped define the concept of an all-encompassing human performance program aimed at assisting pilots with all their physical, mental, and emotional needs," Prater continued. "His dedication to improving all facets of a pilot's life directly contributed to their professional performance and greatly improved their quality of life.

"Capt. Lux was known for his honesty and discretion. He had a unique gift for being able to set politics aside and to develop lines of trust and communication with company management that paid dividends for line pilots, all the while maintaining an equally strong and trusting relationship with union leaders."

Lux died April 30 after a courageous fight with cancer.

Accepting the Award for Capt. Lux's family, his son, First Officer Jack Lux (Pinnacle), said, "I know that if my dad were here, he would have given all the credit to other volunteers and ALPA staff. For my father, please accept our gratitude for this Award."

At the close of the ceremony, Prater asked the other ALPA national officers to join him on the stage. "Are you proud to be an airline pilot?" Prater, beaming, challenged the pilots in the audience. "Are you proud to be a member of ALPA? I hope our members are as proud of the work you do as I am proud of you tonight." 🌐

LUNCH FOR AN EXCEPTIONAL BUNCH

ALPA presents well-deserved awards to a major airport and a dozen ALPA pilot representatives for years of dedicated efforts to improve airline pilots' lives on and off the line

By Jan W. Steenblik
Technical Editor

In conjunction with this year's Air Safety Forum, the Association held an awards luncheon—on Wednesday, August 5—in addition to the evening awards banquet held the next day.

Opening the luncheon, ALPA's president, Capt. John Prater, noted: "This year, for the first time," he said, "we bring together all of our representatives whose important work in the disciplines of safety, security, jumpseat, and pilot assistance fuels our union's strong leadership in these areas. It is my great honor to be with you today to recognize several of those ALPA pilots for their contributions."



Accepting the ALPA Airport Award was David Maas for the Norman Y. Mineta San Jose International Airport.

ALPA Airport Award

Prater presented the ALPA Airport Award to the Norman Y. Mineta San Jose International Airport. Accepting the Award was David Maas, the airport's deputy director, planning and development.

"We recognize San Jose International with this Award for its efforts to address pilot concerns throughout its ongoing, multi-year airport expansion project," Prater explained. "We also commend San Jose for taking the appropriate steps to ensure safe operations in the airspace beyond the airport boundaries.

"And we greatly appreciate that the airport sought ALPA's input and solicited comments from all the airlines operating out of San Jose. This spirit of teamwork and collaboration encourages us to feel that airline pilots can pick up the phone and call them with any concerns—safety or otherwise—and receive a prompt and thoughtful response."

ALR Awards

Two ALPA pilots—Capts. Mike Maas (American Eagle) and Jeff Sedin (United)—received the ALPA Outstand-

ing Airport Liaison Representative (ALR) Award for their years of work advocating for pilot interests at Chicago O'Hare International Airport.

"Working together, Capts. Maas and Sedin are a great team, representing all segments of ALPA, from the pilot groups flying for regional operators to those of legacy carriers," Prater noted. "Over the years, Capts. Maas and Sedin gained the trust and respect of the Chicago Department of Aviation, airport planners, and other stakeholders, and became models for what an ALR can do to create safe, efficient airports for passengers and airline employees alike. Thanks to their exceptional efforts, ALPA is helping to enhance safety at one of the busiest airports in the nation."

Presidential Citations: Pilot Assistance

"I'm pleased to present Presidential Citations to honor some very deserving pilots," Prater continued. "These men and women represent the cream of the crop of ALPA jumpseat, pilot assistance, security, and safety representatives."

Capt. Dana Archibald (American Eagle) received a Presidential Citation "for his inspiring commitment to supporting his fellow pilots through the Human Intervention Motivation Study, or HIMS," Prater said. "He has spearheaded ALPA's outreach to cockpit crewmembers suffering from drug or alcohol dependency, and put countless hours into helping his fellow pilots conquer their addictions. As the Association's ambassador for pilot substance abuse awareness and treatment, Capt. Archibald has helped build worldwide recognition of the benefits of HIMS and early intervention. As a result, he has helped preserve hundreds of careers while



Capt. Mike Maas (American Eagle) and Jeff Sedin (United) received the ALPA Outstanding Airport Liaison Representative Award. Capt. Prater, right, presented Maas with the Award as Capt. Rory Kay (United) looked on.



Presidential Citations were awarded to, from left, Capt Dana Archibald (American Eagle); Capt. Valerie Thal-Slocum (FedEx Express); Capt. James Woodke (American Eagle); F/O Rich Odbert (FedEx Express); F/O Scott Graham (United); Capt. Bill McReynolds (FedEx Express); (facing page) Capt. Dennis Dolan (Delta, Ret.); Capt. Larry Newman (Delta); Capt. Steve Ormsbee (Piedmont); and Capt. Hank Yaap (Alaska, Ret.).

also furthering the cause of aviation safety.”

Capt. Valerie Thal-Slocum (FedEx Express) received a Presidential Citation “for her outstanding efforts to assist pilots and their families in times of crisis.” Prater said, “In more than a decade of work with ALPA’s Critical Incident Response Program, Capt. Thal-Slocum has made significant contributions to the physical and emotional well-being of cockpit crewmembers at Federal Express and nationwide.

“She is the consummate peer support volunteer. She brings a unique insight into how to approach and support people in stress, and numerous pilots, family members, and others have benefitted from her understanding and compassion. I speak for all ALPA members when I commend Capt. Thal-Slocum for her extraordinary dedication and service in always being there to help the ALPA family when crisis strikes.”

Also honored “for his extraordinary work in creating and building the Critical Incident Response Program at American Eagle and helping other ALPA pilot groups improve their pilot support programs” was Capt. James Woodke (American Eagle). “For more than 16 years,” Prater explained, “he has been a selfless ALPA volunteer with a unique ability to motivate, inspire, and connect with pilots and anyone else who finds themselves in need of support. A certified field traumatologist and crisis responder who is also a

disaster volunteer for the Red Cross, Capt. Woodke’s extraordinary dedication and service to his fellow pilots and his community in times of crisis sets an example for us all.”

Presidential Citation: Jumpseat

For his exceptional efforts to facilitate secure access to airlines’ jumpseats for

dedication to advancing the cause of flightdeck and cabin jumpseat access and protecting the integrity of captain’s authority.”

Presidential Citations: Security

First Officer Scott Graham (United) received an ALPA Presidential Citation for his outstanding contributions

“This year, for the first time, we bring together all of our representatives whose important work in the disciplines of safety, security, jumpseat, and pilot assistance fuels our union’s strong leadership in these areas. It is my great honor to be with you today to recognize several of those ALPA pilots for their contributions.”

—Capt. John Prater, ALPA President

off-duty airline pilots, Prater presented a Presidential Citation to ALPA National Jumpseat Committee chairman, First Officer Rich Odbert (FedEx Express). Said Prater, “One of the airline industry’s leading authorities on the issue, First Officer Odbert has led our union’s efforts to grant authorized airline pilots full jumpseat access on both domestic and international flights. Every ALPA member stands to benefit from his

to enhancing aviation security. “F/O Graham has been involved in almost every ALPA aviation security initiative since 9/11,” Prater declared. “Thanks in part to his work, passengers, crews, and cargo are better protected today against terrorist threats. He was instrumental in United’s successful joint working group that created new procedures for secondary cockpit barriers and flightdeck access training.



“First Officer Graham also helped to create the first model for FFDO professional standards for all ALPA pilot groups. I commend First Officer Graham for his extraordinary dedication and service to all of those who depend on a secure air transportation system.”

Also receiving an ALPA Presidential Citation was Capt. Bill McReynolds (FedEx Express) “for his dedicated work to enhance security at all-cargo airlines, which has translated into remarkable progress in an area in which the airline industry continues to remain vulnerable,” Prater said. “As chairman of the ALPA President’s Committee for Cargo, his tireless advocacy was integral to the legislation to allow all-cargo pilots to participate in the FFDO program, and paved the way for the U.S. government to develop an All-Cargo Common Strategy to standardize the way in which all-cargo airlines and their employees respond to security threats.

“As a result of Capt. McReynolds’ vision and leadership, the Wilmington Airport Users Group and the Toledo Airport Users Group have identified and resolved a broad range of safety and security issues by developing consensus among labor, government, and industry.”

Capt. Dennis Dolan (Delta, Ret.), said Prater, was known to all for his “many accomplishments as a dedicated trade unionist, specifically as ALPA first vice-president” during the period 1998–2006 and as IFALPA president from 2003–2007. But the Presidential Citation he received at this year’s awards luncheon recognized “his extraordinary efforts to advance aviation security after the 9/11 attacks in

his role as chairman of ALPA’s Security Task Force,” Prater explained.

“In that position, Capt. Dolan played a key role in virtually every advancement our industry has made in aviation security since 2001. He helped establish the FFDO program, and pressed federal regulatory agencies and Congress to take decisive action to strengthen cockpit doors and to greatly bolster the Federal Air Marshal program. Capt. Dolan also worked to develop a new Common Strategy for cockpit and cabin crews to respond to terrorist attacks. Every airline passenger and cargo shipper today benefits from Capt. Dolan’s leadership and innovation in enhancing the security of air transportation in this country.”

Presidential Citations: Safety

Capt. Larry Newman (Delta) received an ALPA Presidential Citation “for his unwavering commitment to making air traffic policies and procedures as safe and efficient as possible, which has helped set the stage for our industry to meet the challenge of increasing air transportation demand in the future,” Prater declared.

“Capt. Newman has been instrumental in ALPA’s efforts to transition the airline industry from ground- to space-based navigation through area navigation (RNAV),” he explained. “During his 15 years of safety work with ALPA, Capt. Newman has also pursued standardized air traffic control phraseology and wake protection zones, and has played a key role in the development of NATCA’s ‘Communicating for Safety’ seminars. We commend Capt. Newman for his superior

leadership in representing ALPA and IFALPA in the development of many airspace modernization initiatives such as PRM, SOIA, RPAT, and land-and-hold-short operations (LAHSO).”

Also receiving an ALPA Presidential Citation was Capt. Steve Ormsbee (Piedmont) “for his relentless pursuit of safety as the regional segment of our industry first evolved, which set a foundation of safety that continues to benefit passengers and crews today,” Prater said. “Through the tireless dedication of Capt. Ormsbee and others, ALPA launched its groundbreaking ‘One Level of Safety’ campaign to press for enhanced safety regulations for regional airlines.

“In 1995, ALPA’s ‘One Level of Safety’ campaign paid off with a watershed policy change for the regional segment of the airline industry: for the first time in history, all airline passengers and crews benefitted from the same safety regulations, regardless of the size of their aircraft. The ‘One Level of Safety’ rule was a remarkable achievement for Capt. Ormsbee and all those who worked to put it in place.”

Capt. Hank Yaap (Alaska, Ret.) received an ALPA Presidential Citation “for his staunch advocacy of the Flight Operations Quality Assurance (FOQA) program,” Prater noted. “Capt. Yaap is a nationally recognized proponent of safety reporting programs. His innovative approach to maintaining confidentiality of safety data has been a watershed development in moving the FOQA program a gigantic leap forward. Due in large part to Capt. Yaap’s stalwart efforts to attain the highest possible confidentiality standards for the data included in FOQA programs, the airline industry already is seeing the safety benefits.”

In closing, Prater said the pilots honored at the luncheon “embody the dedication and professionalism that we have come to rely on in our pilot volunteers. And they remind us that ‘It Takes a Pilot’ is more than a theme for this week—it’s the key factor in raising the standards for our profession and for making our industry safer and more secure.”



ALPA AIR SAFETY FORUM: **'IT TAKES A PILOT'**

A packed day-and-a-half of presentations on the pressing issues of today's airline industry pull together ALPA representatives, line pilots, and government and industry representatives

By Jan W. Steenblik
Technical Editor

Opening the 55th annual ALPA Air Safety Forum, held August 3-6 this year in Washington, D.C., ALPA's president, Capt. John Prater, noted, "This week we celebrate the pilots who have shown us—through their heroic actions on the line, and in their full participation with government officials and industry representatives, and in their dedication to providing support and assistance to their fellow aviators—that it takes *pilots* to meet the challenges in the piloting profession and to manage the ever-changing dynamics of airline operations that lie before us today and in the future."

The theme of this year's Forum—which, for the first time, also brought together ALPA's leaders in security, jumpseat, and pilot assistance—had the theme, "It Takes a Pilot."

Prater thanked "the hundreds of pilots and our world-class staff for their deep commitment to the work being done in safety, security, jumpseat, and pilot assistance. ALPA's leadership in these disciplines—in the United States, Canada, and

through our work with the International Federation of Air Line Pilots' Associations—is due to all of the pilot representatives who bring their vast knowledge, unique flight experience, ingenuity, and shared commitment to our profession—both as airline pilots and as union advocates."

A challenge from the FAA chief

Prater introduced the opening ceremo-

ny's keynote speaker, Capt. J. Randolph Babbitt, FAA administrator and former ALPA president (see page 26 for a Q&A with Administrator Babbitt).

"John, thanks for holding this Forum," Babbitt began, "and thanks for inviting me. I looked at the agenda, and you're covering the right stuff at the right time."

In the midst of all the headline news and congressional hearings and other attention being given to airline safety, Babbitt said, "It's easy to forget the most major point of all: We cannot regulate professionalism....It still comes down to us—and by *us*, I mean every pilot.... The tools are already out there for us to improve our performance as professionals, [but] only you and you alone can ensure that the tools are used properly."

Babbitt emphasized, "This is a time for veterans to make the extra effort to mentor the pilots coming up through the ranks to ensure we maintain the

ALPA SAFETY REPS

One of the robust traditions of ALPA's Air Safety Forum, held annually in August in Washington, D.C., is the Joint Safety Meeting. ALPA aviation safety representatives gather to hear updates from the chairs of the five ALPA-wide technical groups and other ALPA safety leaders

By Jan W. Steenblik
Technical Editor

Cargo issues



Capt. Bill McReynolds (FedEx Express), chairman of the ALPA President's Committee for Cargo (PCFC), explained that the PCFC

is "the clearinghouse within ALPA for all things cargo," dealing primarily with safety, security, and cockpit access.

The top-priority safety issues for the PCFC include examining a long list of exemptions for carriage of dangerous goods, including lithium batteries,

on all-cargo airliners as well as the lack of requirements for aircraft rescue and firefighting resources at airports served by all-cargo operations. McReynolds added, "We just don't have the layers of security that passenger airlines have," citing a particularly onerous example that "hardened doors are still not required on all-cargo airliners—but we're working hard to change that."

On the plus side, the PCFC has made good progress in resolving safety and security issues through participation in the Toledo (Ohio) and Wilmington (Ohio) Users Groups.

Accident Analysis and Prevention

Capt. Ray Gelinis (Air Canada Jazz), chairman of the ALPA Accident Analysis and Prevention Group, reviewed the three International Federation of Air Line Pilots' Associations (IFALPA) international conferences he attended this year, the ALPA accident investigation courses he helped

highest levels of professionalism...If you've got experience and you're not sharing it, you're doing a disservice to our profession.

"I can't say this any more directly," he continued. "We have to take on additional responsibilities whether we're legally required to or not. This is about safety, and safety is about saving lives.

"I might not be in the cockpit every day, but that's still my perspective," Babbitt stressed. "Safety is what got me there, and my goal as FAA administrator is to make sure that safety is paramount in every thing we say and every thing we do. I will leave you with this: If you think the safety bar is set too high, your sights are set way too low. It's time for you to step up. That's the only way we will reach the next level of safety."

Panel discussions

Six dynamic panel discussions that



WILLIAM A. FORD

Capt. Rory Kay (United), ALPA's Executive Air Safety Chairman.

covered a range of topics—issues dealing with cockpit automation, CrewPASS, wildlife hazards, airline emissions and alternate fuels, NextGen, and pilots engaged in several important areas of activity (aircraft design and operations, charting and instrument procedures, unmanned aerial systems, MMELs, and new aircraft)—filled the bulk of the Air Safety Forum.

covered a range of topics—issues dealing with cockpit automation, CrewPASS, wildlife hazards, airline emissions and alternate fuels, NextGen, and pilots engaged

(To view additional coverage of ALPA's Air Safety Forum—including videos, PowerPoint presentations, and speeches—visit safetyforum.alpa.org.)

Closing remarks

In a superb speech that wrapped up the Air Safety Forum and summoned a standing ovation from the pilot audience, Capt. Rory Kay (United), ALPA's Executive Air Safety Chairman, said, "This year, the entire safety conference has had a theme of 'It Takes a Pilot—Trained for the Unexpected.' Themes are easy enough to think up, but they have to have a demonstrated relevance; and this year, more than ever, with the extraordinary news media, public, and government attention being poured on the experience, training, and professionalism of pilots, and lack of a proactive and just safety culture at some airlines, we felt it a worthy and meaningful theme."

HOLD 'TOWN MEETING'



instruct, and his additional work as chief accident investigator for his pilot group. Gelinas also introduced the leaders of the three directorates for which he is responsible:

Capt. Mike Bender (FedEx Express), chairman of the ALPA Accident Investigation Board (AIB), said that ALPA pilot accident investigators and staff engineers have had "a very busy year," as ALPA is currently a party or observer to 22 investigations.



Bender also noted that the accident investigation courses ALPA teaches are now accredited by IFALPA.

First Officer Mark Rogers (United), director of ALPA's Dangerous Goods (DG) Program, reported that ALPA "got a little further this year" on dealing with the risks of lithium batteries on aircraft. After Rogers testified before Congress in May (see "From the Hill—Warning: Batteries

Not Included, June/July), the Pipeline and Hazardous Materials Safety Administration (PHMSA) reauthorization bill now contains language in support of ALPA's goals, with a notice of proposed rulemaking expected by the end of this year. PHMSA has promised full regulation of lithium ion and lithium metal batteries with additional restrictions.

Another "hot" issue for the DG Program involves wheelchair batteries; several fires involving these batteries have been documented recently, usually a result of inadvertent activation of the wheelchair in transit. Rogers said this issue is a "difficult problem to solve because of the many different kinds of wheelchairs and user interfaces."

Other dangerous goods topics on which ALPA is focused included magnetized material, classification of explosives, fuel cells, a completely new scheme for carriage of limited quantities of dangerous

goods, cylinder safety and compatibility, and potential changes to pilot notification requirements.

Capt. Marc Champion (United), ALPA's FOQA/ASAP Project Team leader, reported on the various activities of ALPA representatives on several important aviation safety data collection, mining, and analysis programs.

He noted that "a flurry of activity on the legislative front is likely to affect the operation of voluntary safety reporting programs [such as FOQA and ASAP]." ALPA representatives are actively engaged with Senate and House staff members, as well as ALPA experts, to ensure that legislative language is crafted that meets pilots' needs.

Operations Committee

Capt. Victor Cabot (American Eagle), who has served as chairman of the

Kay continued, "...a few recent events...demonstrate that we are indeed trained for the unexpected, and can certainly draw on our reserves of good basic airmanship skills when needed, but that more appropriate training and continual practice of

basic skills are needed."

Kay noted that he has flown for his current airline for 20 years, and said he has "watched a slow but continuous reduction in training footprints, a pattern that is common throughout the industry. I think it is high time for

the regulators and airline managers to accept that we are starting to see costly incidents and tragic accidents occur that can be traced back to inadequate training and insufficient practice of basic skills; the claim that we 'train to proficiency' should now be challenged,

'TOWN MEETING' (FROM PAGE 23)

ALPA Operations Committee (made up of the central air safety chairman of every ALPA pilot group) for the last 2 years, announced that OpsCom had elected Capt. Stephen Ormsbee (Piedmont) to be the new OpsCom chairman.

Cabot lamented, "Safety culture has begun to shrink—it's a cost-cutting move. Some airlines have been slow



to adopt FOQA, ASAP, and LOSA [line operations safety audit]. Many airlines are making changes in procedures but not backing them up

with training. Layover hotels continue to be an issue—some of them are unsuitable for obtaining adequate rest. Understaffed, overworked dispatchers aren't rerouting us around weather, but through it. At some airlines, pilots are 'counseled' for writing up maintenance problems."

Airport and Ground Environment

Capt. Bob Perkins (Air Canada Jazz), chairman of the ALPA Airport and Ground Environment (AGE) Group, talked about the Group's ongoing work in three areas—(1) runway status light systems, planned for 20 U.S. airports in the next 5 years, (2) runway excursion prevention and mitigation, working with the manufacturer of the EMAS (crushable concrete) runway overrun/underrun system to improve pilot recognition and understanding of EMAS, including creating a universal chart symbol for EMAS and developing guidance material for pilot training, and (3) improvements in runway friction measurement, reporting, and guidance for pilots.

First Officer Steve Jangelis (Delta), vice-chairman of the AGE Group, discussed the fourth area—proposed changes to the ALPA Airport Liaison Representative program that are planned to go into effect this fall. At the close of the AGE meeting, Kay announced that Perkins would be stepping down as the AGE chairman but would assume the role of the vice-chairman and continue to work on the Steering and Oversight Committee as the Canada coordinator. Kay announced that effective immediately, Jangelis would take over the position as AGE chairman.

Air Traffic Services

Capt. Rip Torn (Delta), chairman of the ALPA Air Traffic Services (ATS) Group, said his Group remains very active, with several projects that include simultaneous offset instrument approaches, closely spaced parallel runways, automatic dependent surveillance-broadcast (ADS-B), intersecting runway operations, and human factors in flightdeck design. The ATS Group also is harmonizing its work with IFALPA projects.



"Very few airlines are domestic operations only, and we must continue to recognize this and support it," Torn noted.

"We still need local eyes and ears out there to bring issues to the national level, and to let us know how to best support you," he concluded.

Energy and environment

Capt. Mary Ann Schaffer (United), chair of the ALPA President's Task Force on Aviation Sustainability and the Environment, said the mission of the Task Force is "to



make sure a pilot's voice is heard in any debate about environmental and energy concerns." She added, "These issues are becoming more and more important to us as pilots. We've been successful in influencing the debate, and policy.

"We support increased production of domestic energy sources, plus development of alternative fuels for aviation, without adding taxes or charges to our airlines," Schaffer continued. "We want our industry to be able to invest in emissions-saving technology and new aircraft and not feed the general revenue tills of government. We've also been engaging other members of the aviation industry through coalitions to promote these points. ALPA policy is reflected in a recent industry coalition point paper to members of congress.

"ALPA also has been engaged in the increasingly active debate on how to reduce emissions," she added. "We've been part of coalitions at the beginning of the new administration that called for recognition of the tremendous reduction in emissions our industry has achieved without taxes, charges, or artificial cap-and-trade systems. We're working with ALPA's Government Affairs Department as bills are proposed in Congress. Our industry must be treated uniquely.


"This is important," Schaffer explained, "because one very real alternative is that the Environmental Protection Agency will regulate the emissions of our aircraft.

"The Kyoto Protocol [an international treaty limiting green house gases] will expire in 2012; the United States already is having meetings to discuss what the follow-on to Kyoto will look like. The International Civil Aviation Organization

and opened to debate as to its real meaning.

"So here's a suggestion for the managements that still don't 'get it,'" Kay concluded. "Truly learn to value and respect your pilots and what they bring to your operation, and show it

to them. Make a career at a regional or indeed any airline one in which pilots want to stay and hang their hats. These pilots are, in fact, making a large investment in you—they are investing their working lives in what they want and expect to be stimulating and

worthwhile careers as professional pilots. Train and treat them as something other than a disposable migrant workforce. Make your airline a place that pilots really want to work at, not just to be used as a predictable and necessary stepping stone." 

(ICAO) is the right place to develop international energy law on aviation. ICAO will meet in October in preparation for a United Nations meeting in December. We will have input to ICAO through IFALPA."

Safety Management Systems

Capt. Linda Orlady (United), ALPA Executive Air Safety Vice-Chair, also wears the hat of Director of Safety Management



Systems (SMS) for the Association. "One of our challenges," she asserted, "is to speak carefully and precisely about SMS and how it is being implemented. SMS implementation efforts are all over the map, including a company offering 'SMS in a box.'"

Orlady explained that the FAA chartered the SMS Aviation Rulemaking Committee (ARC) in February; Orlady is one of the three co-chairs of the 14-member group, which has met twice, and most recently convened about 80 individuals into working groups to support the ARC in July. The FAA recently published an advance notice of proposed rulemaking (ANPRM) on SMS that consists of 17 questions whose responses will then be used to formulate recommendations for the SMS notice of proposed rulemaking (NPRM). While the SMS Committee will file a formal response, anyone is welcome to submit a comment to the ANPRM on the government website before the end date for comments, October 21.

Aircraft Design and Operations

Capt. Bill de Groh (American Eagle),



chairman of the ALPA Aircraft Design and Operations (ADO) Group, said the ALPA Board of Directors priorities set last October affect the ADO

Group in three principal areas—(1) RNAV/RNP as a required component of NextGen, (2) unmanned aerial systems (UAS), and (3) secondary barriers for cockpit doors.

ADO projects on the back burner include aircraft performance and operational parameters; ETOPS; new aircraft development; smoke/fire/fumes; survival systems; aircraft wake turbulence; contaminated runway operations; and all-weather operations, including enhanced vision and synthetic vision systems. Interest and work continues in these areas as much as funding and pilot representative free time allow.

Human Factors and Training



Capt. Chuck Hogeman (United), chairman of ALPA's Human Factors and Training (HFT) Group, said, "We've had two combined meetings this year. Our No.

1 priority is to be a resource to our MECs. Success for me would be having pilot reps from 36 pilot groups sitting around the table, but some of the MECs can't afford that."

First Officer Karl Fennell (United), ALPA's director of Human Factors, said the goal of his directorate is to find human factors issues and problems and resolve them by redesigning



equipment and procedures before they result in an accident.

"We've developed an ALPA white paper on how to apply human factors in aviation design," he reported. "It's available on the ALPA website."

Pilot Training



Capt. Glen Finch (Air Canada Jazz), ALPA's director of Pilot Training, said, "Recent accidents have shined the spotlight on pilot training and human factors, including issues concerning low-experience pilots; we first identified that problem 2 years ago here at the ALPA Air Safety Forum.

"In 2008, we formed the Low-Experience Pilot Project Team within the Human Factors and Training Group. We've defined a low-experience pilot as 'a pilot who is simultaneously learning two or more new skills.'"

In Canada, Finch said, the multi-crew pilot license (MPL) concept is going through the regulatory process right now. "We got an MPL Advisory Board included in the regulations," he reported, "and ALPA's been assured it will have a seat on the Board."

Capt. Bryan Burks (Alaska), Finch noted, "has done some great work on how to improve upset recovery training. Bryan's also been a member of the Royal Aeronautical Society group that produced an 800-page document on requirements for flight simulators. But there's still a lot of [airline] industry resistance to including motion in our flight simulators." 