



Capt. Schallow



F/O Lowe and Capt. Greene

like Capt. Downs, have ensured that his memory will always be kept alive. We've said that we would never forget, and I give you my solemn pledge that we will indeed never forget. You are part of our family, and we thank you for honoring us with your presence here today."

Downs' many other contributions, Prater added, include assisting pilots from other airlines to establish Aviation Safety Action Programs and working with representatives from the National Air Traffic Controllers Association to start a safety reporting system for air traffic controllers.

Capt. Gwen Schallow (Continental) received a Presidential Citation for the compassion and insight she demonstrates in supporting her fellow pilots, especially in the areas of critical incident response and professional standards. Prater called Schallow "the consummate pilot assistance representative, having revitalized the Critical Incident Response Program and training curriculum at Continental, and earning great respect for helping to resolve professional standards issues in a positive and fair manner." He added that she "provided invaluable strategic leadership as vice-chair of ALPA's Pilot Assistance Committee. She continues to play a key role in ensuring

the Committee's ability to communicate information and key messages about Pilot Assistance endeavors."

Presidential Citations: Heroism

Capt. Richard Greene and F/O Richard Lowe (Continental) were recognized "for their heroic efforts to ensure a safe evacuation from Continental Flight 1404 on Dec. 20, 2008," Prater said. On that wintry day, the flight encountered abnormally strong, gusty crosswinds during takeoff and veered off the left side of Denver International Airport's Runway 34R. The airplane came to rest in a small ravine and caught fire.

"Capt. Greene and First Officer Lowe, who were riding as passengers on that flight, demonstrated selfless bravery when they risked their lives to evacuate fellow passengers and injured working crewmembers from the burning wreckage," Prater explained. "Their heroic actions helped ensure that there were no fatalities and that all on board were brought to safety."

Prater also recognized the cabin crew—flight attendants Albert Felipe, Pamela Howard, and Regina Ressler.

"ALPA pilots salute you for the steadfast leadership you showed while evacuating passengers and injured crewmembers," Prater declared. "This was a tremendous team effort in a dangerous situation."

In concluding the awards luncheon, Prater observed, "The ALPA members who we recognized here today have demonstrated an extraordinary commitment to the safety, security, and well-being of their passengers and their fellow crewmembers. As airline pilots who embody the highest standards of professionalism, they bring honor to our Association and to our profession. They are the heart and soul of our Code of Ethics." 🌐

ASF 2010: PROFESSIONALISM SAFETY • SECURITY • JUMPSEAT • PILOT ASSISTANCE • CARGO

Air Safety Forum 2010

More than 400 ALPA members gather with subject-matter experts and government and industry partners to talk about safety, security, pilot assistance, cargo, and jumpseat issues

By Jan W. Steenblik, Technical Editor

Professionalism" was the theme and the byword at this year's ALPA Air Safety Forum, held August 30–31 in Washington, D.C.

Opening the public day of the Forum, the Association's president, Capt. John Prater, acknowledged, "One year ago our profession was under tremendous scrutiny. Government and the news media were pointing a harsh spotlight at our industry in general and our profession in particular. We were forced to take a hard look

at ourselves in the aftermath of several high-profile events. But airline pilots have never been afraid of peer- and self-critique; these are the marks of true professionals.

"What a difference a year makes," Prater declared. "Because of the efforts of many of the people in this room, the North American airline industry is safer and there is a renewed pride and commitment among our colleagues."

He added, "We continue to place a new emphasis on



CHRIS WEAVER

Nancy Graham, director of the International Civil Aviation Organization's Air Navigation Bureau.



F/O Cullinan



F/O Odbert



Capt. Powers



Capt. McReynolds



Capt. Hogeman

PHOTOS BY MIKE KEEZA AND WILLIAM A. FORD

training, mentoring, and policing ourselves despite the challenges we pilots face in the post-9/11 era of struggle and loss. Our challenge and our commitment is to repeat our demand for one level of safety while continuing to raise the standards of professionalism, improve compensation and working conditions, and prepare for the elephant in the room—the upcoming pilot shortage that management doesn't want to think about.

"We are here to celebrate our many achievements and to honor some of the best among us—those who have worked long and hard to improve conditions for all of us, and those who were suddenly thrust into once-in-a-lifetime situations but relied on their training, experience, and professional skills to avert tragedy."

Prater introduced Nancy Graham, director of the International Civil Aviation Organization's Air Navigation Bureau, who discussed "What Is ICAO, and Why Should We Care?" Graham talked about ICAO's role as global aviation regulator, its use of annexes to set worldwide aviation standards, and ICAO's need for input and representatives from organizations such as ALPA.

"Thirty or so times a year, I put my life in your hands," said Graham, who thanked airline pilots for their dedication and professionalism.

Critical incident response

F/O Louise Cullinan (Mesa), chair of ALPA's national Critical Incident Response Program (CIRP), moderated a panel on CIRP. With globalization of the airline industry, CIRP has been compelled to look beyond its North American borders and network with other pilot organizations to provide speedy assistance to pilots in need anywhere around the world. The panel included Lufthansa pilots who support The Mayday Foundation, a German organization similar to CIRP.

Jumpseat assist

The ALPA National Jumpseat Committee's presentation examined pilot-in-command authority, the requirements for jumpseat access, and the process required to ensure a safe and secure operation. Moderated by F/O Rich Odbert (FedEx Express), chairman of the Committee, the panel looked at the captain's role in ensuring that an airline and all persons

DHS Secretary Lauds, Thanks ALPA Members



WILLIAM A. FORD

The keynote speaker at this year's ALPA Air Safety Forum Awards Dinner was Janet Napolitano, secretary of the U.S. Department of Homeland Security (DHS).

Introducing Napolitano, ALPA's president, Capt. John Prater, called her "a true ALPA ally." He added, "ALPA has developed a trusted partnership with

the Department of Homeland Security and the Transportation Safety Administration—in part because Secretary Napolitano understands that ALPA members are on the front lines and that we are the last line of defense of our cockpits."

Highlights of Napolitano's remarks include

- "Let me begin by thanking ALPA and our nation's airline pilots for the work that you do every day to ensure that millions of travelers reach their destinations safely and securely. You literally keep our nation's airline industry flying and global air cargo moving, and every day we entrust you with the safety of our families, our loved ones, our friends. The weight of the responsibility that you carry is not lost on us at DHS.
- "ALPA has been an important contributor to many aviation security programs.... Thank you for your input and involvement in efforts that have enhanced the security of air travel

and have really illustrated the meaning of 'partnership.'

- "You remain one of our most important partners....
- "Airline pilots and all crewmembers remain a critical part of a layered security approach....
- "We continue to face very real threats to our aviation system.... The December 25 ['underwear bomber'] attack [on Northwest Flight 253] has served as a reminder—and as a catalyst—for us to take a renewed and hard look at gaps remaining in the aviation security system and to take swift action to address them. Over the past 8 months, that's precisely what we have done in the Obama administration, working closely with all of our partners in the aviation sector and especially with foreign governments.
- "You are literally at the controls of the airways, and we can only secure them with the kind of participation and support that you have given us from day one. We are going to continue to work with ALPA and with airline pilots, as well as our industry partners, because we know that, in the face of ever-changing threats, we must stand together, and we must work together, to minimize risk and to maximize the safety and security of the traveling public."

To view a video of Napolitano's remarks in their entirety, visit www.alpa.org, click on The ALPA Channel icon in the right-hand column, and select the archived video.



Capt. Cheeseman



Capt. Nelson



Capt. Burks



Capt. Malo



Capt. Kay

involved follow the proper jumpseating protocols. The panel also emphasized the important contributions of jumpseating pilots in safely resolving recent critical inflight events.

Security screening

"Security Screening: Technology, Behavioral Analysis, and Trust," the panel discussion staged by ALPA's National Security Committee (NSC) and moderated by NSC chairman Capt. Robb Powers (Alaska), explored the advantages and disadvantages of implementing specific technology and human factors techniques to airport security screening. The panel, which included Lee Kair, TSA assistant administrator, reviewed ALPA's trust-based screening proposal and how it could be implemented.

Hijacked freighter

Moderated by Capt. Bill McReynolds (FedEx Express), chairman of the ALPA President's Committee for Cargo, the next panel worked its way through a hypothetical scenario in which a stowaway attempts to hijack an all-cargo airliner.

Capt. Mike Bender (FedEx Express), his pilot group's central air safety chairman, played the role of the captain of the victimized flight crew, while Bruce Browne, a branch chief in the TSA's Transportation Security Operations Center (TSOC), explained how the TSOC would interact with all involved parties. Ken Hutton, deputy chief of police for the Metropolitan Washington Airports Authority, discussed how law enforcement officers would handle the situation after the airplane was on the ground.

The ensuing discussion highlighted the current differences between passenger and all-cargo security and the need to apply the same security standards to all-cargo airlines as are used in the passenger airline domain.

Training

Training airline pilots now and in the future was the subject matter of the final panel, moderated by Capt. Chuck Hogeman (United), chairman of ALPA's Human Factors and Training Group. Capt. Frank Cheeseman (United), ALPA's director of Pilot Training, talked about ways to optimize the balance between training cost and effectiveness. Capt. Paul Nelson (Comair), vice-chairman of ALPA's Human Factors Working Group, warned of the unintended negative consequences of some aspects of training in today's sophisticated flight simulators. Capt. Bryan Burks (Alaska), vice-chairman of ALPA's Training Council, brought Forum attendees up-to-date on current efforts to enhance pilot upset prevention and recovery training. Capt. Chris Malo (ExpressJet), his pilot


group's Master Executive Council vice-chairman, discussed the importance of pilot mentoring and how to do it right.

Personal discipline the key

Capt. Rory Kay (United), ALPA's Executive Air Safety Chairman, closed the Air Safety Forum with words of both caution and encouragement.

"ALPA continues to work with industry and government to improve the working conditions, training, and qualifications needed to become a professional airline pilot," he ob-

ALPA-Only Meetings

The first day of the 2-day Forum was devoted to separate, by-invitation-only meetings of ALPA's National Security Committee, National Jumpseat Committee, Pilot Assistance Committee, and various units of ALPA's Air Safety Committee. The latter included the Accident Analysis and Prevention Group, the Air Traffic Services Group, the Aircraft Design and Operations Group, the Airport Ground Environment Group, the Human Factors and Training Group, and the ALPA Operations Committee (OPSCOM), which consists of the central air safety chairman from each of ALPA's 38 pilot groups. 

served, because "pilots often are not provided the necessary tools or appropriate level of training and mentoring by their companies and the regulators. Yet we simply cannot allow complacency and inattention to permeate and contaminate our cockpits.

"We must comprehensively self-assess our fitness to fly before accepting a flight and the responsibilities inherent in the decision to fly," Kay declared. "If a captain decides that safety necessitates cancelling or delaying the flight, the airline must support that decision, and not harass the crew."

He continued, "Daily, we safely fly thousands of passengers and tons of cargo within our borders and around the globe. Whether from Des Moines to Denver, or from Dulles to Dubai, we *deliver*, safely and professionally, and with pride—because the best and most important safety feature in a cockpit is a well-trained and highly motivated professional flight crew.

"You should take pride in your chosen career, and at how well you accomplish it. You conduct yourselves with dedication, discipline, motivation, and professionalism."

For more on the Air Safety Forum and the awards ceremony, visit safetyforum.alpa.org. 