

EVERYTHING MATTERS

ALPA'S 58TH AIR SAFETY FORUM

By ALPA Staff

When it comes to aviation safety and security, and pilot assistance issues, everything matters. “For ALPA, it’s not just our job, it’s a moral imperative,” said the Association’s president, Capt. Lee Moak, during his opening remarks at the 58th ALPA Air Safety Forum, held August 6–9 at the Washington Hilton in Washington, D.C.

Moak reviewed several of ALPA’s recent successes, including expansion of the Known Crewmember program and U.S. regulations that set science-based flight- and duty-time limits and minimum rest requirements for U.S. passenger-transporting pilots. Yet he acknowledged that more work needs to be done regarding the cargo carveout. Moak also drew attention to several highly successful ALPA conferences that addressed topics like laser illumination of aircraft cockpits, Aviation Safety Action Programs, pilot fatigue, closing the gaps in air cargo safety and security, and pilot training and qualification. He then talked about the Association’s strategic priorities.

Capt. Charles Hogeman (United), ALPA’s Aviation Safety chair, who moderated the forum, said, “Our theme for this year’s forum is ‘Everything Matters.’ What does it mean for us? Just this: In a system as complex as commercial aviation, no single element can enhance safety on its own.

“Equipment, systems, and human factors are interrelated and affect everything else and must work together to function effectively, just as a crew must work together,” Hogeman continued. “Everything matters.”

Introducing keynote speaker John Pistole, Transportation Safety Administration (TSA) administrator, Moak declared that Pistole “embodies many quali-

ties that we at ALPA have come to rely on heavily as we advance our aviation safety and security goals.”

Pistole noted that only three months ago, “an extraordinary foreign intelligence coup” helped to foil a second attempt by Al-Qaeda in the Arabian Peninsula to bring down an airliner with a nonmetallic explosive device. Terrorists, he said, “are going to school” on explosives, so the TSA has recalibrated its explosives detection equipment throughout the United States, encouraged its international partners to do likewise, and even retrained explosives-detecting dogs.

Pistole reported that his agency has trained more than 35,000 officers in procedures for de-escalating conflicts with passengers and crewmembers at screening checkpoints. “The partnership with ALPA has continued to

Coming Together

This year’s Air Safety Forum brought together ALPA pilot representatives from the safety, security, and pilot assistance disciplines along with government officials, members of airline management, and other industry stakeholders. Members of ALPA’s Air Safety Organization (ASO) spent two days in closed sessions, sharing information, discussing pressing matters, and receiving presentations. The forum held its “public days” the following two days, with panel discussions, presentations from top-ranking government officials, and ceremonies to recognize ASO pilot accomplishments for technical work as well as superior airmanship.



John Pistole



For full coverage of the 58th ALPA Air Safety Forum, including articles, photos, and videos, visit safetyforum.ALPA.org or scan the QR code.

be a key enabler in helping us to provide the best possible security in the most efficient way,” he concluded. 🚀

ASO Workshops, Committee Briefings, and

At a brief general session open to all ALPA members and staff, Moak and Capt. Sean Cassidy, ALPA's first vice president, thanked the members of the audience for their notable achievements and laid out a strategic roadmap for the coming years. Then it was time for everyone to roll up their sleeves and get to work.

DAY

1

CASCs Collaborate

ALPA's Safety Council, made up of master executive council (MEC) Central Air Safety chairs (CASCs), held its semi-annual meeting to review safety-related activities at each of ALPA's pilot groups and to hear presentations about new programs and best practices. The chairs reviewed the status of voluntary data collection programs like ASAP and FOQA and the safety-related experiences and culture at their airline.

Sharing information was a recurring theme in much of the discussion, and Capt. Mike Schilz (Delta), director of ALPA's Safety Information and Analysis Program, talked with the group about the status of the FAA's ASIAs (Aviation Safety Information Analysis and Sharing) data fusion project. The intent of the project is to blend data from several sources to provide a more complete picture of flight operations.

Capt. Greg Downs (United), his pilot group's ALPA FOQA/FSAP chair, reported on a novel and confidential information-sharing program between the United pilots and the National Air Traffic Controllers Association (NATCA). Using the pilots' Flight Safety Action Program (FSAP) feedback and the controllers' Air Traffic Safety Action Program (ATSAP), the two groups work together on common problem areas identified by their members.

F/O Marc Henegar (Alaska), ALPA's Air Traffic Services Group chair, discussed the status of the Terminal Area Reporting Program (TARP), an automated program that reports any loss of required separation between aircraft. Henegar reviewed the process for reporting loss of required separation and the need for pilots to file timely ASAP reports. "If you even think something happened, ASAP it," he said.

Training Council Chairs Share Information And Address Mutual Issues

The ALPA Training Council, made up of the MEC Training Committee chairs from ALPA pilot groups, discussed vital issues pertaining to pilots. F/O Marc Henegar (Alaska), ALPA's Air Traffic Services chair, reviewed ATC phraseology regarding speed restrictions and "climb via" clearances slated to go into effect later this year.

Dr. Kathy Abbott, FAA chief scientific and technical advisor for flight deck human factors, provided an update on current FAA and government/industry activities on several fronts. Abbott discussed aircraft automation, including control automation, information automation, and management automation. "What's considered automation at one time—for example, yaw dampers—may not be considered automation in the future."

Security Chairs Share Info at Security Council Meeting

ALPA's MEC security coordinators and committee chairs assembled as the Association's Security Council to review ongoing security issues for ALPA's member pilot groups.

Capt. Fred Eissler (FedEx Express), ALPA's Aviation Security chair, talked about the status of the Federal Flight Deck Officer program, security-sensitive information, expansion of the Known Crewmember program, secondary cockpit barriers, threatened



CHRIS WEAVER

airspace management, and a new federal statute that criminalizes the intentional laser illumination of an aircraft's cockpit or its flight path. Eissler examined both the challenges and the progress being made in each of these areas, emphasizing that "the key to solutions is working relationships."

Security committee coordinators and chairs provided comments and feedback from their pilot groups about airport security screening experiences, layover hotel issues, and laser incidents.

Jumpseat Council Promotes Captain's Authority

Pilots in command play a critical role in ensuring that the jumpseat remains available to fellow crewmembers, said F/O James Berzon (Continental), ALPA's acting Jumpseat Council chair.

Capt. Craig Stephens (Delta), ALPA's international jumpseat coordinator, told the group that the major hurdle in gaining widespread international jumpseating is standardizing databases and procedures across company lines so that each airline has an easily recognizable master crew list.

Canada, unfortunately, still lags behind its U.S. counterparts when it comes to cockpit access. Canadian regulations only allow pilots to use cockpit jumpseats on their own airline if every cabin seat is full, a situation Moak says must be changed.

The Jumpseat Council took time to honor two outstanding ALPA volunteers for their contributions to helping airline pilots get to and from work:

- Capt. Shannon Smith (Continental), his pilot group's MEC jumpseat chair, who created the "No Pilot Left Behind" program several years ago, and
- Capt. Rob Frank (US Airways, formerly Air Wisconsin), who served as ALPA's National Jumpseat Committee representative for almost a decade and was the driving force behind the creation of ALPA's www.jumpseatinfo.org website and ALPA's smartphone app.

Presentations

PA Forum Begins with In-depth Briefs From PA Leaders

ALPA's Pilot Assistance leaders discussed the five areas under Pilot Assistance: Aeromedical, Canada Pilot Assistance, Critical Incident Response Program (CIRP), the Human Intervention and Motivation Study (HIMS), and Professional Standards. Approximately 75 attendees received briefings on the issues that each of the five areas are tackling to improve Pilot Assistance services.

Following these updates, participants received a thorough HIMS presentation. Dr. Lynn Hankes from the University of Washington's School of Medicine explained how alcoholism is a chronic, treatable disease and that complete abstinence is crucial to recovery.

Dr. Daniel Zenga, a licensed psychologist, examined certain behaviors that PA volunteers need to recognize to resolve potential conflicts within peer groups.

Capt. Dave Noble (Air Canada, Ret.) received a plaque in recognition of his efforts to build and maintain the Pilot Assistance program in Canada. Noble is considered by many to be one of the founding fathers of Pilot Assistance in Canada and has worked tirelessly for more than 25 years to assist pilots in need.

DAY

2

AvSec Forum Speakers Address Risk Mitigation

ALPA's Aviation Security Forum attendees heard from speakers who examined airline industry security issues. The U.S. approach to airport passenger screening has changed significantly in the period since 9/11.

Doug Hofsass, TSA associate administrator for risk-based security, looked at its transformation from a one-size-fits-all legacy screening system to the current risk-based security philosophy. "We're using our resources more effectively," he noted.

Warren Miller, TSA branch chief for air cargo policy, spoke about the agency's efforts to screen air cargo coming into and leaving the U.S. After the enactment of the 9/11 Commission Act of 2007, the TSA has been working with freight forwarders, shippers, and independent cargo screening facilities to ensure that the entire air cargo supply chain is covered.

Politics play a tremendous role in determining the direction of air transportation security, and Elizabeth Baker, ALPA's senior legislative representative, reviewed U.S. aviation security legislation during the last decade. She noted that the U.S. has spent \$636 billion on security since 9/11.

F/O Darrin Dorn (Alaska), his pilot group's MEC Security Committee chair and a former U.S. Special Forces member, examined the details of four terrorist attacks that occurred in recent years, offering recommended practices that crewmembers can use to protect themselves.

Training Issues at the Forefront

Stall prevention, recognition, and recovery dominated the second day of the ALPA Training Council's meeting. Capt. Dave McKenney (United) described the new pilot test standards for stall recognition and recovery that the FAA recently published.

The new standards call for the pilot to demonstrate recognition and recovery from three approaches to a stall—one each in takeoff or partial flap configuration, clean cruise, and landing configurations—one of which must be encountered with auto-pilot engaged (if installed).

New stall standards emphasize reducing the wing's angle of attack as the fundamental and a primary recovery step for any stall event. Evaluation criteria for a recovery from an approach to stall should not mandate a predetermined value for altitude loss and should not mandate maintaining altitude during recovery.

Capt. Aaron Bolduc (Compass) discussed ALPA's participation in the Aircraft State Awareness Joint Safety Implementation Team, a government-industry group chartered by the Commercial Aviation Safety Team to research loss-of-control accidents specifically caused by loss of flight crew awareness of the aircraft's energy status.

Capt. Don Dobias (United) led a lively discussion on crew resource management evaluation issues. A Training Council member asserted, "CRM may be the most important thing we teach."

Information Is Power When Managing Security Threats

You're a captain piloting an A330 from Chicago O'Hare to Washington Dulles when your lead flight attendant reports that there's a credible threat of a passenger on board with an explosive device implanted in her body. That was the scenario presented to ALPA's aviation security group as part of a table-top exercise.

If a possible security threat escalates, the U.S. and Canadian militaries may be called on to intercept the aircraft. U.S. Air Force officers from the North American Aerospace Defense Command (NORAD) gave an overview on "Intercept 101," explaining what happens when fighters are sent aloft. "Ten years after 9/11, the primary information-sharing tool used by U.S. and Canadian air security partners is still the telephone," said USAF Col. Robert Hehemann.

PA Forum Focuses on Training in Core Areas

The Pilot Assistance Forum resumed as participants received a briefing on how ALPA's CIRP members mobilized after the Sept. 16, 2011, crash at Reno's National Championship Air Races, which killed the pilot and 10 spectators and injured 69 others.

Professional Standards then took the stage to discuss effective communications skills for resolving conflicts. Participants engaged in exercises to practice seeing and understanding various situations from different perspectives. The skills learned will help volunteers interact with their peers.

Dr. Quay Snyder, ALPA's aeromedical advisor, detailed the scope of services provided by the Aviation Medicine Advisory Service and touched upon recent trends within the field. Dr. Gordon Turnbull, one of the world's leading experts on trauma and post-traumatic stress disorder, closed the forum with a presentation on trauma. 🌐

ALPA's Public Offerings

DAY

3

Voluntary Safety Reporting Helps Raise Safety Bar

While aviation is safer than ever, the airline industry is collaborating successfully with government to make it even safer by participating in voluntary reporting programs that provide information to analyze to help identify risk factors. This is important because as aviation transitions to a risk-based safety model, "you realize you can't do it all," said Martin Eley, director general of civil aviation for Transport Canada.

Eley; Peggy Gilligan, FAA associate administrator; and others joined ALPA pilot safety leaders to discuss current government efforts to achieve one worldwide level of safety.

"We're at a point now where we have access to information that we've never had before, and our ability to use it and look into the future is excellent," said Tom Hendricks, Airlines for America's senior vice president for safety, security, and operations.

On the international front, ICAO Chief of Flight Operations Mitchell Fox said the three highest safety priorities are reducing runway excursions, loss of control in flight, and controlled flight into terrain.

Where the Rubber Meets (and Leaves) The Pavement

"On the Radar: Critical Safety Issues at Our Airports" was the title of a panel moderated by F/O Steve Jangelis (Delta), chair of the ALPA Airport Ground and Environment Group.

Patrick Doyle, the FAA's director of runway safety, said that educating pilots and airport drivers to reduce runway incursions is "a very high priority for the FAA Runway Safety Office," which is developing new training for both groups.

Christopher Oswald, vice president for safety and technical operations, Airports Council International, North America, noted that his organization has "worked to develop best practices and checklists for airport drivers—no FOD on the vehicle, all vehicle systems working properly, proper radio frequencies set, that sort of thing."

Capt. Nick Chichester, ALPA's ASL at Philadelphia International Airport, receives his award from Capt. Cassidy.

NATCA's Rick Loewen said, "One message I've been trying to get out to our members is, take the airport tour. You may have worked at your facility for years; but unless you've gotten in a vehicle or an airplane and traveled around the airport surface, you don't really know your airport. Having that perspective is huge."

Wildlife hazard mitigation may get a big boost from avian

radar, designed to detect and display flocks of birds on and near airports. Oswald warned, "Five to 10 miles from the airport is still a wild west show. Who has the jurisdiction [over bird attractants like garbage dumps near the airport] is a terribly important question."

Air Wisconsin, AirTran Pilots Receive 2011 ASL Awards

Three ALPA members who serve as the Association's eyes, ears, and voices at their local airports received ALPA's 2011 Airport Safety Liaison (ASL) Awards.

Capt. Nick Chichester (Air Wisconsin), ALPA's ASL at Philadelphia International Airport, was recognized for the strong relationships he has built with airport staff, but most especially with the airport rescue and firefighting unit. He's helped airport firefighters become familiar with the most common aircraft types operating there.



Capt. Jester

Washington's Reagan National Airport was under construction as Hurricane Irene was bearing down on the D.C. area last year. The main runway had three different surfaces that could affect braking response. Capt. John Jester (Air Wisconsin), ALPA's ASL at the airport, provided timely safety alerts that helped prevent potential problems.

When a pipeline problem disrupted fuel flow at Billy Mitchell International Airport in Milwaukee, F/O John Crow (AirTran) notified ALPA safety representatives, enabling them to monitor the situation and advise pilots of potential delays.

Top Docs Talk Shop

As part of a presentation titled, "The Federal Air Surgeon Is In: Airline Pilots' Top Health Issues," Dr. Snyder explained how ALPA's Aeromedical Office maintains a close liaison with the FAA Office of Aerospace Medicine, the NTSB, international pilot unions, and the military.

Snyder introduced Dr. Frederick Tilton, the FAA's federal air surgeon, who declared that the primary reason the FAA's aeromedical certification function exists is "to keep the airspace safe," but that "the second reason is to try to certify everyone we can and get them in the air." Tilton said he talks with Snyder "frequently about individual cases and specific issues."

Capt. Mark Pinsky (Delta), his pilot group's MEC Aeromedical chair, praised the FAA for its decision to permit pilots to fly while using certain antidepressant medications, which is done with safety foremost in mind. "It's made a difference in many, many lives," he reported.

DAY

4

Risk-Based Security

In the world of aviation, nothing has changed more since the tragic events of 9/11 than security. There has been much debate about whether the tougher measures have made the system more

FAA Chief Closes Forum



Michael Huerta, FAA acting administrator, offered the closing remarks to formally end the Air Safety Forum. "I value the relationship we have with ALPA," said Huerta. "Working together on safety issues in a proactive way really makes a significant difference. The future of aviation depends on this collaboration."

Aviation, Huerta noted, has always been "a spirited, forward-thinking, and very innovative industry." And today, he added, "we are in the midst of revolutionary change," with the "complex transition" to NextGen and many other new developments.

Huerta emphasized the importance of improving pilot training. To maintain pace with rapid technological transformation in today's aircraft, he said, "our training must keep pilots up to speed with new and sophisticated technology. It must also stress the fundamental aspects of flying."

He added, "We believe scenario-based training will enhance safety for the kind of emergencies that happen so rarely. But we want pilots to have sufficient knowledge, experience, and confidence so they can appropriately handle any situation."

Unmanned aircraft systems (UAS), Huerta acknowledged, "must be integrated into our [U.S. civil] airspace with the highest degree of safety. We are not going to do anything that compromises safety when it comes to integration. In order to do that, we need good, solid data."

cumbersome for users or whether they have made a more efficient system.

The theme throughout presentations and subsequent discussion was that a one-size-fits-all approach to security is not the answer. Speakers emphasized the need to move toward a risk-based system, which the panelists agreed would increase the efficiency and effectiveness of aviation security for all its users.

Moderated by Capt. Fred Eissler (FedEx Express), ALPA's Aviation Security chair, the panel included Robert Bray, TSA assistant administrator, Office of Law Enforcement/Federal Air Marshal Service (FAMS); Doug Hofsass, TSA associate administrator for risk-based security; Elizabeth Shaver, director of cargo services, Airlines for America; and Carey Davis, assistant port director for U.S. Customs and Border Protection.



For full coverage of the 58th ALPA Air Safety Forum, including articles, photos, and videos, visit safetyforum.ALPA.org or scan the QR code.

Cockpit Automation
Capt. Dave McKenney

(United), ALPA's director of Pilot Training, moderated a panel on "Automation and Technology in Aviation." McKenney cautioned, "Automation training for pilots must enable pilots to correctly interpret and predict the system's actions and to control them during normal and abnormal situations, as well as high workload environments."

Capt. Mike Carriker, Boeing chief pilot, New Airplane Product Development, acknowledged the tremendous strides in cockpit automation from the B-727-200 to the B-787. He maintained



From left, Capt. Charles Hogeman, ALPA's Aviation Safety chair; Margaret "Peggy" Gilligan, associate administrator for aviation safety, FAA; and Martin Eley, director general, civil aviation, Transport Canada, discuss achieving one level of aviation safety.

nonetheless that, "Unless you know of a 'killer app,' the competitive race (between airframe manufacturers) is for production rate and greater use of key assets."

Capt. Terry Lutz, Airbus experimental test pilot, observed that "the pilot's role is to fly, navigate, communicate, and manage the mission—with aircraft systems management largely automated. As for the flying task, a manual skill set and an extensive mental skill set are needed, and the weather, aerodynamics, and runway environment remain unchanged."

Dr. David Woods of Ohio State University explained how systems adapt in the face of complexity. He also described new techniques developed by the new discipline of "resilience engineering" to monitor and measure the "brittleness" of a system and enhance overall system "resilience."

"Philosophy is the guiding light, and from that emerge policies for everything—automation, emergencies, and normal and abnormal situations—which then translates to procedures, checklists, flows, approaches, and so forth," said F/O Helena Reidemar (Delta), ALPA director of Human Factors programs.

FRMP vs. FRMS

Capt. Don Wykoff (Delta), chair of ALPA's Flight Time/Duty Time Committee and IFALPA president, chaired a panel on Fatigue (*continued on page 21*)

Banquet Caps off Forum by Honoring Som

The culmination of the annual ALPA Air Safety Forum was the awards banquet, which each year highlights the hard work and achievements of the Association's safety, security, and pilot assistance efforts. ALPA's top honors in each of those disciplines were presented. The banquet, held the evening of August 9, also honored two pilot crews for their superior airmanship and quick thinking in the face of adverse flying conditions.

Air Safety Award

Capt. William "Bill" de Groh (American Eagle) received the ALPA Air Safety Award, the Association's highest safety honor, for his



PHOTOS BY MIKE KEZA

Capt. William "Bill" de Groh (American Eagle) receives the ALPA Air Safety Award, the Association's highest safety honor, from Capt. Moak.

outstanding commitment to advancing aviation safety.

"Ever since attending the ALPA Basic Safety School in 2001, Capt. de Groh has been actively and integrally involved with ALPA safety activities at the local, MEC, national, and international levels,"

Moak explained. "His focused dedication to aviation safety and his unwavering willingness to serve when asked exemplifies the ALPA spirit of volunteerism and sets a high standard for excellence in aviation safety."

In 2004 de Groh was named director of ALPA's Aircraft Performance Programs, and in 2005 he presented a paper on rejected takeoffs at the Flight Safety Foundation's International Aviation Safety Seminar in Moscow. He also testified as an expert at the NTSB's public hearing regarding Southwest Airlines' landing overrun accident at Chicago Midway Airport in December 2005.

Moak declared, "Capt. de Groh's commitment to aviation safety touches every professional aviator in the skies today."

Aviation Security Award

ALPA honored Capt. Everett Reese (ExpressJet) with its



Aviation Security Award for his leading efforts to detect and mitigate potential threats to aviation security.

"As professional aviators, we stand constant guard against ever-increasing threats—both at home and abroad," said Moak. "Capt. Reese's efforts to ensure a safe and secure working environment, particularly for flight

Capt. Reese crews operating in areas of unrest in Latin America, spurred an industrywide movement among pilot groups and airlines to establish similar security protocols for operating in hostile foreign environments."

Reese was elected to serve as the ExpressJet pilot group's Security Committee chair in fall 2006, demonstrating a stead-

Mineta Talks Safety



Norman Mineta, former U.S. Secretary of Transportation, delivered the evening's keynote address. "ALPA has demonstrated like no other [organization] what it truly means to care about safety," Mineta declared. "We'd be here all night if I had to recount all the great things we've accomplished together.

"Thank you, ALPA, for lending your expertise on this important endeavor. The safety and well-being of passengers has been ingrained in your history from day one."

fast commitment to advancing aviation security. Because of his expertise in foreign security threats and solutions, he was selected to help lead an ALPA-hosted seminar on terrorism and situational awareness in Herndon, Va., in March 2009.

"Capt. Reese's expertise in addressing a myriad of aviation security threats and issues is invaluable to ALPA, its members, and the industry as a whole," Moak pointed out. "He is a leading authority in advancing security, particularly as it relates to foreign operations."

Pilot Assistance Award

Capt. Thomas O'Toole (Jazz) received the ALPA Pilot Assistance Award for his commitment to providing outstanding support to his fellow pilots. He has worked with Canadian pilots in all aspects of Pilot Assistance and helped many pilots overcome professional and personal obstacles to perform at their very best in the cockpit.



"Capt. O'Toole's work in Pilot Assistance has touched the lives of pilots and crewmembers across Canada for more than 20 years,"

Capt. O'Toole Moak pointed out. "We owe him a debt of gratitude for his dedication to making a difference in the lives of pilots and for strengthening the pilot community."

Through his work with ALPA's Critical Incident Response Program (CIRP), O'Toole has helped pilots and crewmembers who have experienced stress and trauma as a result of airline accidents and incidents. Starting with the 1998 crash of Swissair Flight 111 off Halifax, Nova Scotia, and continuing through the 2011 crash of First Air Flight 6560 at Resolute, Nunavut, he has



To view video coverage of the Air Safety Forum banquet, scan the QR code.

supported crewmembers in the aftermath of tragedy. O'Toole has been instrumental in connecting people with resources they need to ensure their recovery and return to service.

e of ALPA's Best

Superior Airmanship Awards

Delta pilots Capt. Rodney DeWeese and F/O Paul Skluzacek received the ALPA Superior Airmanship Award for their skill in overcoming physically challenging control issues to successfully stop their airplane from an uncommanded roll caused by a stuck right outboard spoiler shortly after a night takeoff from Honolulu on Oct. 4, 2010.



Capt. DeWeese, left, and F/O Paul Skluzacek receive the ALPA Superior Airmanship Award.

dangerous and time-critical circumstances.... No amount of training can prepare for every situation, as this event demonstrates. That's when professionalism and raw airmanship developed over a career can make the difference."

Moak asserted that DeWeese and Skluzacek "demonstrated the consummate skill and extraordinary professionalism that characterizes all airline pilots and reaffirms the importance of the highest standards of training in all areas, including manual flying. I congratulate both pilots for setting a model of excellence for the airline piloting profession."

United pilots Capt. Dale Nordhausen and F/O John Eskuri also received the ALPA Superior Airmanship Award for safely landing after their airplane's right main landing gear door failed to open fully and thus blocked the right main landing gear from extending and locking into position.



Capt. Nordhausen, left, and F/O John Eskuri receive the ALPA Superior Airmanship Award.

"Capt. Nordhausen and F/O Eskuri are a testament to the skills and training that define a United Airlines pilot," said Capt. Jay Heppner (United), his pilot group's MEC chair. "With each flight, United pilots enter the cockpit prepared and equipped to handle such situations as these two faced. We earn our reputation of being among the world's safest aviators, and Capt. Nordhausen and F/O Eskuri represent the best of the best among superior airmen."

Moak added, "Both pilots deserve tremendous credit and serve as a model of professionalism for all airline pilots." 🌐

(continued from page 19)

Risk Management Plans (FRMP) and Fatigue Risk Management Systems (FRMS). Wykoff noted that the similarity of the two names and their acronyms has caused some confusion about "two completely different programs although they are both designed to address pilot fatigue."

FRMP, he noted, "is mandated by law, and every FAR Part 121 air carrier—domestic, flag, and cargo—has an FRMP." These programs are required by the Airline Safety and FAA Extension Act of 2010.

The FRMP, Wykoff explained, "is an airline-generated plan that outlines the airline's policies and procedures for reducing the potential effects of day-to-day flightcrew member fatigue and improving flightcrew member alertness. These plans are submitted to the FAA for review and approval and must be updated every 24 months."

FRMS, by contrast, is an optional fatigue mitigation tool that is designed to be used with specific flight pairings and is part of the new FAR Part 117 rules on flight time and duty time limits and minimum rest requirements. One of the additional requirements, Wykoff noted, "is to gather information from pilots so it can be scientifically validated and applied to a specific flight pairing."

UAS Integration Not Quite Ready for Prime Time

Safety must not be sacrificed to meet deadlines for UAS to be allowed unrestricted access to the U.S. national airspace system, according to a panel of UAS experts who spoke on the subject.

There are currently no federal standards for unmanned aircraft, systems, or commercial operators, but the FAA is working to roll out a comprehensive integration plan by later this year, said Richard Prosek of the FAA's UAS Integration Office. ALPA is an integral part of that effort on both policy and technical levels.

Prosek said the government's challenge is to find the "sweet spot" in balancing the competing needs of safely introducing UAS in an efficient and timely manner. One important thing to remember is that the congressional language in the FAA Modernization and Reform Act of 2012 doesn't call for *full* UAS integration by 2015, but for *safe* integration, he said.

Paul McDuffie, a representative for a company that currently builds UAS for the American military, said many of the general public's perceptions about "drones" are incorrect. Current systems are not a cheap alternative to manned aircraft, but are complex and expensive and require large teams of ground support workers.

For ALPA, the most important safety criterion is that such systems should be flown by pilots who are trained and certified to the same high standards as pilots of other aircraft in the same airspace. "Equal access to the national airspace system requires the equal responsibility of providing a highly trained pilot," said Capt. Ellis Chernoff (FedEx Express), ALPA's UAS Project Team lead. Chernoff said remotely piloted aircraft (RPA) should go through a civil certification process like any other aircraft, including certification of manuals and other training aids. RPA pilots should be instrument-rated and meet high professional standards. 🌐