

Pilots, Controllers Collaborate for ATC Safety



Henegar

First Officer Marc Henegar (Alaska), chairman of ALPA's Air Traffic Services Group, moderated a panel on air traffic control.

Tim Abel, of the FAA's Air Traffic Organization (ATO), said that changing the baseline for event categorization reporting (pilot deviation or controller operational error) tripled the number of reported incidents. During the period of April 2012 – March 2013, he said, the FAA recorded 130,437,567 ATC operations; of those, 5,918 involved validated losses of required separation. However, only 37 were high-risk events, and the 37 "are where all the resources of ATO are directed for mitigation," Abel declared.

Henegar reminded pilots, "Remember, one, everything you say on the frequency is being recorded; two, the ATC facility now has zero discretion whether to make an issue of an alleged pilot deviation; and three, the controller may not even be aware of the [alleged] deviation. So file an ASAP report, [which] can only help you and the system you work in. If you see something, say something, and always file an ASAP report."

He noted that at Alaska Airlines a new safety program joins ASAP reports and an ATSAP (Air Traffic Safety Action Program) report (from an air traffic controller) to create a better understanding of the same event. The process "requires a lot of discretion and a lot of trust," he acknowledged, "but it's a tremendous opportunity to derive a more complete picture of an event."

Cargo: Moving Toward One

Even though cargo operations make up 10 percent of all airline flights worldwide, the freight segment of the airline industry still lags behind in some areas of safety and security compared to passenger airlines.



Hagan

Experts at the Air Safety Forum's cargo roundtable discussed what still needs to be done to bring cargo into ALPA's goal of One Level of Safety and Security. They agreed the top four areas of concern are flight- and duty-time regulations, safe transport of hazardous materials (including lithium

batteries), cargo security screening, and operations outside of the airport secure area.

Capt. Aaron Hagan (FedEx Express) chairs ALPA's President's Committee for Cargo. He said that there is a serious safety concern because of the administration's carving out cargo operations from its new FAR 117 flight- and duty-time rule.

"These are the same pilots, flying the same aircraft in the same airspace," Hagan said.

Every year, billions of lithium batteries are shipped as cargo.

The Future of Risk-Based Security

Imagine an airport where passengers could pass through security on the move—without removing clothing, opening their bags, or even breaking stride, and the level of security and ability to detect threats was maintained and in many cases even enhanced. Sounds like science fiction? It could be in place in less than a decade, according to the International Air Transport Association (IATA).

IATA's proposed "Checkpoint of the Future," developed in consultation with more than 100 stakeholders from industry, government, and labor, is planned as the ultimate outcome of the risk-based security (RBS) concept developed since 9/11.

During the "Risk-Based Security Now and in the Future" roundtable, IATA's Global Security Director, Ken Dunlap, said the walk-through checkpoint would rely upon more sophisticated screening machines and especially prescreening intelligence and data collection aimed at identifying dangerous individuals before they ever reach the airport.

RBS is essential because given current and projected fiscal realities, governments short of cash simply will not continue to add layer after layer of additional expensive, time-consuming traditional security systems, said ALPA's first vice president and national safety coordinator, Capt. Sean Cassidy.



Eissler

"The solution to enhancing the security of our aviation system is to create an ideal combination in which we combine our current technologies that are object-based, with newer approaches to security that tailor approaches to screening based on potential threat," said Capt. Fred Eissler, ALPA's aviation security chairman. "The key to our success in the future is working together, building relationships, and sharing resources."

Common-sense risk assessment like the Known Crewmember, PreCheck, and Global Entry programs have largely replaced pre-9/11 one-size-fits-all security at most U.S. airports, according to Victoria Newhouse, the TSA's assistant administrator for RBS. TSA's goal is to have 50 percent of all people going through U.S. airports experience some kind of expedited screening by the end of next year.

ALPA's Superior Airmanship

During the Air Safety Awards Banquet, which concluded this year's Forum, ALPA honored four members for outstanding volunteer work in aviation safety and security and for superior airmanship while flying the line.

Superior Airmanship

Captain Micah Peery and First Officer Andrew Kinnear were the pilots of ExpressJet Flight 5912 from Peoria, Ill., to Denver, Colo., on the evening of April 3, 2012. Nineteen passengers and one flight attendant were in the cabin of the Embraer 145.

At approximately 6 p.m., the airplane was on an ILS approach to Denver International's Runway 34R, established on the localizer and glideslope, about 1,800 feet above the runway. The airplane was in the clouds at the time, and the pilots were flying on instruments. The weather at Denver included scattered clouds at 300 feet and overcast at 1,500 with visibility three-quarters of a mile in freezing fog and light snow. The pilots had been flying in moderate icing for 10–12 minutes while being vectored for the approach, and the airplane was accumulating ice on unprotected surfaces.

Suddenly, they heard and felt an unusual vibration in the airplane. Kinnear glanced at the engine instruments and noticed problems with the right engine.

Shortly afterward, they smelled smoke, and seconds later saw smoke entering the cockpit. Soon, the entire inside of the airplane filled with thick smoke.

The pilots quickly donned their oxygen masks and smoke goggles. Peery decided to continue flying the approach on instruments all the way to the runway because he and Kinnear could not see clearly either inside or outside of the cockpit.

Despite the pilots' efforts to ventilate the cockpit and cabin, visibility in the cockpit was only about 12 inches, forcing Peery to put his chin over the control yoke to see his instruments. As Peery flew,



Capt. Peery, at the podium, and F/O Kinnear, right, as Capt. Moak listens.

Level of Safety and Security

The problem is that current transport regulations are based on older, less volatile battery types, and lithium batteries are still exempt from most dangerous goods designations, explained First Officer Mark Rogers (United), who directs ALPA's Dangerous Goods Program.

Experts at the Air Safety Forum's cargo roundtable...agreed the top three areas of concern are flight- and duty-time regulations, safe transport of lithium batteries, and cargo security screening.

There have been more than 40 incidents of fire, smoke, or heat related to lithium batteries since 1990. Accident investigators suspect three freighter hull loss accidents may have been related to lithium battery shipments, and an FAA study on battery



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hazards projects that U.S. airlines alone could lose four aircraft to battery-related fires by 2020.

Top NextGen Officer Lauds ALPA Safety Volunteers

Michael G. Whitaker, FAA deputy administrator, provided the closing remarks to cap this year's Air Safety Forum. Addressing ALPA line pilot safety representatives in the audience, he said, "I've had the opportunity to work with ALPA over the last two decades. Your professionalism is an essential component of our air transportation system."



Whitaker

Whitaker, appointed to his position only a month ago, discussed several ongoing FAA safety initiatives, including the agency's new minimum requirements for FAR Part 121 first officers. This fall, he said, the FAA will issue new rules on stall-and-stickpusher training.

As the FAA's chief NextGen officer, Whitaker declared, "I believe NextGen is our country's most important infrastructure. In the past five years, we've met more than 80 percent of our goals in implementing NextGen." For example, he said, about 560 ADS-B ground stations already have been installed in the United States, with his agency expecting all of the stations—more than 700 total—to be installed by next year.

Ship; Aviation Security, Safety Award Recipients

Kinnear called out altitudes, speeds, and deviations from the localizer and glideslope. Because of the smoke and weather, a go-around was not an option.

At 300 feet above touchdown, Kinnear saw the runway approach lights. Just before touchdown, he yelled, "Flare!" and helped to pull the control yoke back. Through their utmost professionalism and great teamwork, the pair of pilots managed to put the smoke-filled jet on the pavement just to the right of centerline and about 500 feet past the threshold. After touchdown, Peery was able to bring the airplane back to the centerline and stopped about 3,000 feet down the runway.

Mechanics subsequently discovered that a bearing failure in the right engine caused carbon seals to fail, allowing several quarts of oil to be ingested into the engine bleed air system.

Peery said, "I am truly humbled and honored to receive this award." He thanked "God for looking out for us," his wife "who's been supporting me throughout my aviation career," his copilot "for your professionalism" during the incident, flight attendant Stephanie Kramer, "who did an outstanding job getting the passengers out," and Denver International Airport's airport rescue and firefighting team. He also thanked the ExpressJet Chicago Chief Pilot's Office, the ExpressJet Training Department, and "ALPA for your tireless dedication to aviation safety, security, and pilot assistance."

Aviation Security Award

First Officer Wolfgang Koch (Delta) received the ALPA Aviation Security Award for 2012—the Association's highest security honor—for his outstanding efforts in strengthening the integrity of the U.S. aviation security system.

Koch has led ALPA's efforts in recent years to preserve and promote the FFDO program. He serves as the FFDO subject matter expert on the ALPA Aviation Security Group, and as the ALPA representative on the TSA's FFDO stakeholder working group.

Koch's expertise extends beyond cockpit security, and he has more than a decade of experience in the field. He has been involved in several projects to advance security, including development of CrewPass (the precursor to the Known

Crewmember program) and secondary flight deck barriers.

Accepting the award, Koch expressed his thanks to the ALPA staff and "the individual pilot volunteers who have made this all worth my time. Volunteers are the lifeblood of this organization—I've been honored to work for and with them."

Air Safety Award

First Officer Mark Rogers (United) received the ALPA Air Safety Award for 2012—the Association's highest safety honor—for his extraordinary efforts to promote safe transportation of dangerous goods.

As one of the world's foremost experts in the safe carriage of dangerous goods on both passenger and all-cargo airliners, Rogers has successfully worked on projects to improve the information available to pilots about their cargo; training for crews responding to hazardous materials events; and safe transport of lithium batteries, fuel cells, explosives, radioactive material, magnetized material, and other hazardous substances.

An internationally respected authority on the issue, Rogers has testified about the hazards of lithium batteries in aviation before the U.S. Congress, the National Transportation Safety Board, the United Nations, and ICAO. He was instrumental in securing ICAO standards and recommendations for transportation of large shipments of lithium batteries by air. Among other requirements, shippers and operators must be trained on transportation of dangerous goods; packages must have a dangerous goods acceptance check and be inspected; and the pilot in command must be notified of the shipment. These are tremendous steps forward in the international arena, and ALPA continues to push for the United States to align its policy for transporting lithium batteries with ICAO standards and recommendations.

"It's an honor to receive this distinguished award," Rogers said, adding that he felt he was, in the words of a previous Air Safety Award recipient, Capt. Ray Brice (United, ret.), "standing on the shoulders of giants." ▶▶▶



F/O Koch



F/O Rogers