Blue Four News

AIRPORT LIAISON REPRESENTATIVES NEWSLETTER
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Welcome!

Welcome!

Blue Four News is now the official newsletter for ALPA ALRs!

As the director of the ALR Program, I worked with the ALPA staff to create a newsletter full of important information for you. In this first edition we created four main sections:

ALRs in Action—The place to share your experience as an ALR with other pilots and highlight individual ALR activities at specific airports. We report on the success of our ALR in Philadelphia, Karl Clemmensen (AAA), and his relationship with airport management.

ALR Toolkit—Here we provide actual tools you can use as an ALR. You will find a description of our ATS Group and how they can help you as the subject matter experts on ATC issues. We've also included an article about ALPA's role in the recent NTSB Runway Incursion Forum.

Bits and Pieces—A note on the A380 and several other items of interest, to include a must-read section on recruiting!

Profile—And finally, the place where our ALR and ALPA staff come to life! We start out with a feature on our very own senior staff engineer, Pierre Huggins! Each issue will feature another staff member or volunteer.

Please send me your comments or suggestions. We plan on publishing the next issue this fall!

Fly Safe!
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Welcome!

PHL *ALRs in Action . . .*

PHL Airport Update

Thanks to the work of Philadelphia International Airport ALR Captain Karl Clemmensen (US Airways), a complete review of the airport's operations was accomplished, and Karl briefed the Airport and Ground Environment (AGE) Group at the annual meeting held in Los Angeles March 20–22, 2007. One of the many insights revealed through Karl's work is the connection between the pilots and the ramp tower personnel, and their impact on airport delays. He spent some time in the ramp tower and relayed that they need to have operations flow exactly as they request in order to maintain an efficient and safe ramp.

You can find a complete copy of Karl's report using the following link, PHL 2007 Airport Update. Thanks, Karl, for a job well done!

ALR Toolkit

NTSB Forum on Runway Incursion Safety

Our very own former Group chairman, Mitch Serber, served as a panelist on the NTSB's recent public forum on runway incursion, which coincided with the recognition of the 30th anniversary of the most significant accident ever, a runway incursion involving two B-747s at the airport of Los Rodeos, in Tenerife, Canary Islands.

An excellent white paper (click here to view the white paper) on the issue of runway incursions was published in line with this event. ". . . approximately 325 incursions have occurred in each of the past five years, which equates to roughly one incursion per day." This is "a call for action" that falls squarely in the realm of the ALR program. As capacity at your airport is stressed by the growing demand for air travel, ALRs can provide guidance on making the airport safer. For example, by your identifying *and* notating hot spots, pilots using the airport will be more aware of the threats. A great example of how an airport notates its hot spots is DTW. In this case, the hot spots are depicted on the 10-9 page, and specific, plain-English descriptions can be found on the 10-9A page. Please take time to review your airport 10-9 page, and, if necessary, make recommendations for improvements.

Having Trouble with ATC?

ALPA's Air Traffic Services Group is available to assist you with any issues involving ATC. The Group chairman is Captain Larry Newman, DAL. He can be reached via cell at (813) 541-9427. Staff Engineers Mark Cato and Russ Gold at ALPA in Herndon, VA, can be reached at (800) 424-2470. The ALPA ATS Group strongly recommends you call them before attempting to resolve ATC issues. They have an effective working knowledge of controller regulations and are ready to assist.

Bits & Pieces

- Call your airport manager for an airport tour if you haven't done so in the last two years.
- If you haven't been to ALR training, contact your Regional Safety Coordinator to schedule training.



Photo credit:
http://www.flickr.com/people/halonfury/

A380—Coming to Your Airport?

A380

Here is a list of airports where we are likely to see the A380 very soon: JFK, LAX, SFO, MIA, EWR, ORD, IAD, MCO

Did you know?

1. The A380's pavement loading is no more than existing aircraft.
2. Its wake vortex is about the same as a B-747's.
3. Its jet blast is about the same as that of existing jets.

But . . .

1. The A380 weighs about 1.3 million pounds (this is very heavy!).
2. It will carry a passenger load of 555 in three classes.
3. Its fuel capacity is 82,000 gallons.

One of the challenges to airport operators will be ensuring adequate wingtip clearance and taxi pathways. Along with the above facts, as the airport liaison representative (ALR) when the A380 comes to your airport, you can expect airport leaders to look to you for guidance. Keep in mind the large number of passengers and fuel for emergency preparedness, and the day-to-day prevention of gridlock while this massive ship is taxiing. Even something as simple as having a tug capable of moving this airplane is critical.

continued on next page

ALR Recruiting

ALR Recruiting

Vacancies—Top Five Locations

OAK

- ***OAK—Oakland Airport***: Cindy Johnson, an Oakland airport spokesperson, told us that since Oakland is in the middle of the Bay area, they've attracted more nonstop service so people don't have to go across the Bay. Also, a $300M expansion project is just about complete, which will increase capacity to over 18 million passengers per year by 2010.

ONT

- ***ONT—Ontario California Airport***: Although passenger traffic rose only 7 percent over the past five years, the addition of a new regional carrier, ExpressJet, along with a growing reputation for low parking fees and cheaper ticket prices, is making Ontario more attractive to the LA community.

ATL

- ***ATL—Atlanta Airport***: Over 85 million passengers per year and in the middle of a 10-year, $5.4B development project . . . We need a backup ALR for the primary due to the size and complexity of Atlanta.

STL

- ***STL—St. Louis Airport***: A $100M facelift called the "Airport Experience" program to be completed by 2012 is expected to make STL more passenger-friendly and functional.

EWR

- ***EWR—Newark Airport***: EWR has a five-year project to modernize terminal B and a highly complex and congested ground environment.

Recruiting Ideas

- ***Ask a Gate Agent***: If you find yourself flying through one of the locations where we need an ALR, ask gate agents if they know of anyone who commutes out of the location.

- ***Get to Know Fellow ALPA Members***: Every ALPA member is a potential volunteer, but it is important to match an individual's interests with the right job. Recruiting volunteers starts with engaging members and getting to know them on a personal level. This can help you cultivate their interests and ensure a mutually satisfying volunteer experience.

- ***Train Your Replacement***: The ALR position can be a career-long position and/or an entry-level position into the safety structure. As an ALR or RSC working for the Airport and Ground Environment (AGE) Group, you may be asked to step forward to fill a more complex role. For this process to go smoothly, we all need to identify and train a replacement for our present position.

Readers of
Blue Four News . . .

All Web addresses and e-mail addresses in this newsletter are live. Just click on the text to launch your Internet browser (or e-mail program) and open that Web page.

Profiles

Meet Pierre



Pierre Huggins is part of the ALPA staff that works behind the scenes to run the ALR program. Pierre has an extensive background in the regulations and FAA materials that pertain to airports. He also has excellent database skills, whether for accessing FAA data on airports or for making compilations of relevant accident histories. Pierre has been with ALPA for over 20 years, initially hired to support the Accident Survival Committee, now a directorate under the Accident Analysis & Prevention Group. Over that period, Pierre acquired a lot of experience as a hands-on accident investigator, with his first accident being a Jetstream 41 that crashed on approach in Columbus, OH, in 1994. That accident was a superb demonstration of the limits of human tolerance to G loading. He also worked on the investigation of the EMB-120 in Carrollton, GA, in 1995; more recently the B-1900 accident in Charlotte, NC, in the CRJ dual-engine flameout accident in Jefferson City; and the CRJ accident at Lexington, KY, in 2006.

Personally, Pierre is an avid machine head, enjoying spending his free time tinkering, and he has a C-150 tail dragger that gives him some stick time. He also enjoys waltzing with his wife and other acquaintances in the beautiful Glen Echo ballroom, outside Washington, DC, on Sunday afternoons.

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Items in the Next Issue

RSAT Program

ALR Toolkit: Human Factors Group Focus

ALRs in Action

Air Safety Week