



**ALAR Tools ‘On the Shelf’?**

The recent report (see p. 40) concerning the A340 overrun accident at Toronto Pearson Airport recommends more training “to better enable pilots to make landing decisions in deteriorating weather.”

The thorough and well-balanced report also observes that if the trend in the number of recent overrun accidents with similar factors involved continues, then “the resultant risk of loss of life and damage to property and the environment will increase considerably. This is worrisome because it is a clear indication that, in spite of the efforts of all concerned, and although we are learning from these accidents or the experiences of others, we seem unable to develop adequate tools to mitigate this specific risk.”

The comment above appears to belittle the value of the FSF *Approach-and-Landing Accident Reduction (ALAR)*

*Tool Kit* and the continuing efforts of the ALAR team and their worldwide workshops, particularly so as the accident report referenced the *ALAR Tool Kit* in the analysis.

This view might identify a problem with the use of the tool kit, where its full potential has yet to be achieved in daily operations. The industry cannot afford to have such a good safety tool “sitting on the shelf” as occurred with some previous initiatives. Thus, in this respect I hope that the Foundation can restate the need for all national authorities to reference the *ALAR Tool Kit* in their training programs and, together with operators, ensure that the ALAR materials are both made available to every pilot and used in daily operations.

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*AeroSafety World encourages comments from readers, and will assume that letters and e-mails are meant for publication unless otherwise stated. Correspondence is subject to editing for length and clarity.*

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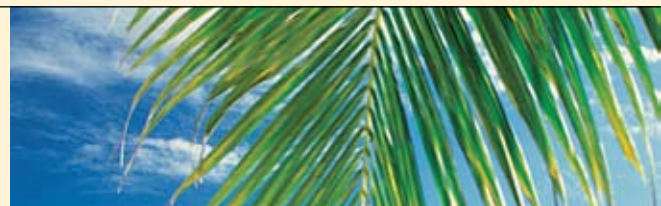
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