



Red Light, Green Light

I would like to congratulate the *Accident Prevention* publication on the Flight Safety Foundation Web site. [*Accident Prevention* was one of the previous publications now superseded by *Aviation Safety World* — ed.] It is, indeed, a huge contribution to aviation safety.

I would like to note, however, that in the January 2006 *Accident Prevention* (page 2), it is stated that “the precision approach path indicator (PAPI) showed three green lights and one red light, indicating that the aircraft was slightly low.”

A PAPI indication of only one red light would mean that the aircraft is higher than the normal path, and not lower, as stated above.

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Thanks From COSCAP-SA

On behalf of the members of the Steering Committee of the Cooperative Development of Operational Safety and Continuing Airworthiness Program—South Asia (COSCAP-SA) and myself, may I express our deepest appreciation to Flight Safety Foundation for its continued and invaluable support to the COSCAP-SA Program.

The latest support in kind was making available the services of the CFIT/Approach-and-Landing Action Group (CAAG) Team to conduct the Approach-and-Landing Accident Reduction (ALAR) Workshop in New Delhi in January 2006. The ALAR Workshop has had a tremendous impact

and will undoubtedly go a long way in developing the right kind of awareness about safety issues and ALAR in particular. I am pleased to inform you that there were 111 participants at the workshop.

The workshop was very well received, and it was very gratifying to see the professionalism with which the CAAG Team conducted themselves. To say the least, the excellent rapport that they developed during the workshop is indicative of the exceptional professional knowledge and insight that they possess. Their immense knowledge on various ALAR-related issues and the high quality of presentations speaks volumes about not only their personal ability but also of the very high standards that Flight Safety Foundation maintains. I would like to place on record, on behalf of the COSCAP-SA Steering Committee, our sincere appreciation to Jim Burin, Gary Hudson, Carlos Limon, Kyle Olsen, John Long and Bernard Vignault.

Our special thanks go to Jim Burin, director of technical projects for the Foundation and chairman, CAAG, for working closely with COSCAP-SA and for his tremendous efforts in organizing to bring the ALAR Workshop to the South Asian region.

It is a source of encouragement to see Flight Safety Foundation’s support to the regional program. We look forward to your continued patronage in working towards a safer environment.

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Aviation Safety 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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