

# KEEPING Pace

**F**light Safety Foundation keeps pace with the safety challenges of the fast-changing aviation industry. I'd like to tell you, briefly, about some of the more recent developments.

The Foundation has absorbed Aviation Safety Alliance, which was set up by the directors of the Air Transport Association to educate the media on aviation safety.

A communications department, led by Emily McGee, formerly with the Aviation Safety Alliance, has been established to continue the Alliance's work and to improve the Foundation's external communications.

The FSF Web site, <[www.flightsafety.org](http://www.flightsafety.org)>, is being upgraded. Currently, nearly all FSF publications for the past 17 years are available on line and can be freely downloaded.

The recommendations and best practices contained in the FSF *Approach-and-Landing Accident Reduction (ALAR) Tool Kit* have been accepted by the U.S. Federal Aviation Administration (FAA) and the European Aviation Safety Agency (EASA). We're engaged in regional implementation, and have held some 25 training workshops around the world. To date, some 3,000 people have attended the workshops, which are provided by the Foundation free of charge.

The Foundation brought together under its neutral umbrella all stakeholders concerned in ultra-long-range (ULR) aircraft operations and developed consensus guidelines and best practices that were successfully implemented by Singapore

Airlines on its New York–Singapore non-stop route. Other airlines are now starting ULR operations using the FSF guidelines, and the International Federation of Air Line Pilots' Associations supports the FSF recommendations (see *Air Mail*, *Aviation Safety World*, August 2006, page 6).

The Foundation has developed flight operational quality assurance (FOQA) pilot programs that are being tested in the corporate aviation industry.

Ground Accident Prevention (GAP) is a major FSF initiative addressing apron accidents, which cost the aviation industry some US\$5 billion per year.

The Foundation successfully introduced amendments to International Civil Aviation Organization (ICAO) Annex 13, which deals with accident investigation. As a result, states have guidelines for laws and regulations to protect sources of safety information so that accident investigations will not be hindered by litigation concerns and judicial interference.

The Foundation facilitated industry meetings to develop consensus on new guidelines and procedures to be followed if smoke, fire or fumes are detected in flight. These procedures have been accepted, and the flight manuals of aircraft are now being changed to reflect them.

The Foundation has long pointed out the need to address the significantly higher accident rates in developing regions, particularly Africa and South America. As a result, the Foundation has played a major role in developing for



ICAO the recently published Global Aviation Safety Roadmap, a plan for coordinated effort among all major stakeholders to effect safety improvements in regions where they are most urgent.

Nigeria had a particularly poor record in 2005, with four major accidents and 225 fatalities. Its government announced a major shake-up in the civil aviation organization and appointed Dr. Harold O. Demuren as the new director general of the Nigerian Civil Aviation Authority. Dr. Demuren, a longtime member of the FSF Board of Governors, turned to the Foundation for assistance. That is now being provided, and the Foundation has a team of experienced aviation personnel in Nigeria.

Flight Safety Foundation is involved in, or leading, virtually every major aviation safety improvement effort in the world today. We rely on the industry we serve to help us. The cost is not great, and we welcome new and continuing membership.

*Stuart Matthews.*

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