

Flight Safety Committee:

What the Flight Safety Committee was about is that prevention is our intention and we want to utilize SMS which is Safety Management Systems and there are quite a few different SMS to improve safety situations. We want to make recommendations of changes based on what we learned from these reports and the one thing we do not want to do but unfortunately is a part of this industry is after accidents and incidents to participate in those. There are two sides to that; there is the metal side which is going out and investigating the airplanes to help determine what caused the accident and there is the mental side which is caring for the members and their families up-line and down-line who may have been a part of that. We currently have a solid foundation on the “metal” side, but we need to expand on the “mental” side

Our goals over the next two years are to establish a ‘Flight Attendant ASAP Program’.

We plan on expanding a carrier based “Go Team” to deal with accidents and incidents to include our Flight Attendants.

To tell you a bit about establishing an ASAP program which is Aviation Safety Action Program, it requires documented self disclosure of unsafe events in a timely manner; creates a better communication between the FAA, carrier and the IAM member; and using the FAA MOU memorandum of understanding which is a very detailed document that has to be put together and you put the right wording in with the company. It is a three part agreement with the FAA on one side, the company on one side and the union on the other side and when things happen and after the incident has been documented the review committee determines if this is something that is a recurring basis and how to improve it.

In developing our relationships we want to educate the carriers of our intentions and provide them with contact numbers of our “Go Team” members, establish a cooperative environment for assisting members after safety related incidents.

To expand our “Go Teams” we will be recruiting first responders for accidents and incidents, both the mental responders and metal responders. This will be carrier based “Go Teams” with each of the airlines. It will also be hub based with Continental, Air Micronesia and ExpressJet and the different bases that they have.

Create a database of our committee members using access whereby if there is an incident and we have committee members anywhere around the United States we can plug in and figure out where they are and who is the closest. Use space on the District 142 website so that people can access the information, circulars, etc., anything that is safety related and have a particular section for flight safety. Use quarterly conference calls rather than meetings to be more efficient. Provide for computer based training. For further educating our Flight Safety Committee Members we are proposing that we have a conference at Winpisinger Center and some of the training will involve more education on ASAP programs, accident reports, accident investigation, critical incident response programs and stress management.