



AIR LINE PILOTS ASSOCIATION, INTERNATIONAL

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December 4, 2001

Mr. Craig Randolph
Director of Sales
EVAS Worldwide
545 Island Road, Suite 2B
Ramsey, NJ 07446

Dear Mr. Randolph:

The following is the ALPA position on handling of smoke and fire in transport aircraft.

Accident history shows that more often than not the procedures and systems in place may not be adequate to succeed in combating the inflight fire. Procedures and systems must be reviewed and improved to ensure success in consideration of the historical and potential threats, whether these fires are caused by aircraft systems, or the accidental or intentional ignition of carry-on materials by passengers. Onboard fire must be detected, evaluated, accessed and extinguished posing significant aircrew challenges. Of primary importance is to assure the ability for rapid fire mitigation and safe aircraft operation.

In an inflight fire, the breathing and vision of the flight crews need to be protected in order to land the airplane. Crews need a clear view of their instruments and the horizon in order to have a chance to land an airplane in distress. In the event smoke cannot be cleared from the cockpit, a system to displace smoke between the pilots, the instruments and windscreen would be beneficial. Regardless of the specific solutions, the twin requirements of clean air to breathe and the ability of the cockpit crew to see their flight instruments must always be satisfied.

I hope that this is clear and definitive. Please feel free to contact me with any questions.

Regards,

A handwritten signature in black ink that reads "John Cox".

Captain John Cox
ALPA Executive Air Safety Chairman

JC:sd