

Docket No. SA-531

Exhibit No. 14-P

NATIONAL TRANSPORTATION SAFETY BOARD

Washington, D.C.

Letter from Harry Mitchel VP, Flight Operations to ALPA regarding
FOQA-CVR

(1 Page)



May 4, 2009

Captain Mark Segaloff
Air Line Pilots Association, Int. - CJC
Chairman, Master Executive Council

Re: FOQA - CVR

Dear Captain Segaloff:

Per our phone discussion several weeks ago we discussed adding another dimension to FOQA. I brought up the fact that we have a valuable source of data that is dormant. This data is only obtained after an accident has occurred. To add another powerful tool to Safety Management Systems (SMS), I proposed CVR data be added into the FOQA Program.

Enhancing flight safety through controlled analysis of recorded flight data information has proven invaluable. In 1989 when FOQA was entering the picture, there was major skepticism from the pilot groups and Airlines. Accessing the FDR to obtain valuable data was very unpopular. Moving forward 20 years, FOQA has been accepted with open arms and has proven to be a valuable resource for the enhancement of safety.

Our vision is to enhance the three critical elements of SMS – ASAP, LOSA, and FOQA, very powerful set of data collection tools with the introduction of CVR recordings. Today's FOQA data deals only with the FDR. This is excellent data that provides powerful safety enhancements – but has certain limitations, only a visual representation. If one could overlay the recording from the CVR to provide sound, not only for flight deck communications, but also for the numerous other sounds generated within the flight deck, SMS would immediately move to much higher Level of Safety. The power of data cannot be over emphasized. The impact to standardization would be tremendous.

As you may know, the FAA in 2001 codified enforcement protection for any operator who operates aircraft under a FOQA program approved by FAA. The regulations provide protection against disclosure of certain safety information and security information submitted to the FAA on a voluntary basis. There are many policies and procedures that protect the pilot in the use of FDR Data. Adding CVR data the same protections would apply.

We request you and your leadership review the feasibility of using CVR recordings as part of our enhanced FOQA program.

I look forward to our continued discussions on this very important topic.

Best Regards,

Harry Mitchel
VP, Flight Operations