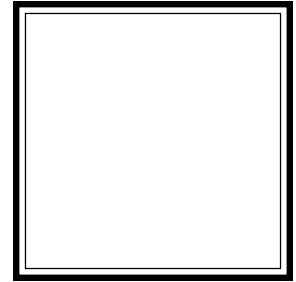




Did You Know That...?



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Vice Chairman, Central Air Safety Committee

All of us are very aware of the “High Minimums” restrictions placed on new Captains when they first check-out on a new piece of equipment. And some of us may have even figured out the pairing limitations and consolidation of learning requirements. However, a few years ago, a section was added to the FOM that placed some flying re-

strictions on First Officers with low time in type. Since there was hardly anyone around here that it applied to, most of us probably have forgotten it is even in there. So take a look at the FOM Section 4.12.8 on page 4-70 (It’s reprinted here for your convenience.)

This section of the FOM requires Captains to make takeoffs, approaches, and landings un-

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4.12.8 Low Time First Officer. If the first officer is on low time status, the captain (unless an appropriately qualified check airman) will make all takeoffs (from ground roll initiation through cleanup), approaches (from 3000 feet AGL & below - see following *Exception*) and landings if the following conditions exist:

- Runway is
 - contaminated with water, snow, slush, or similar conditions which may adversely affect aircraft performance,
 - RVR is reported 4000 or less,
 - braking action is less than “Good,” or
 - crosswind component is greater than 15 knots;
- operating at an airport with the prevailing visibility 3/4 mile or less;
- operating at any Special Qualification Airport (see Appendix G: “Special Airports”); any reported windshear in the airport vicinity; or any other circumstances as determined by the captain.

Exception: A low time first officer may fly a “monitored” Cat II/III approach.

The **first officer** will notify the captain of his status at the beginning of the trip.

When. A first officer is considered “low time” if he has less than 100 hours in the aircraft type, including IOE time.

Status. A first officer can determine his low time status by checking his “LOW TIME” indicator in the CATCREW system.

“If you are a low-time First Officer, be sure to tell the Captain. And if you are a Captain with a new First Officer, take a moment to review the FOM about those restrictions.”

der certain meteorological/airport conditions and at all special qualification airports. If you are a low-time First Officer, be sure to tell the Captain. And if you are a Captain with a new First Officer, take a moment to review the FOM about those restrictions. Remember that a new First Officer has an entire career to make those approaches down to minimums on short runways in gusty crosswind conditions. But s/he doesn't have to do it in the first 100 hours on the line.

New tools for your use

It can't be emphasized enough, that if you are ever involved in any sort of accident or incident, no matter how minor it may seem, do not talk to anyone until you have contacted ALPA. Something as minor as a low speed rejected takeoff can turn into a regulatory nightmare for

you if the paperwork and notifications are not completed correctly and in a timely manner.

In an effort to provide you with the tools you will need should you ever be involved in an accident or incident, your Central Air Safety Committee has recently designed new cards that have the phone numbers of who to call. They are pre-punched and can be attached behind your company ID. In addition, a new Accident/Incident Checklist has been developed that outlines the steps you should take to protect you and ensure that help is on the way. This checklist is sized and punched so that it can be placed in any of your Jeppesen manuals.

These two new tools should have been distributed to you. If for some reason you haven't received them, give the MEC office a call and we will see that you get them.

1999 ALPA/US Airways Safety Forum

On November 9-10, the joint ALPA/US Airways Aviation Safety Forum will again be held in Pittsburgh at the Embassy Suites. This is the tenth year we have held this event and this year's forum promises to be the best ever.

This annual event began 10 years ago in a small meeting room in Pittsburgh and has grown each year. Based on the quality and scope of previous years, the joint ALPA/US Airways Safety Forum has become an industry-leading conference on airline safety issues. Last year's event drew over 200 people from all over the world. Attendees included management and pilot personnel from over 15 U.S. airlines, aircraft manufacturers, and government, as well as flight attendants, mechanics, dispatchers and instructors.

In this year's event, we are bringing together all of the parties that make up the U.S. transportation system: the airlines, the FAA, the manufacturers, the legislature, the NTSB, and the pilots. With this year's theme, "Safety Through

Cooperation," speakers will address the roll each of them must play to promote and enhance safety into the next millennium. Our featured speaker this year will be Jim Hall, Chairman of the National Transportation Safety Board.

You will undoubtedly hear more about this event in the weeks ahead. In the meantime, make plans to attend this year's Safety Forum. It will definitely be interesting, informative and even entertaining.

