NTSB, FAA, CAPA, IBT, ALPA GCAA

NTSB
Mark Rosenker, Chairman

The Board considers any kind of fire and/or smoke in the cockpit to be a serious issue that could affect other aircraft systems, lead to a loss of visibility, provide a distraction, or incapacitate the crew and possibly lead to an accident."

FAA
Smoke/Fumes in the Cabin/Cockpit of Transport Category Aircraft

The Federal Aviation Administration (FAA), Office of Accident Investigation and Prevention (AVP-100) continues to receive over 900 reports a year on smoke or fumes in the cabin and or cockpit. AVP-100 receives these reports on a daily basis. In fact, it is not unusual to receive more than one report during a 24-hour period. All these incidents prompted the flightcrew to declare emergencies and divert to the nearest airport.

Smoke Penetration - FAA Part 25 Aircraft Certification
(Advisory material AC-25-9a)

"Fires in inaccessible areas (e.g., equipment bays, Class C cargo compartments) should be assumed to be continuous, i.e., capable of continuously generating products of combustion {SMOKE}."
"It is recommended that the capability to evacuate continuously generated smoke from the cockpit be demonstrated."—"The crew should put on protective breathing equipment and initiate smoke evacuation procedures as soon as smoke becomes evident and, activate any optional vision enhancement devices."

Coalition of Airline Pilots Association
Capt. Paul Onorato

NTSB, FAA, CAPA, IBT, ALPA GCAA

International Brotherhood of Teamsters
David Bourne, Director - Airline Division

CAPA & IBT take the position that since the Secretary of Transportation, the Secretary of Homeland Security, and FAA have equipped their aircraft with technology to permit their pilots to see in a cockpit filled with continuous unstoppable smoke, the public and airline crews deserve the same degree of safety."

Air Line Pilots Association
"ALPA is very concerned that aircraft cockpits must be able to evacuate smoke effectively, so the crew can safely land the aircraft. New aircraft use significantly more power in their systems, both the electrical and pneumatic/air conditioning systems. These systems have correspondingly more smoke generation capability".

"Accident history shows that more often than not the procedures and systems in place may not be adequate to succeed in combating the in-flight 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".

General Civil Aviation Authority

4.12 SR 36/2013: "mandate the implementation of vision assurance devices or technology for improved pilot visibility during continuous smoke, fire, fumes in the cockpit emergencies."

4.16 SR 40/2013: "mandate a certification requirement for continuous smoke testing for flight deck smoke evaluation tests where the smoke is required to be continuously generated"