

NADA/F History . . . Goals . . . Accomplishments . . . and Looking Forward . . .

January, 2009



Great News! For over ten years NADA/F family members have been a driving force for aviation safety and security improvements. We have testified before Congress, participated as members of the FAA Rule Making Committees, focused on issues, aggressively petitioned the industry and government, and made it clear we are not going away.

As a result of ten years of hard work by so many, on July 16, 2008 federal agencies announced the approved rulemaking to require fuel tank inerting to prevent center wing fuel tank explosions such as TWA 800. The mandate applies to newly manufactured aircraft, and upgrades to more than 3,000 commercial aircraft in service today.

The press conference included: Mary Peters, Secretary of Transportation, Mark Rosenker, Chair of the NTSB, Robert Sturgell, Acting Administrator of the FAA, and **Matt Ziemkiewz, President of NADA/F**, representing family members. These safety measures are welcome news to family members and the traveling public.

NADA/F is true to our Founding Mission: ***To RAISE THE STANDARD OF SAFETY, SECURITY AND SURVIVABILITY FOR AVIATION PASSENGERS AND TO SUPPORT SURVIVORS AND VICTIMS' FAMILIES.*** Air crash family member groups met together for the first time October 1992 in Washington DC, and met each fall until the *NATIONAL AIR DISASTER ALLIANCE & FOUNDATION* were incorporated August, 1995. The short term founding goal was support for victims' families and the long term goal aviation safety and security.

NADA/F brings people together in many ways to accomplish our shared goals -- air crash survivors, those impacted by air disasters, family members that lost loved ones recently or long ago and aviation professionals. We connect through the internet, annual and regional meetings, memorial events and more. NADA/F's diverse membership works with the media, the aviation industry, government officials, non-profit organizations, and others who share a similar purpose.

Over 80% of our membership donations cover communication expenses such as postage, the website, printing, copy costs, internet, Annual Meeting expenses for you, our members, and more. Thank you to our volunteers and donors who continue to make our work possible. *The NATIONAL AIR DISASTER FOUNDATION* is a 501 (c)(3) non-profit and we rely on tax-deductible donations. *NATIONAL AIR DISASTER ALLIANCE* is a tax-exempt 501 (c)(4) organization – not tax-deductible but allows us to lobby for specific legislative actions. Donations to a NADF Trust Foundation endow our work with interest income for specific purposes and for the future. Please consider investing \$20 for annual membership, or as much as you can contribute. Donations are tax-deductible and financial support makes our work possible. We have done a lot with limited resources, but much more work to do.

Air crash family members receive support in many ways -- talking with those able to answer the “need to know” questions, working to prevent similar disasters, plus friendship and peer support from other family members. NADA/F has grown from a couple hundred members to thousands worldwide, representing over 100 aviation crashes, including commercial, military, general aviation, air cargo and all aircraft. Family members learn that all aviation crashes are preventable disasters, and we work for safety and security to prevent others from experiencing that devastating loss.

Success and the work continues - NADA/F is the only organization that worked through the FAA Rulemaking Advisory Committee to promote technology to prevent explosions similar to TWA800. NADA/F had three members on the **ARAC Fuel Tank Inerting Working Group** and the FAA completed the technology late 2002 to develop a light weight affordable unit to lower the oxygen content to prevent center wing fuel tank explosions. The industry said inerting was “too expensive.” NADA/F filed a major Dissent March 13, 2002, and the FAA supported our technical Dissent to mandate inerting. NADA/F supports the July 2008 FAA and Boeing commitment to install this needed technology on new aircraft, and retrofit existing aircraft.

NADA/F was successful in promoting **required smoke detectors and fire suppression in the cargo hold** when the FAA kept their word to us and grounded 264 commercial aircraft on March 19, 2001, until they were equipped with smoke detectors and fire suppression equipment. No extensions or exemptions were issued. NADA/F also promoted and passed **The Family Assistance Act** which has served air crash family members since 1996, and the only legislation to **allow pilot background checks**.

NADA/F sponsored **The SAFE Act, “Safe Aviation and Flight Enhancement Act,”** to **require upgraded dual flight recorders, including a second deployable combination system in the rear of the aircraft.** The SAFE Act had bi-partisan support from Congressmen John Duncan, Jr. (R-TN) and David Price (D-NC), plus co-sponsors, however that was not enough. We will try again to implement long overdue NTSB 1999 recommendations, because the “black box” is the most important tool in air crash investigation.

We help family members connect individually, as well as bring together family member air crash groups. *NADA/F* hosted the 10 year memorial for ValuJet May 11, 2006, and participated in many other memorial events. *NADA/F* organized the 10th memorial for family members from Comair 3272 on January 9, 2007, and hosted the first memorial for Comair 5191 family members in Lexington KY, the worst aviation disaster in 2006. Sadly our new members include those from international crashes (working hard for higher standards of international air safety), general aviation, and too many medical helicopter crashes.

At the **February 2007 Annual Meeting in Washington DC** leadership and staff from the newly elected 110th Congress joined us to discuss, plan and prioritize safety and security legislation and goals for 2007. Bob Monetti and Glenn Johnson from PA103 began the program with a history lesson in how their amazing PA103 family group accomplished so much—they have worked hard for almost 20 years! Programs covered individual family member stories, experts with aviation safety, and security experts from FBI, CIA and more. We also had time for socializing and friendships. On Sunday morning we agreed that the under-staffed air traffic control towers and airport security are very serious threats today. Our Annual Meeting has always been great value for only \$10, and everyone is welcome.

Awards and Recognition - Our Awards Dinner in New Jersey recognized an extraordinary group of **public officials working in a bi-partisan way to promote aviation safety and security**. *NADA/F* was proud to present the **Air Safety Award to Congressman Steve Rothman, Freeholder and Mayor Bernadette P. McPherson, Senator Paul Sarlo, members and founders of the Coalition for Public Health and Safety for oversight of Teterboro Airport, Mayor Steve Longan, Councilman Craig Lahullier**, and members of the coalition. Other elected officials should follow their leadership and put bi-partisan-ship first, and leave the politics behind. We also presented the **Journalism Award to N.J. Burkett, with WABC in NY**, for his great reporting, accuracy and dedication to promoting aviation safety and security.

February 2007 awards were presented to **David Mattingly and the CNN team** that produced the two-hour TV documentary "TWA800: No Survivors." We also honored and surprised Coleen Rowley with the Air Safety Award. Coleen was the FBI agent who was the first 9/11 whistleblower, ultimately TIME magazine, "Person of the Year," and our long term friend.

December 2007 *NADA/F* presented the **Humanitarian Award to Bob Marquis**, a first responder, from Eastern 401 at their 35th memorial in Miami FL.

NADA/F gave **Testimony to the U.S. House Transportation Committee about the NTSB Most Wanted List** for aviation, and we registered concerns about the lack of action on important issues such as required child restraint seats, needed rulemaking for icing conditions, fiscal responsibility to fund needed safety improvements, and more. *NADA/F* stated that the NTSB Most Wanted Aviation list represents 150 years total of recommendations—and Congress should consider legislating safety rather than waiting for the FAA to comply with NTSB recommendations.

Over a year ago the FAA Re-authorization Bill was passed in the U.S. House, but stalled in the U.S. Senate. Both houses continue to pass temporary spending authorizations that now expire March 31, 2009. The FAA re-authorization bill is for three to four years so hopefully the newly elected Congress in January 2009 will be able to pass a revised bill with truly meaningful legislation. *NADA/F* will be there with our recommendations! *NADA/F* supports the present FAA re-authorization bill and hope to keep our provisions in the Bill.

A Place at the Table with Decision-Makers – *NADA/F* is a member organization of the FAA ARAC, and TSA ASAC, and often the only voice representing the traveling public at this level of decision-making. Family members bring a conscience to the table. We use this opportunity to work with government and industry to promote the highest standards of aviation safety.

FAA ARAC - (Federal Aviation Administration – Aviation Rulemaking Advisory Committees)
NADA/F has been a member organization of ARAC, with a seat on the ExComm (Executive Committee) since 1999. During the past five years ARAC has been used less for rule-making, however, *NADA/F* continues to participate wherever possible.

TSA ASAC - (Transportation Security Agency – Aviation Security Advisory Committee)
NADA/F is also a member organization of ASAC and we support the TSA technical work to have state-of-the-art airport screening technology at the 220 largest airports in the U.S. The "Baggage Screening Investment Study" has not moved forward because of a lack of funding, yet seven years after 9/11 all our airports should be equipped, and we must screen more than 5% of cargo. The money is there if we stop the diversion of transportation taxes and use the money to fund security. ASAC was founded by PA103 and we continue to serve.

***NADA/F* owns stock in Boeing and Alaska Airlines** and we attend their annual shareholder meetings to directly question the decision-makers. We welcome additional donations to cover more stock purchases and volunteers to attend those annual shareholder meetings.

Safety - The U.S. has not had a large commercial aviation disaster recently. After 9/11 hundreds of older commercial planes were retired, and safety is well served by newer planes and improved technology. During 2008 airlines are also cutting flights and retiring older planes. However, this is no comfort to those who lost loved ones in smaller plane crashes, as we still average over one fatal air crash a day in the U.S. including general aviation, plus medical flights, helicopters, foreign and military crashes.

Statistically flying is “safe,” however, during the past few years our concerns about the following have been ignored, and we hope that 2007 will be a turning point to recognize the following:

- Urgent need to adequately staff and train our Air Traffic Control towers.
- Airport and airline security to reflect the threats of today--9/11 was seven years ago, and it is urgent that the best technology be mandated and funded to give the federal screeners the best tools to do the job.
- Review FAA certification process of older aircraft. Some proved to be not air worthy.
- Stop the outsourcing of aircraft maintenance, often to foreign countries with little to no U.S. oversight.
- Child safety -- Mandate the FAA to require child restraints seats for children under the age of two.
- Whistleblower protection.
- Stricter oversight and inspections of aircraft maintenance, and punish airline managers who think AD's (Airworthiness Directives) are just guidelines.
- Lowest cost airline employees have not produced lower fare tickets, and put more risks into the aviation system with exhausted employees. Airline employees deserve fair pay and benefits for the risks they face every day they go to work.
- Stop the diversion of airline ticket taxes and fees, and direct 100% of those funds to pay for improvements.
- Recognize that commercial flight is public transportation.
- Federal law for a common highest standard of aviation safety, **and more.**

Support for Victims' Families – Starting June 1995 NADA/F Founding Members wrote, promoted and passed The Family Assistance Act of 1996 to help survivors and victims' families following commercial aviation disasters. Since the Act was passed all levels of government, the aviation industry and organizations have complied with the Family Assistance Act, except for 9/11. Many small plane crashes, although not required, have also complied with this federal law. The Act defines “*aircraft accident*” as “*any aviation disaster regardless of its cause or suspected cause*” and requires that family members “*are briefed about the accident, its causes, and any other findings.*” Family members must be “*consulted about the disposition of all (human) remains and personal effects...*” We continue to support family members from 9/11 who want the ashes of their loved ones removed from the Fresh Kills Landfill and to be provided a proper burial. Human remains continue to be found at the World Trade Center site, and we need the military experts trained in this recovery process on site –now!

NADA/F Family Support Team (FSTeam) served at the 9/11 Pentagon Family Command Center and other events, and we have provided peer support on an individual basis for over ten years. Our trained volunteers stand ready to help at any time. Our Board Member in Brazil, Maria-Helena Pereira Franco, was responsible for family support in Brazil following the two recent crashes in Brazil. Grief has no geographic boundaries.

During 2008 and 2009 we will continue to call upon government leaders to recognize that our efforts are to honor our loved ones, and to prevent these disasters in the future. We will bring people together, work with everyone who shares our goals, and strengthen our long term relationships. Thank you to our members who have made our work possible with their generous gifts of time, energy and financial contributions, and with your help, we will do the work again in 2007 and for the long term.

NADA/F has an outstanding Board representing a diverse group of air crash survivors and family members from recent crashes to decades ago, from coast to coast and around the world. Matt Ziemkiewicz, our President, lost his sister Jill on TWA800 and comes to us with excellent credentials working professionally in Emergency Management and Homeland Security in New Jersey. On behalf of all the Board Members we welcome your commitment and dedication to work together for NADA/F Founding Goals. We do this in memory of our loved ones, and for family, friends and the traveling public too.

*On behalf of our members worldwide,
Gail A. Dunham,
Executive Director
October, 2008*

2020 Pennsylvania Ave. NW #314
Washington DC 20006
(888) 444 – 6232 – phone