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CW**AIR LINE PILOTS ASSOCIATION, INTERNATIONAL**

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6 September 2004

Mr. Jonathon Parker  
Chief Operating Officer  
EVAS Worldwide  
545 Island Road  
Suite 2B  
Ramsey, NJ 07446

Dear Mr. Parker,

It was my pleasure to work with you to evaluate the effectiveness of your products in Miami. The evaluation conditions were a realistic replication of what an airline flight crew could face in heavy smoke conditions. The presence of heavy smoke makes maintaining control of the aircraft very difficult due to the inability to see critical flight instruments. Additionally, the inability to see the switches on the overhead panel make removing electrical power or pneumatic power very difficult.

As the pilots of American West flight 44 stated after facing a flightdeck full of dense smoke: they were forced to place their masks against the primary flight display to maintain control. This is similar to the conditions that I saw in the simulator in Miami. Therefore the "test" conditions were realistic and based upon actual events.

ALPA has maintained that pilots should be provided with means to deal with an inflight fire. This must include methods of eliminated power (electrical or pneumatic) from the system that is causing the fire or smoke and extinguishing any residual fire. In addition, there must be an ability to maintain control of the aircraft. This overall comprehensive approach to inflight fire is the proper standard for our airliners.

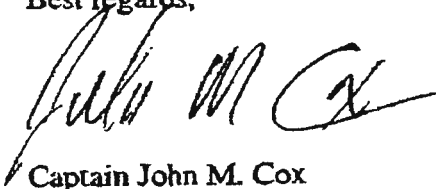
The ability to maintain control during periods of heavy smoke is significantly improved with your products. ALPA believes that this technology is a benefit in the overall fire fighting ability of a flightcrew. The capability to see the primary flight display allows one pilot to maintain control and accurately navigate while the other pilot fights the fire. The combined system of EVAS and SVAS meets needs of a flight crew in a smoke filled cockpit. As one of the tests showed, the exclusive use of the much smaller SVAS by itself did not provide a satisfactory level of smoke mitigation due to the much restricted vision of the primary flight display.

ALPA does not endorse any commercial product. We do recognize technologies that improve flight safety and encourage their development. The EVAS and SVAS are certainly technologies that we believe should be further developed.

In your email you enquired about the difference in a side stick controlled aircraft versus a conventional yoke in smoke conditions. It is self evident that the pilot of a side stick aircraft has the advantage of being able to get closer to the primary flight display. There is not, however, sufficient evidence to draw a specific conclusion about the effectiveness of one aircraft type compared to another. We would support further testing to provide pilots with the most effective methods of coping with smoke in the flightdeck.

ALPA appreciates the opportunity to participate in evaluation and testing components that can improve flight safety. We look forward to continuing this effort.

Best regards,

A handwritten signature in black ink, appearing to read "John M. Cox". The signature is fluid and cursive, with a long horizontal stroke at the end.

Captain John M. Cox  
Executive Air Safety Chairman  
ALPA International