

PILOTS RESPOND TO INDUSTRY CHALLENGES

On Saturday 16 April, the Conference plenary session opened with a presentation from IFALPA's platinum sponsors, and long-term supporters, Airbus and Boeing. The segment followed with Embraer, who joined the IFALPA Conference for the second consecutive year, with a presentation on the company's latest developments. For the first time, IFALPA welcomed Montreal manufacturer, Bombardier, for a presentation on the company.

Pilot Fatigue: Where is The Industry Heading?



Captain Fanie Coetzee at the podium

Captain Fanie Coetzee, EVP PGA, later took the podium to invite Captain Don Wykoff, past IFALPA President, and Steve Creamer, Director ICAO ANB, for a presentation on FTL/FRMS, followed by Captain James "Jim" Johnson, IFALPA Legal Committee Vice-Chairman, on Just Culture.

Captain Wykoff started his presentation with an in-depth explanation of Flight Time Limitations (FTL), Fatigue Management (FM) and Fatigue Risk Management Systems (FRMS). FTL are prescriptive limitations to ensure that air crew fatigue does not endanger flight safety. FM is a method that looks at fatigue risks from a holistic approach while FRMS is a data-driven approach which requires continuous monitoring and managing fatigue-related safety risks.

In regard to FTL, any prescriptive limitations should consider the following four core elements:

- Getting enough quantity and quality sleep on a regular basis;
- Reducing the amount or quality of sleep;
- Biological clock effects on the timing and quality of sleep;
- Workload may contribute to an individual's level of fatigue.

Captain Wykoff also outlined the roles and responsibilities that should be shared among regulators, operators and crew members when dealing with FM. Regulators should provide a framework and ensure that operators properly manage fatigue-related risks to ensure flight safety. Operators, on the other hand, are responsible for providing fatigue management education and managing fatigue hazards. Finally, the

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TODAY'S AGENDA

10.30-13.00

Plenary Session

Venue: Salons 2, 3, 4 & 5

13.30-14.30

Newly Elected Officers' Briefing

Venue: Producer's Room

CLOSE OF BUSINESS

LUNCH WILL NOT BE PROVIDED

role of crew members is to be prepared and ready for duty as well as taking appropriate breaks, getting enough sleep and reporting fatigue hazards.

Regarding FRMS, Captain Wykoff highlighted the essential factors that need to be considered before implementing FRMS. He later spoke of the importance of protecting data that is gathered for FM and FRMS. It is the duty of the pilots to provide voluntarily data and know for what and how it will be used. He later ended his presentation by encouraging attendees to refer to the available Fatigue Management Guide for Airline Operators, a joint collaboration between IFALPA, ICAO and IATA, and by reminding them that the key to success is a collaborative approach.

ICAO's Work Regarding FM/FRMS

Steve Creamer later took to the stage to inform delegates about ICAO's work regarding fatigue management.

He mentioned that ICAO is supporting development in fatigue management approaches which are targeted to various groups, but it is not for everyone.

ICAO has introduced a new Fatigue Management Guide for regulators which provides fatigue Standards and Recommended Practices (SARPs). The guide outlines the scientific approach to fatigue management as well as the differences in the prescriptive and FRMS approaches. He mentioned that FRMS is reliant on data provided voluntarily by pilots. Along with the guide, three implementation manuals have been released for operators, air traffic service providers and general aviation operators. Other sector-specific manuals are expected to be developed. For airline operators the focus is on practical implementation of FM. The regulator guide provides the same approach and breaks down the roles of regulators and operators. Manuals will continue to be updated as the science and processes develop and improve. Mr. Creamer also mentioned the importance of data, just as Captain Wykoff highlighted in his presentation. Pilots need to feel confident that their data is protected. Regulators will be given three years to develop data protection requirements. He ended his presentation by stating that the continued relationship with the Federation is key to this development.

Legal Considerations of “Just Culture”

Mr. Jim Johnson continued the conference plenary with a presentation on the legal considerations of Just Culture, which is, in simple terms, used to describe an atmosphere of trust in which people are encouraged to freely provide essential safety information. A healthy safety culture is also rooted in a high degree of respect among employees, management and regulators. It is important that information can be provided without fear of adverse consequences. Just Culture has demonstrated that the collection and analysis of data have improved safety in the US. In fact, results have shown that voluntary programs have reduced accidents caused by CFIT, bad weather conditions, wind shear and failure to complete check-lists by 83% over ten years in the US commercial aviation. From a legal standpoint, it is important to ensure that data collection is protected to avoid inappropriate use and that the sharing of information remains confidential. The exceptions are when there is an intentional act of misusing the data and when a balance test is needed to determine the appropriate use. Mr. Johnson also mentioned that States must enact national laws and regulations to protect safety information and that collective bargaining agreements can provide information protection. Finally, he ended his presentation by stating that ICAO recognizes the importance of safety data protection.

Presentation and Panel Discussions on Drones

Captain Stefan Wolf invited speakers Captain Miguel Marin, Chief of the Operational Safety Section at ICAO, Paul McDuffee, Vice-President Government Relations from

INSITU, and Captain Tony Ridley, Helicopter Committee Chairman to speak about the issues of Remotely Piloted Aircraft Systems (RPAS) and Unmanned Aircraft Systems (UAS).



Captain Tony Ridley at the podium.

The segment started with Captain Marin. He gave a historical perspective of unmanned aviation and mentioned that ICAO is struggling to keep up with the explosive use of RPAS. ICAO recently established a UAS group that works on developing guidance materials for UAS other than RPAS, since ICAO has not yet published any regulations on smaller drones. They include general guidance for national regulations, best practices and lessons learned from many States, as well as practical examples. ICAO has also launched an awareness campaign through several partnerships. The next ICAO Symposium will be in Stockholm, Sweden, in 9-10 May 2016.

Paul McDuffee later took the podium to speak about the steps to success in integrating RPAS/UAS into the airspace. He started by stating that RPAS/UAS are now recognized as aircraft, but there are many challenges that hinder the full integration of these systems into the airspace. The two technical challenges are Detect and Avoid and Command and Control (C2). Since there are no standard policies available for drone operators, the FAA provided a roadmap and a plan that can be followed to safely integrate drones. Mr. McDuffee gave an overview of the steps before Captain Tony Ridley took the stage.

Then, Captain Ridley gave a presentation on the impact of RPAS on safety and operation of aircraft. He spoke of the danger of drone strikes on aircraft and especially on helicopters. Currently, there is little research on drone strikes in comparison with bird strikes due to the high costs. However, drone strikes have significant negative impact on aircraft and helicopters, which are more at risks. In fact, a small impact on helicopters can cause catastrophic damage. Drone incidents are on the rise worldwide particularly in the United States. Some of the incidents include: medical transport helicopters having to abort landing, airliners on approach forced to go-around incurring huge costs for airlines, firefighter helicopters having to cease operations and people being injured during big social events.

Captain Mildenberger was next on the podium to share some discussion points regarding the way RPAS pilots should be organized. He first spoke about JARUS, which constitutes a group of experts from the National Aviation Authorities (NAAs) and regional aviation safety organizations whose goal is to recommend a single set of technical, safety and operational requirements for the certification and safe integration of UAS. ICAO will have one distinct RPAS license whereas JARUS sees a requirement only for the Certified Category and exceptions will be possible. Then, he highlighted the pros and cons of ignoring, fighting and embracing RPAS pilots into the system. The pros for embracing these pilots include keeping the professional pilot community organized as one and helping to solve professional issues internally. On the other side, this will mean that the Federation would need to include RPAS pilot positions in the future which could be challenging.

RECOGNIZING THE FEDERATION'S FINEST

The Awards Dinner on Saturday evening started with President Captain Martin Chalk giving heartwarming speech in remembrance of Captain Borris Delancy, past EVP CAR/East. His wife, Ms. Antonia Chriswell, accompanied by Captain Jo Moxey (Bahamas ALPA, President), accepted the posthumous award. Captain Chalk then awarded the IFALPA Scroll of Merit to three other distinguished pilots for their meritorious and invaluable accomplishments:

- Captain Jussi Ekman
- Captain Richard Woodward (Captain Shane Loney from AusALPA accepted the award on his behalf)
- Captain German Diaz Barriga (past IFALPA EVP CAR/SAM)

The Clarence Sayen Award, which is only granted once a year, was awarded to Captain Don Wykoff, past IFALPA President from 2011-2015. Captain Wykoff was responsible in moving the IFALPA headquarters from the UK to Montreal and for keeping the Federation finances in order. His outstanding contribution and achievement have tremendously advanced the work of the Federation.



Captain Chalk and the awardees during the Awards Dinner on Saturday.

GLOBAL PILOTS ELECT NEW OFFICERS

On the last day of Conference, the regional EVPs and Committee Chairmen presented their reports. Captain Chalk presented a conference statement to make the Brazilian airspace critically deficient due to the release of large balloons in the region airspace which undermines air safety. Delegates have also voted for the venue of the 2018 Conference which will be held in Luxembourg.

The Federation then welcomed its newly elected officers, voted by delegates:

- Captain Ron Abel (Deputy President)
- Captain Patrick Magisson (EVP TSS)
- Captain Jack Netskar (EVP PGA)
- Captain Mike Geer (EVP NAM)
- Captain Chris Witt (RVP CAR/East - 1 yr term)
- Captain Ariel Shocrón (AAP Committee Chairman)
- Captain René Joziase (PGA Committee Chairman)
- Captain Scott Schwartz (DG Committee Chairman)

IFALPA would like to thank the following sponsors and exhibitors for their support and participation of this year's conference.

