



2005年IFALPA年次総会 全体報告 2

4月8日～12日, Cape Town

Principal Vice President : 安藤真之機長のPVP報告

IFALPA 総会開始直後の全体会議では、IFALPA 会長始め、各本部役員が、前年度のIFALPA活動をそれぞれの立場から報告する、Presentation of the Conference Report があります。

日本の安藤真之機長は IFALPA Principal Officer (本部役員) であり Membership and Regional (会員と地域) を担当している Principal Vice President です。以下は安藤機長の報告からの要旨抜粋ですが、詳しくは添付の原文を参照してください。

JL706 便と日航勤務裁判の報告、中国 (5000名) のIFALPA加盟 General

昨年12月26日インドネシア・スマトラ島沖を震源とする地震により発生した津波は、アフリカの東海岸の一部を含む東南アジア諸国、特にインドネシア、タイ、スリランカに深刻な被害を与えました。援助の必要な国に対し使用されるIFALPA Disaster Relief Fundの設立が行われており、被害を受けた協会の一日も早い復興を願っています。

JL706 便

名古屋地裁でのJAL706便高本機長の無罪判決は、本部役員でTechnical担当のPaul McCarthy 機長が日本を幾度となく訪問し、事故調や関係省庁との会見や記者会見、6月10日での成田空港と銀座で行われたIFALPA行動など、IFALPAとしても力を注いだ成果であり、高く評価できる結果です。しかし、名古屋地検が名古屋高裁に控訴したこともあり、日本の刑法制度の改善こそが航空事故の再発防止には重要であることが再確認されました。日本がこの点を改善すればアジア諸国にも大きな影響を及ぼし、地域の航空の安全向上が大きく期待できます。

日航勤務裁判

日航は3月7日、日航勤務裁判における最高裁への上告と東京高裁への控訴を全て取り下げる、と発表しました。日航が上告控訴を取り下げると、11年間続いたこの裁判における、組合側全面勝利が確定します。この勝利は、同じ様な問題で悩む他の協会を勇気付けるものであり、世界の航空の安全を向上するには、お互いに助け合いながら決して諦めることなく努力することが重要です。

中部国際空港 Nagoya Centrair Airport 視察

9月15日、IFALPA AGE 委員長である Jimmy Ho 機長 (Singapore) と、前 ADO 委員長である Brian Greeves 機長 (香港) は、ALPA Japan のメンバーと共に、建設中の中部国際空港 CENTRAIR を訪問し、コントロールタワー、レーダー管制室、エプロン、タクシーウェイやランウェイを視察し Pilot の立場から助言を行いました。



また、視察の翌日は、航政研の要請により、Ho 機長は IFALPA の国際的目標である「安全で効率的な空港」について、また Greeves 機長は大空港の建設当初から Pilot が関与することで可能となる「Pilot に優しい空港」について、それぞれ航政研の Study Group に対し Presentation を行いました。日本におけるこれらの活動は初めての試みであり、世界の乗員の声である、Global voice of Pilot を具体的にまた建設的に空港建設担当者に伝える事ができたことはすばらしいことでした。

中国の IFALPA 加盟

中国から新しい Member が今年 IFALPA に加盟することになることは大変喜ばしいことであり、新しい仲間を歓迎します。中国が加盟するに当たって、前本部役員であった、Feroz Aftab 機長 (Pakistan) の払った努力と、香港、韓国、シンガポールそしてアメリカの援助を高く評価します。今後も新しい中国の仲間を加え、世界の航空の発達に最善を尽くして行きたいと思いをします。

05ADM037

22nd March 2005

ANNUAL REPORT OF THE PRINCIPAL VICE-PRESIDENT MEMBERSHIP AND REGIONAL FOR 2004 CAPTAIN MASAYUKI ANDO

General

The Tsunami caused due to an undersea earthquake at the coasts of Sumatra Island, Indonesia on 26th Dec. last year has brought big tragedies to many countries in south-east Asia and part of eastern Africa, especially Indonesia, Thailand and Sri Lanka. This is one of the unprecedented natural disasters of our times.

The Principal Officers are in the process of establishing an IFALPA Disaster Relief Fund to assist those most in need of assistance. Capt. Dennis Dolan has sent letters of sympathy to the Member Associations suffering from this disaster.

I pay my respect to the concerned member associations for their efforts in recovering from the disaster, moreover I sincerely hope for an early recovery.

On 30th July, we achieved the victory of “Not Guilty Verdict” for the Captain of JL 706 criminal prosecution case at the Nagoya District Court. This verdict is not only the victory for ALPA Japan but also it is the achievement of the entire IFALPA.

In respect of “accident investigation” and “criminal investigation,” to call upon the Japanese government to follow the international standards, Capt. Dennis Dolan sent letters to them and also he took out time from his busy schedule to meet with officers of the National Police Agency, the Ministry of Foreign Affairs and the Ministry of Justice in Tokyo.

Moreover Capt. Paul McCarthy visited Japan many times to meet with officers of the Aircraft and Railway Accident Investigation Commission, and also conducted Press Conferences in Nagoya and Tokyo repeatedly.

The purpose of these activities is to persuade the Japanese government to change their punitive culture in judicial procedure and follow the international standards. And also we sincerely believe, if Japan follows the international standards, it will surely bring good effects to other countries in the region. The condition of Japan is certainly improving so far however, it is still inadequate. The prosecutor appealed to Nagoya High Court for JAL706 case.

On the other hand, JAL907 near mid air collision accident, the two air traffic controllers were prosecuted and the trial is underway in Tokyo District Court. I have participated in most of the hearings of these trials. The concerned captain was not prosecuted, but he is summoned to testify in the trial. Since the Japanese law is still deficient, ALPA Japan continues its efforts to bring Japanese law in conformity with the international standards.

As my company JAL sold all the MD-11 aircrafts, I was required to convert to B747-400. Since conversion training has continued from 23rd August last year to 29th January this year, I could not attend the DG Committee Meeting, CAR/SAM/NAM Regional Conference, PO meeting and Asia & Pacific Regional Conference in Singapore. I must apologize to my colleagues for my absence in these meetings and appreciate POs for substituting my duties.

On 7th March 2005, JAL announced to withdraw the Flight Time/Duty Time (FT/DT) court case. If JAL withdraws its case as it has announced, judgment of "FT/DT" battle fought in court since 1994 will be decided once and for all. JAL also informed that its CEO, Mr. Kaneko will step down from his position.

I believe that this victory of FT/DT court case in Japan surely encourages many other member associations of IFALPA who have been working on the same issues as Japan. For improvement of aviation safety of the world, let's be hand-in-hand and do our best and never give-up. For your information the judgments of the Tokyo High Court issued on 11th December 2003 are introduced below.

1. It is not necessary to obey over 9 hours Flight Time/13 hours Duty Time flight, one landing, by doing single crew complement. It is same as 2 man crew aircraft and 3 man crew aircraft.
2. It is not necessary to obey over 8+30 Flight Time/13 hours Duty Time, 2 landings.
3. It is not necessary to obey more than 3 days domestic flight pattern.
4. It is not allowed to set international flight's standby without showing the flight numbers.

Meetings and Others

On 10th June ALPA Japan and IFALPA conducted a "Tokyo Demonstration" at Narita Airport and at Ginza, downtown Tokyo to protest Japanese Criminal Prosecution. Following the demonstration a press conference was held and Capt. Paul McCarthy, the president of ALPA Japan and I have stated the primary message of the need to change Japanese law and post-accident procedures according to the international standards. Many of the Japanese, European, American, Asian and Australian pilots joined in this pilots' demonstration. The activity was televised and also published in the morning newspapers. I am sure you have already read "IFALPA News – 05NWS009."

Under the concept of the IFALPA ALR (Airport Liaison Representative) Scheme, Capt. Jimmy Ho, the present Chairman of AGE and Capt. Brian Greeves, ex-chairman of ADO Committee as representatives of IFALPA, and some pilots from ALPA Japan visited the construction site of CENTRAIR (Central Air International Airport : Chubu International Airport in Nagoya) on 15th September and inspected the "Control Tower," "Control Room for Radar," "Apron," "Taxi Way(Lane)," "Runway" and so on.

Following this inspection tour, the next day on 16th Sept., on a request from "KOUSEIKEN (Aviation Policy Research Association) which is an independent organization that maintains a neutral position from government and business community by leading figures from academic world, aviation industry and the government, Capt. Ho and Capt. Greeves made their presentations at the study group meeting to its members consisting from airlines, airport authorities, municipal authorities, airport related companies and consultant companies. Capt. Ho made the presentation on "IFALPA's Global Aim: Safe and Efficient Airports and IFALPA ALR Scheme" and Capt. Greeves made the presentation on "the Advantages of Pilot Participation in a Major Airport Project or the Development of a 'Pilot Friendly Airport'." Their presentations received good response from the audience. I attended this study group meeting with my colleague from ALPA Japan.

Though this was the first approach to practice IFALPA ALR program for ALPA Japan, thanks to the efforts of Capt. Ho and Capt. Greeves, I believe that we were able to have concrete and constructive exchanges of opinions to reflect IFALPA's global voice of pilots.

Conclusion

Due to my conversion training I could not attend some of those meetings which I was supposed to attend, I feel very sorry about my absence. However I am very glad to know that all meetings were organized smoothly thanks to the efforts of POs, RVPs and other officers who kindly took over my task during my absence.

Moreover, as you already know, our colleagues from the great country of China, new economic power in the world, will soon become our new member this year. I am so delighted and welcome this new membership. I highly appreciate the efforts of those who have contributed for the membership of China. Especially I appreciate the efforts of Capt. Feroz Aftab, a former principal officer, and besides the excellent support from Hong Kong, Korea, Singapore and USA. We will do our best with our fellow pilots from China for the future development of the world.

I have been involved in the activity of IFALPA as a member of accident analysis committee and a principal officer for more than 10 years. Since then I have always been trying to establish the system of accident investigations conducted for the purpose of prevention of future accident in all of the world, that is my fore most desire.

For the same purpose all measures and endeavors on JAL706 case have been practiced from the beginning. ALPA Japan and the concerned captain have done our best possible so far, therefore we were able to get the favorable decision from the court.

However as the Prosecutors Office appealed to the Nagoya High Court, we still have to keep our best to achieve the good outcome hereafter.

Both events of the "Tokyo Demonstration" and the "Press Conference" held on 10th June in Tokyo area were good opportunities to appeal to the Japanese publics to understand the importance of applying the international procedure in the Japanese law. On behalf of IFALPA I appreciate all the pilots who joined in this demonstration for their precious time and assistance which made this event successful.

Also we are surely stepping forward in respect of the issue of Flight Time/Duty Time court case.

We still have to wait to see the conclusion, whatever the achievements, the results we have so far are due to the supports from the pilots' community in the world. I highly appreciate the support of those who have concerned with this issue.

I appreciate the members of the Presidential Working Group for their efforts in establishing a new IFALPA structure. In the new IFALPA structure, my position of Principal Officer in-charge Membership and Regional Affairs will be abolished in two years and the new system, consisting of 5 Principal Vice Presidents (Regions) will be replaced with this position. The proposed changes including this change will be explained at the Conference. I hope those proposed changes will be discussed sufficiently in Committee E to establish the new IFALPA structure which I believe produces more benefits to the member associations.

Finally I would like to express my gratitude to the staff in Chertsey, Mexico and Montreal for all their support. I also express my appreciation to my colleague members and the staff of ALPA Japan for all their support and assistances. In the end I would like to convey my gratitude to my wife, Kimie and my family for their support and tolerance to my devotion to IFALPA.

PRINCIPAL OFFIERS MEETINGS

31 March 2004 219 Principal Officers' Meeting Sydney, Australia
12-13 July 2004 Special Principal Officers' Meeting Heathrow, UK
27-30 July 2004 220 Principal Officers' Meeting Bavaria, Germany
19-22 January 2005 222 Principal Officers' Meeting Chertsey, UK

COMMITTEE MEETINGS

13-15 October 2004 HUPER Committee Meeting Tokyo, Japan

OTHERS

10 June 2004 Tokyo Demonstration for Criminal Prosecution Tokyo, Japan
15-16 September 2004 ALR Nagoya Airport Meeting Tokyo, Japan