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IFALPA

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InterPilot

The safety & technical journal of The International Federation of Air Line Pilots' Associations

IFALPA

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Conference. Wheeler explores the pressing question. on Cybersecurity, Bucharest Communique, writing to Voice of the Regions. and beyond.

PRESIDENT'S MESSAGE PAGE 5

President's Message At ICAO, IFALPA is also involved in developing a revised Preparation of an Operations ou are not alone, said Capt. Brendan O'Neal, British Airline Pilots' Association Exec- Manual to provide our member associations with standardized guidance. We're also helputive Chairman, in a social media message to Ryanair pilots. His words made clear ing to draft operational requirements for volcanic ash hazards, and we submitted for con- BALPA's and IFALPA's support for the pilots, but also captured our Federation's sideration by ICAO a generic flight data analysis programme agreement to be included in motto and member advantage. Regardless of the issue, industrial, safety, security, its updated Safety Management Manual. or pilot assistance, our Federation stands with each of our Member Associations Yand every IFALPA pilot when he or she flies the line. IFALPA pilots are also represented on ICAO groups charged with putting together Ryanair pilots face challenges to be guidance material to support a cargo compartment content hazard risk assessment, which sure, but they're moving steadily forward. may become mandatory for airlines as soon as 2020, and new proposed reductions in sepa- The Master Executive Council of the Ryration for oceanic airspace. anair Transnational Pilot Group held its inaugural meeting on 8 May. Right now, I'm also pleased to report that IFALPA has taken a key role on ICAO's new Electronic the pilots are focused on all aspects of bar- Personnel License Task Force, which kicked off its first meeting in May and began initial gaining: establishing guiding principles for steps in its mission to address issues such as privacy and cybersecurity. Participating in this negotiations, building strong bargaining endeavor is only one facet of IFALPA's cybersecurity work. IFALPA pilots also provided our teams, and coordinating efforts. As BALPA members' perspectives during the ICAO Cybersecurity in Civil Aviation Europe, Middle East, and so many other IFALPA Member Assoand Africa Summit. ciations have expressed, our Federation stands with them in their fight. In setting the stage for the summit, ICAO noted that, previously, cybersecurity was addressed individually by aircraft manufacturers, air navigation service providers, and op- Similarly, the Ryanair pilots aren't erators. The organization's leaders who attended the summit in Bucharest, Romania underalone in their determination to achieve scored something IFALPA pilots already recognize: the airline industry's reliance on technola fair collective agreement. Brussels Airogy and its increasingly interconnected systems heighten the potential for larger and more lines pilots requested mutual assistance complex cyberattacks. As a result, the type of effective coordination that IFALPA makes from IFALPA Member Associations during possible and aggressively promotes is essential to meeting the cybersecurity challenge. their two-day strike in May, and they now continue negotiating with the company. Another area of concern is safeguarding flight operations over or near conflict zones. Air France pilots conducted multiple one- Together with the International Air Transport Association, the International Federation of Air day strikes recently as they also continue Traffic Controllers Associations, and the Civil Air Navigation Services Organization, IFALPA a long fight for a fair contract when their experts contributed to an ICAO manual that presents industry best practices to protect company is reporting record financial reagainst surface-to-air missiles and other deliberate acts and unintentional hazards to civil sults. In both cases, IFALPA strongly supaviation. ports the pilots. Finally, at IATA's recent Annual General Meeting, I took the opportunity to affirm with The mission of IFALPA is to promote When it comes to safety, our mem- General Secretary Fang Liu of ICAO, our Federation's strong support of the development the highest level of aviation safety bers are equally braced by IFALPA's experof sustainable aviation fuels, the gender representation of airline personnel, and the need tise and resources. The issues range from to attract, educate, train, and retain the next generation of aviation professionals. IFALPA is worldwide and to be the global advocate soft ground conditions affecting taxiways firmly focused on safely

and efficiently meeting future demand for passenger and cargo air of the piloting profession; providing at Suvarnabhumi International Airport transportation. representation, services, and support (BKK) to the absence of air traffic control to both our members and the aviation service around Mogadishu, but regardless It could be a volcanic ash hazard, a cybersecurity threat, or a new management roadindustry. of the location, IFALPA subject-matter exblock in negotiating a collective agreement, but whatever the issue, with the full force of our perts ensure that our Federation holds in- Federation behind them, IFALPA Member Associations and pilots are never alone. fluence and we are fully informed. Capt. Ron Abel IFALPA President

FITNESS TO FLY PAGE 7

Fitness to Fly

Notes on ICAO’s new Medical Guide for Pilots BY DR. ANTTI TUORI

Vice-Chair, Medical, IFALPA Human Performance Committee

ICAO is publishing a new guide for pilots on how to maintain your fitness to fly. It has Those who desire more detail will find that readbeen developed in collaboration with the Intering the entire guide provides a comprehensive look at “Knowing the risks will all the major issues affecting fitness to fly. Each chapter national Federation of Air Line Pilots’ Associations (IFALPA) and the International Air Transport A healthy lifestyle helps to ends with a section on the relevance to aviation of the make it easier for pilots condition under consideration. Chapters are written for Association (IATA). ensure that professional Pilot careers are lasting much longer and pilots pose a minimal risk to pilots, with pilot language, and are not judging, but give to focus on the right proper guidance. pilots are retiring later than in the past. Annual their safety and their fitness flying hours and work-related demands are conto fly from the beginning of preventive measures.” The guide consists of eleven chapters: stantly increasing. It is crucial, now more than their careers until they retire. ever, for professional pilots to maintain not only This can be accomplished by: 1. Cardiovascular their medical certificate, but also optimal physical and mental health both during and after their 2. Mental Health and Wellbeing

• MAINTAINING A HEALTHY

flying career. HEART 3. Alcohol and Drugs ICAO’s historic approach to medical fit- 4. Cancer

- DEVELOPING MENTAL HEALTH 5. Musculoskeletal Injuries ness in licence holders has been based on de- RESILIENCE tecting increased medical incapacitation risk 6. Nutrition and Weight management (from ill health) once it has occurred, and by • ADOPTING A LOW RISK 7. Sleep STRATEGY TOWARDS ALCOHOL 8. Travel Health taking action to reduce the impact on aviation safety, such as restricting a licence or removing 9. Vision and Hearing

• AVOIDING ILLICIT DRUGS

the licence holder from operations. 10. Summary

- ADOPTING CANCER 11. Annexes This publication focuses on prevention

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AVOIDANCE HABITS

by providing guidance to pilots on how to stay healthy, thereby minimizing the need for inter- • MANAGING DIET AND WEIGHT This guide has been developed to inform pilots of ventions involving licence restrictions. Recent rethe known risk factors concerning pilots´ medical certifi-

• MANAGING RISKS ASSOCIATED

search in the science of preventive medicine has cation and personal wellbeing, and how to reduce them.

WITH ACCIDENTAL INJURY

demonstrated that following appropriate rec- The earlier the risks are identified, the more effectively

- GETTING SUFFICIENT SLEEP they can be addressed, and the better the results will be. ommendations on health maintenance can be expected to significantly reduce the number of Knowing these risks will make it easier for pilots to focus

• UNDERSTANDING AND

medical problems experienced during a career. REDUCING TRAVEL RELATED on the right preventive measures. This guide recognizes that background RISKS This guide also reflects the shared responsibility knowledge and interest in the subject of mainof pilots, operators, and authorities in keeping pilots fit.

• PROTECTING THEIR HEARING

taining and improving health varies consider- While pilots make their own personal decisions, opera-

AND VISION

ably from one individual to the next. The guide tors can facilitate these decisions and authorities can is structured so that those who wish to simply guide their national regulation in the right direction. know how to avoid the main causes of ill-health IFALPA hopes our fellow pilots will find this guide can read the summary at the end of the guide for useful, and that it will enable them to fly healthier. a quick overview.

NEWS & NOTES PAGE 9

News & IFALPA Aircraft Design and Operation

(ADO)

Notes Committee Meeting in Toulouse, IFALPA MEETINGS & EVENTS France 19-21 June.

European Pilot Peer Support Initiative Workshop in Frankfurt, Chaired by SFO Nikolaus Braun Environmental Issues and Take-Off nical Officer, attended the European Germany (VC), the 2018 ADO Committee meet- Performance, whilst “Reduced Crew Pilot Peer Support Initiative Workshop ing took place at ATR’s Headquarters Operations” was added to the list of in Frankfurt, Germany, 20-21 June 20-21 June. in Toulouse from 19-21 June. This was Hot Topics. 2018. The workshop focused on Airthe first ever IFALPA event hosted by

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Four new Position Papers and crew Peer Support programs and their ATR, and the Federation is extremely one new Briefing Leaflet were finalized implementation. The keynotes were grateful to Mr. Christopher McGregor, on Take-Off Performance Monitoring delivered by experts representing pi- Flight Safety Officer and Head of Flight Systems, Tailwind Operations, Cold lot associations, airlines, regulators, Safety, and Captain Jérôme Pfeiffer, Weather Altimetry, Electronic Flight peer support providers and mental Flight Safety Director, for inviting the Bags, and Non-Normal Operations. health organizations. ADO Committee, sponsoring all the The Committee also gave operational The Wildlife Hazard Mitigation lunches and dinners during these 3 input on the Briefing Leaflet prepared Expert Group (WHMEG) met for the days, and organizing an exclusive tour by ATS Committee on Drone Sighting. third time in the IATA Montreal ofof the Final Assembly Line (FAL). Finally the Committee enterfices, the group continued to develop These efforts were rewarded tained presentations from Honeywell content for the new edition of the Airwith a very good attendance of 39 on Enhanced Vision Systems (EVS) and port Services Manual, Wildlife Hazard delegates representing 16 Member Combined Vision Systems (CVS), and Management (Doc 9137 Part 3). The ICAO Wildlife Associations as well as Airbus, ATR, from Airbus on the BLADE concept, new document is expected to pro- Hazard Embraer, Honeywell, and the Associathe A321neo ACF and the A330neo vide a better understanding of wildlife Mitigation tion of Star Alliance Pilots (ASAP). flight test programme. hazard management for management The 2019 ADO meeting will and wildlife hazard control personnel. Expert Group With such a large audience take place in Bangkok from 5-7 June, A new chapter on training was develin Montreal, and a packed agenda, the allocated at the kind invitation of the Deputy oped which included training for both Canada 5-8 three days were extremely busy. The President and THAIPA. management and dedicated wildlife June. discussions focused mainly on RPAS, Gordon Margison, IFALPA Techcontrol personnel.

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6 SEPT 25 SEPT 23 OCT News &

- - -

7 SEPT 27 SEPT 25 OCT

Professional & Government Helicopter IFALPA Notes Affairs Committee Meeting Committee Meeting Negotiations Seminar

Chicago, United States Montreal, Canada Amsterdam, Netherlands IFALPA MEETINGS & EVENTS

11 SEPT 26 SEPT 30 OCT - - - 7 NOV 13 SEPT 28 SEPT 1 NOV

Dangerous Goods Security Air Traffic Services Administration, Membership,

Committee Meeting Committee Meeting Committee Meeting & Finance Committee Meeting

Lille, France Kiev, Ukraine Amsterdam, Netherlands London, United Kingdom

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20 SEPT 2 OCT 30 OCT 9 NOV

- - - - 21 sept 4 OCT 1 NOV 10 NOV

Legal ASIA/PAC Human Performance CAR/NAM Committee Meeting Regional Meeting Committee Meeting Regional Meeting

Brussels, Belgium Kuala Lumpur, Malaysia Rio de Janeiro, Brazil Fort Lauderdale, United States

25 SEPT 22 OCT 6 NOV 14 NOV

- - - -

27 SEPT 24 OCT 7 NOV 16 NOV

AFI/MID Aerodrome & Ground SAM Accident Analysis & Prevention Regional Meeting Environment Committee Meeting Regional Meeting Committee Meeting

Mombasa, Kenya Frankfurt, Germany Panama City, Panama Sydney, Australia

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“The IFALPA Conference is the event that allows the CONFERENCE SPONSORSHIP EMBRAER message to be delivered to pilots worldwide. But it is more than that, it is also the opportunity to be together with other manufacturers, other representatives of the Aviation Industry, but mainly to be with the pilots, understanding their points of view better, learning from their experiences, and being a partner in their achievements.” Captain Celso Amaral Fonseca, EMBRAER

“The IFALPA Conference is a key opportunity for Airbus to communicate and collaborate directly with professional pilots in pursuit of the shared and common objective of improving safety.”

AIRBUS

“The IFALPA Conference provided an ideal platform to interact with the global representatives who serve and protect the pilots’ interests in every facet of their lives. The forum afforded us a “meeting of the minds” allowing for greater understanding of the varied needs of pilots around the world. We look forward to continually supporting IFALPA, the organization that is committed to the voice of pilots.” Captain Daren Bayley-Hay, BAYMAC

Each year, IFALPA’s Conference welcomes nearly 500 participants representing “The IFALPA Conference has been a valuable resource, allowing us their Member Associations from approximately 50 countries. to directly connect with pilots from all over the world.”

Chris Wuerfl, BOSE AVIATION HEADSETS

They meet for 5 days with other professional pilots, industry leaders, regulators, subject matter experts, and global aviation stakeholders to discuss developments, present ideas, and recommend policies to promote the highest level of aviation safety and labour standards worldwide. “VisionSafe has been a sponsor since the

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57th Conference in Norway. Hosted by Vereinigung Cockpit in Berlin, 25-29 April, the 2019 Conference will IFALPA creates a unique environment for the discussion of aviation safety issues facing operators from the far reaches of the industry. provide Sponsors and Exhibitors the unique opportunity to interact with the Trade events happen every day. Its difficult to find an event with so leaders of the global aviation community. many focused safety professionals attending from every corner of the Contact ifalpa@ifalpa.org for details. globe. The difference with IFALPA Conference? Everyone wants to be in attendance, learn as much as they can, and contribute." Jonathan Parker, VISIONSAFE CORP

REMOTE PILOTS PAGE 15

BY JOSEPH WHEELER

Remote Pilots

Are remote pilots really pilots? This question is rightfully being treated with some seriousness in global professional piloting circles through IFALPA, and builds on a variety of regional views which emerged in 2016 - that professional and responsible commercial remote pilots, typically characterised by a suitable standard of certification, training and experience, are a category of airspace users whose views and concerns in many respects mirror those of IFALPA Members.

Safety of operation is obviously a be known as the Remote Pilot Working Group paramount concern for all responsible airspace (RPWG) was comprised of experts from some users. This is why the AFAP sought to collaborate eight Member Associations. with professional remote pilots through its MOU The Group prepared a preliminary written with the Australian Certified UAV Operator's report and recommendations for the Board of Association, to increase respective members' IFALPA with respect to key questions around the appreciation of this fact and to seek opportunities theme of "should and/or how will IFALPA and its to work together where government relations Member Associations engage with professional might necessitate. remote pilots in future?" (Continued, page 16). However, such efforts are not in isolation. In the last few years, pilot associations the world over have grappled with the issue of the professional, safety, and technical representation needs common to remotely piloted aircraft and manned aviation. In parallel to the international consideration of UASs on safety and technical aspects of international operations, many IFALPA Member Associations have begun to accept varieties of RPAS members into their ranks, including ACA (Austria), BALPA (UK), NF(Norway) & SEPLA (Spain). In November 2017, in recognition of the speed of development on all fronts, IFALPA's Professional and Government Affairs (PGA) Committee established a working group to look at how such issues should be treated by the peak organisation for Air Line Pilots Associations. The volunteer members of the group which came to

IFALPA.ORG PAGE 17 "In the last few years, pilot

associations the world over have The key findings of the RPWG were based on a representative sample of survey results from 13 Member

grappled with the issue of the

Associations with respect to their engagement with remote pilots in their country, and the level of sophistication of

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professional, safety, and technical

RPAS regulation. The work of the RPWG coincided with representation needs common to the promulgation by ICAO of the first Personnel Licensing Amendments to Annex 1 of the Chicago Convention, which remotely piloted aircraft and manned will serve to create a new international base standard for a “remote pilot license”.

aviation.”

I was honoured to be invited to speak about the work of the RPWG and present its results and recommendations JOSEPH WHEELER MRAes, LLB, BA(Psy), GDLP, to the annual conference of IFALPA in Luxembourg on 18 GC Air & Space Law, is the Managing Principal of March 2018. The prudent approach taken by the RPWG International Aerospace Law & Policy Group, and seemed to attract a positive reception. Certainly, there Aviation Legal Counsel for the Australian Federation is much interest from many diverse pilot groups in how remote pilots can gain from the industrial and safety and of Air Pilots (AFAP). He is on both the IFALPA Legal technical expertise of manned aviation/airline pilots, and and PGA Committees, and holds qualifications in vice versa. air and space law from McGill University Institute There is always interest in how better engagement of Air and Space Law in Montreal. Joseph advises between remote pilots and traditional pilots can lead to better safety outcomes, especially the avoidance of aerial pilots and other entities on medical, enforcement, conflict. What is perhaps less apparent is how the two and international air law/litigation matters. groups can work together to manage the future potential industrial needs of remote pilots, thus helping them immediately, while simultaneously future-proofing airline pilots’ own interests as their profession changes over time and technological advances, particularly concerning automation, emerge. Likewise, maximising the strength of a unified lobbying power between the two groups can only be pursued through joint engagement and agreement. The Executive Board of IFALPA met in April to discuss the proposals by the RPWG, among other things. That meeting considered the joint efforts as presented in Luxembourg in March and its outcomes. As work in this field continues, we hope the ongoing focus by the PGA Committee will go some way to preparing pilots in all countries for the inevitable future professional and technical challenges that will emerge through the rise of RPAS and their applications in civil life.

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International Youth Exchange Program, LLC

CYBERSECURITY IN AVIATION PAGE 21

BY CAPTAIN JEROEN KRUSE

Cybersecurity in Civil Last May ICAO organized a Summit on Cybersecurity, resulting in a Bucharest Communique that contains recommendations for a Cybersecurity Strategy for Aviation States and industry:

- Develop cybersecurity frameworks in a harmonized manner to the maximum extent possible;
- Foster regional cooperation in the definition of common strategies, exchange of information and best practices, following the example of already existing initiatives;
- Promote trust frameworks to enable secure informationsharing;
- Collaborate to identify longterm human resource needs and establish strategies to attract, educate, and retain the next generation of aviation professionals;
- Actively support the development of a global cybersecurity strategy, under the leadership of the International Civil Aviation Organization; and
- Reiterate their commitment to the development of a robust, efficient and sustainable civil aviation system.

PAGE 22 CYBERSECURITY IN AVIATION PAGE 23

“To mitigate threats in the realm of Informa- IFALPA has been advocating coordination In civil aviation, we tend to look at changtion Security, we need of Cybersecurity efforts at a global level for some es to our system design with a level of suspicion. years now. The Federation has been strongly For safety critical systems, every change, howto adapt the way we supporting the work initiated by ICAO and is an ever minor, must be certified. This is true not active participant in its Secretariat Study Group only for the aircraft and its components, but also look at Aviation Safety.” on Cybersecurity. for the systems used by air traffic control. From So why are we concerned about this relaa safety perspective, this certainly makes sense. tively new threat? The answer is twofold. First, Every change in a single component could imand most evidently; the systems ensuring the pact the safety of the system as a whole. safety of flights, including air traffic manage- When we look at this procedure from an ment, airline operations, and the aircraft itself, information security perspective, however, it berely more and more heavily on electronic data. gins to make less sense. We end up with a situa- Much of the data that is transferred is essential tion in which systems remain vulnerable because to ensure flight safety. However, the protecthey may not be updated without certification, tion of this data is not currently at the level one and the requirements to certify are far too exmight expect. Much of the technology used totensive to perform every update cycle. Bi-yearly day was developed at a time when aircraft were updates are not uncommon in air traffic manrelatively

unconnected to the outside world, and agement systems, and looking at many aircraft therefore was not designed to properly protect systems, update frequencies are even worse. the information carried. In many cases, a system To mitigate threats in the realm of Inforreceiving information is unable to determine the mation Security, we need to adapt the way we sender, or whether the information was tamlook at Aviation Safety. We may have to accept pered with between the moment it was sent and certain changes more readily than we are used when it was received. to. We must search for ways to compare the risks The second reason we are concerned with involved. In one situation, the risk of changing Cybersecurity is because it is an area where the the system could be greater than the risk the aviation community lacks specialized expertise. update is trying to prevent, but in the next, it It is at the convergence of three disciplines: Avimay well be the other way around. Ultimately, ation Safety, Aviation Security, and Information we need a new combined and comprehensive Security. While there are many experts with a view on aviation risk, where all disciplines are background in one or two of the three, there are combined into an overall system. very few who oversee them all. Each of the dis- Of course, this change will not happen ciplines has its own vocabulary, its own point of overnight. It will take a lot of effort to reach view, and its own management methods. For exthis goal and in the meantime, we should take ample, Risk Management is a concept employed smaller steps to mitigate the risks we face today. by all three disciplines, but its meaning differs One of the resources that is often forgotten in completely depending on the background conthis respect is the human being. IFALPA strongly text. believes that the users of safety critical systems The challenge we face is to bring these should be trained properly, e.g. air traffic conworlds together. As an example, consider a key trollers and pilots. They should be aware of the aspect of how you keep your computer safe and potential that information presented to them CAPTAIN JEROEN KRUSE holds a Master of Science secure. Every day, new vulnerabilities are discovshould be questioned as it could be comproin Artificial Intelligence. He obtained his pilot's ered in the software used to run your computer. mised, of which systems are more susceptible to These are discovered by breaches that are deinterference, and of how to detect such an interlicence in 2002, and for the past fourteen years he tected in systems using the same software, or ference. Last, but certainly not least, they should has been piloting aircraft for the flag carrier of the by ethical hackers who have shared this inforbe aware of how to respond. In many cases a Netherlands, first on the Fokker 70 and 100, and mation with the producer. Regularly, every two fall-back scenario is available, but it will not be currently on the Boeing 777 and 787. On behalf weeks on average, you will receive updates of helpful if it is not used due to lack of awareness. the software you need to install to fix these vul- In conclusion, it is encouraging to see the of the pilot community he has been involved in nerabilities. Once the fix is available, information subject of Cybersecurity getting the attention Aviation Security since 2008, and he currently chairs about the vulnerability is usually published. As it deserves. Regional initiatives are taking place the Cybersecurity WG of the European Cockpit a result, every hacker now knows about the vularound the globe to work on an optimum solu- Association. On behalf of IFALPA he is a member of nerability, and can exploit it on systems that did tion to provide a safe and secure civil aviation not install the updates. So, keeping your system environment. IFALPA is looking forward to con- ICAO's Secretariat Study Group on Cybersecurity. up-to-date is an essential aspect of keeping your tributing to help align these efforts at a global computer secure. level.

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Share Send your article ideas to communications@ifalpa.org, or choose a suggested topic: Your

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- Developments in aerodrome infrastructure in your region that have improved safety Perspective • Hazards unique to your region
- How harmonization with ICAO standards has improved the situation with regards to:
- Terrain

Contribute to Voice of the Regions, the InterPilot series

- Conflict Zones/ Security concerns

featuring pilot perspectives from all five IFALPA Regions

- Unusual Weather phenomena
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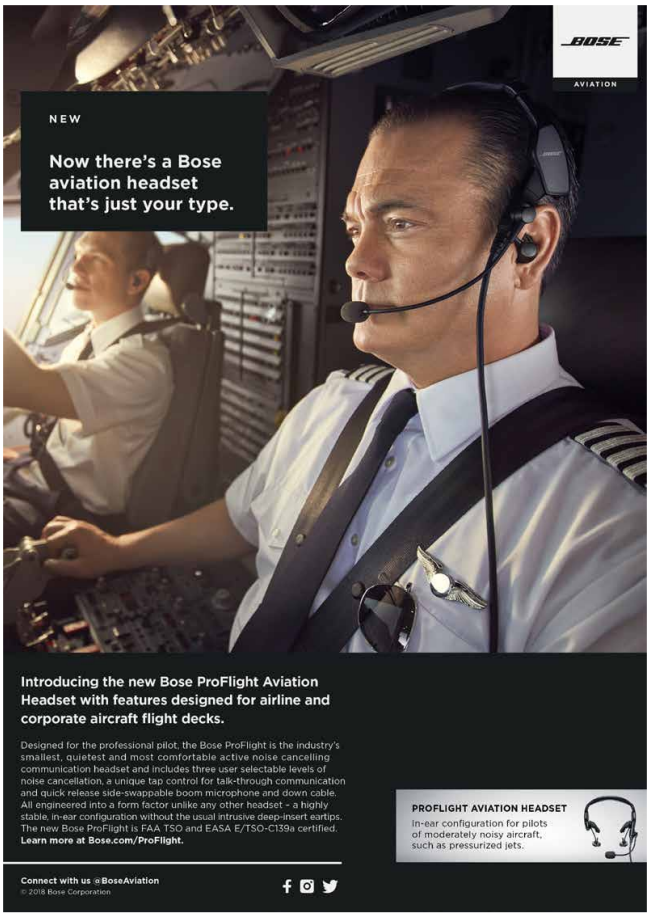

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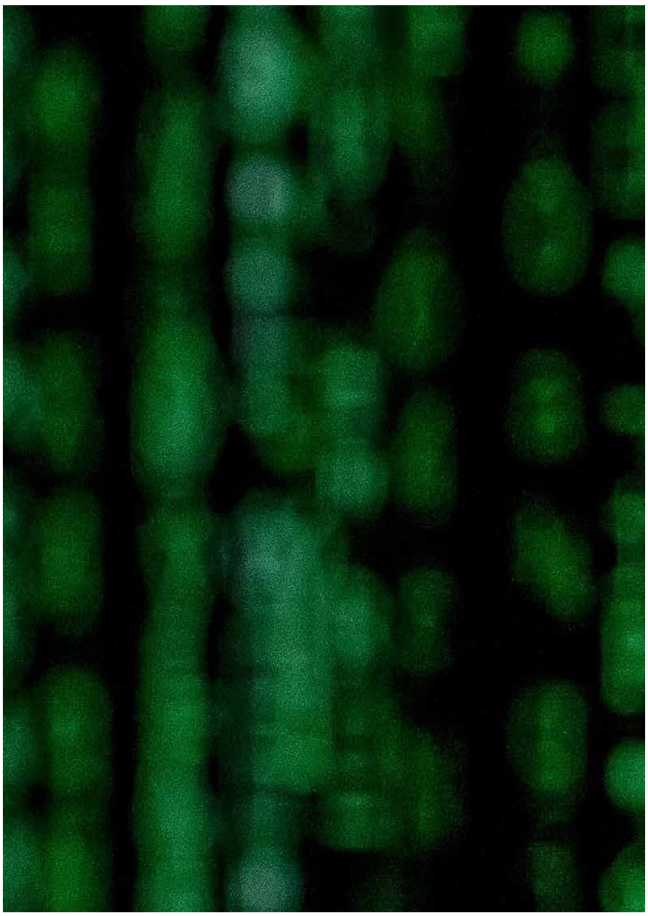
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