



ULUSLARARASI TEMSİL IFALPA BELGESİ

Belge: InterPilot 2019 Issue 1

Tarih: 22.07.2019

Kaynak: IFALPA haberleri · talpa.org

InterPilot

2019 Issue no. 1 THE safeTY and TeCHnICAL Journal of Ifalpa www.Ifalpa.org

16 22 24 8

Emergency Response Runway Surface Safe Drinking Water on ANC/13 & GA40 at Plans Conditions Aircraft ICAO

Would your plan work if it had to be used A discussion of the new reporting formats for What are the facts about potable water A look back at the ICAO ANC and forward at today? runway friction. onboard? their General Assembly.

Contents InterPilot The safety & technical journal of IFALPA,

The International Federation of Air Line Pilots' Associations

IFALPA

485 McGill Street, Suite 700 Montreal, Quebec, H2Y 2H4 Canada www.ifalpa.org

The views expressed in this publication are those of the contributors and do not necessarily reflect the views of IFALPA. The articles and information are the copyright of IFALPA and may not be reproduced without permission.

Executive Team PRESIDENT Captain Ron Abel MANAGING DIRECTOR Christoph Schewe TECHNICAL DIRECTOR Captain Mike Jackson COMMUNICATIONS MANAGER Maroun Hannoush Editorial EDITOR Emily Bitting COVER IMAGE Dennis Jarvis

For information on advertising in InterPilot, or for any other questions, please contact communications@ifalpa.org

4 8 12 16

President's Message News & Notes News & Notes Emergency Response Plans

President Captain Ron Abel's update on the Committee & Regional Meetings, Committee & Regional Meetings, issues important to the Federation Professional Development Professional Development, Upcoming Events By Captain Arnaud du Bédât & Carole Couchman, MBE

ULUSLARARASI TEMSİL IFALPA BELGESİ

22 24 28 30

Runway Surface Safe Drinking Water on ANC/13 & GA40 at ICAO IFALPA @ ICAO Conditions Aircraft

By Captain Mike Jackson By Carole Couchman, MBE By Alexis Clinet & By Gordon Margison Captain Jussi Ekman

IFALPA.ORG PAGE 3

Composite materials provide strength, durability and a
lightweight design.

Three user selectable modes of noise cancellation to match
operational preference.

Tap control for talk-through communication provides a “hear-through” function for
off-intercom communication.

Three sizes of eartips help ensure a comfortable
and secure fit.

Optimized cable engineered for protection against EMI
and electrostatic discharge.

A new approach

to noise reduction. Designed for the professional pilot, the Bose ProFlight is the most advanced aviation headset Bose has ever brought to market. The ProFlight offers many new features designed specifically for airline and corporate flight decks.

SEE MORE AT BOSE.COM/PROFLIGHT

Connect with us @BoseAviation © 2018 Bose Corporation

President’s Message

Are you ready? From the earliest days of flight, pilots understood the importance of adequate preparation. Many early aviators lost their lives in accidents, and our industry has suffered the terrible cost of learning only through tragedy. In the decades since, airline pilots have joined together to expand our ability to fly more safely and efficiently. By sharing data and experience as members of IFALPA, pilots have never been more prepared for the challenges of flying in complex airspace systems.

ULUSLARARASI TEMSİL IFALPA BELGESİ

As airline pilots, we understand that preparation forms the foundation for the safety of a flight. Our preparation begins with making certain we're physically and mentally ready to do our jobs—did we sleep enough last night? Through career-long education and training, we also ensure we know the latest information on the air transportation system—how can global surveillance technologies such as ADS-B, ADS-C, and multilateration be used in combination to improve aviation safety, efficiency, and capacity? Finally, pilots must also be ready for the specific environment in which we're flying on that day or night—how will current weather affect the flight? The mission of IFALPA is to promote It's clear that being in a constant the highest level of aviation safety state of preparedness comes second worldwide and to be the global nature to airline pilots. It's a way of advocate of the piloting profession; life for us, a commitment we make providing representation, services, and as professionals and as part of our support to both our members and the aviation industry.

Member Associations. With IFALPA's strategic plan as the guide, our Federation constantly explores and creates new means of helping our members maintain this essential state of preparedness on their flights, in their regions, and for our profession.

For example, IFALPA's readiness with relationships, resources, and expertise drawn from our Member Associations helped contribute to a recent British Airline Pilots Association (BALPA) legal victory that protects the use of cockpit image recorder files solely for the purpose of accident investigation. In the ruling on a suit brought by BALPA, the United Kingdom High Court refused to disclose cockpit image recordings to the news media in the wake of a fatal crash of a private jet piloted by a British Airways pilot. The judge concluded that the public interest in disclosing the recording did not outweigh the potential adverse effect on future accident investigations.

Thanks to IFALPA's experience in aviation law and virtually every other aspect of aviation, we recognize the importance of not just looking back to learn from the past, but also focusing on the future when it comes to ensuring we're fully prepared for threats and opportunities surrounding the safety and security of the skies and our profession.

This is the reason that IFALPA is working to help our members with information, training, and tools on issues ranging from flight deck door security and unsupervised passengers walking between the aircraft and terminal to implementing a new global reporting format methodology on runway surface conditions and supporting the update of the Global Aviation Safety Plan to 2022.

Similarly, IFALPA's Professional and Government Affairs Committee is expanding its portfolio to assist Member Associations in building relationships with influencers when there isn't a crisis, so that we have these connections when we need them in the future. As you'll read in this issue of Interpilot, it's almost impossible to exaggerate the importance of each IFALPA Member Association placing a priority on developing an emergency and incident response plan as part of establishing the highest possible level of preparedness before an event occurs.

While effective emergency and incident response is critical, so is readiness to respond to other types of safety, security, and pilot assistance events as well as industrial issues. We witnessed this with the labor injustices that were suffered by the pilots of Ryanair, an Irish airline with more than 85 bases across Europe. While Ryanair management bargained separately with each country's pilots as a group or individually, their objective was always to achieve the lowest possible standards for Ryanair workers. Once again, IFALPA Member Associations came together, and we've seen progress.

ULUSLARARASI TEMSİL IFALPA BELGESİ

Without every IFALPA Member Association and volunteer, none of our Federation's success in maintaining readiness would be possible. For IFALPA Member Associations and their pilots, preparedness is learned firsthand and comes second nature.

Capt. Ron Abel President

Cockpit Smoke Protection

SMOKE SOLUTION SYSTEMS

Protecting Your Aircraft From Flight Deck Through Cabin

Visit us at IFALPA in Berlin, Germany, 26-29 April 2019

info@VisionSafe.com 973-864-6206 VisionSafe.com

News & Notes

IFALPA MEETINGS & EVENTS

Generously hosted by VC, German ALPA, the Aerodrome and Ground Environment (AGE) Committee met in Frankfurt, Germany, 23-25 October, and was attended by participants representing 12 countries. They completed work to reintroduce a course on effectively participating in a Runway Safety Team (see Runway Safety Team Coordinator Training, Bangkok, November 2018). The Committee drafted modules and exercises to introduce participants to the key elements of what makes airports safe and how to be a positive contributor to runway safety work at their local airports.

Other topics focused on deficiencies in how some runway touchdown zone markings do not match the touchdown zone lighting, with both

AGE Committee Meeting

being done according to Annex 14 provisions. The Committee reps on the ICAO Visual Aids Working Group noted that they are working on modifying the provisions for the two lengths to match. Another discussion was on the lack of overall understanding of Engineered Material Arresting Systems, designed to safely slow an aircraft in the event of a runway overrun.

The AGE learned that IFALPA's efforts to standardize taxiway naming conventions had been successful and that the proposal, presented together with ACI, were adopted by the Aerodrome Design and Operations Panel to be included in Annex 14.

The Runway Safety Course, 20-22 November 2018, in Bangkok, marked the relaunch of IFALPA's Runway Safety Team Course. It

AGE Committee Meeting

brought together pilots, ATC, regulators, and airport operators from across the Asia Pacific Region. The program focused on runway safety and the importance of using a multi-disciplinary Runway Safety team to further improve safety at airports. Hosted by THAIPA and sponsored by AusALPA, the facilitators were Heriberto

ULUSLARARASI TEMSİL IFALPA BELGESİ

Salazar, AGE Chair, and Brian Greeves. We wish the participants success as they continue to improve Runway Safety in the region.

The South America (SAM) Regional Meeting was held in Panama, 6 November, 2018. RVPs and countries reported on their activities in the region, updating each other on the events and meetings they had recently attended and current issues in the region. Though the primary topic of discussion was industrial issues, some technical issues came up as well. IFALPA Runway Safety Course

IFALPA.ORG PAGE 9

On the second day, the SAM members worked with CRM Instructor Mabel Dominguez. She explained that when teams freely share experience and knowledge, they engage in much better conversation and learn more from each other, resulting in more innovation and creative solutions.

The exercise began with an analysis of the history of the SAM Region and the milestones that marked them as a team. The objectives of the exercise were to pinpoint SWOT: Strengths, Weaknesses, Opportunities, and Threats. The aim was then to analyze the impact of these points, establish team goals, align the team to the developed objective, establish an action plan, and generate a work commitment

IFALPA Runway Safety Course

within the team.

Visual Thinking and Creative Thinking techniques were employed during the exercise. The feedback was very positive. Most participants described the process as valuable, engaging, and interesting.

Part of IFALPA's Professional Development Program, the Human Factors in Aviation course (from the University of Southern California) was held in Tunisia for the second time. The program was organized in cooperation with the Tunisian Federation of Airline Pilots (FTPL). It counts toward the Aviation Safety and Security Certificate offered by the University of Southern California. The program enjoyed record attendance. All 30 allowable spots were filled with attendees from Tunisia, Algeria, Morocco, Turkey, and Senegal. The course was also attended by staff from the training department and engineering from SAM Regional Meeting Tunisair, Tunisair Express, and the OACA (Airport Authority).

The objective of the course is to provide each participant with useful practical Human Factors knowledge and tools that can be readily applied to improve safety within each organization. The experience and expertise of each individual attendee also enriches the learning experience for everyone. The instructor used time efficiently and employed relevant, recent, case studies. The class was broken down into mixed groups where each participant had the opportunity to contribute their knowledge of SMS and Threat and Error Management in order to find the safest solution to a specific case.

At the completion of the course, all 30 participants received their Human Factors in Aviation Certificate and 4 participants graduated with the full Aviation Safety & Security Certificate (3 from Tunisia and 1 from Senegal) in a ceremony attended by officials of the Tunisian SAM Regional Meeting DGAC, the Airport Authority (OACA), and Captain Souhail Dallel EVP AFI/MID of IFALPA. The USC courses have been very successful in Tunisia, and FTPL hopes to organize more courses like the HFA in the future.

ULUSLARARASI TEMSİL IFALPA BELGESİ

Human Factors in Aviation Course Human Factors in Aviation Course

News & Notes

IFALPA MEETINGS & EVENTS

The Human Performance (HUPER) Commit-

tee Meeting was held in Rio de Janeiro, 30 October to 1 November. The meeting was attended by participants from sixteen countries and two observing organizations. Many topics were discussed including Pilot Peer Support and deficiencies in how language proficiency is assessed in various countries.

The Committee discussed an initiative being explored by IATA to improve benchmarking of flight crew fatigue, and they took on the large

HUPER Committee Meeting

job of updating past IFALPA medical Briefing Leaflets based on the latest science. Inputs were provided to propose changes at ICAO on Competency-based Training where IFALPA had several concerns. These were shared with ICAO in the Committee's response to the State Letter on the subject.

HUPER looked at protocols for insulin treated pilots to safely operate and proposed new Policy which will be presented at Conference. The Committee also agreed to continue to develop the Pilot Assistance Manual with a focus on assisting associations who want to establish their first

HUPER Committee Meeting

program.

The ICAO ATRP/14 WG2 Meeting (Air Trans-

port Regulation Panel) was held at ICAO in Montreal 30-31 October, 2018. Regarding the examination of an international agreement on the liberalization of market access (Reassurances and safeguards), the different states' views appear to remain unchanged and the panel will close it and not proceed any further. The IF-ALPA PGA Committee will continue to monitor this ICAO Panel closely. The next Panel Meeting is planned for early April 2019, at ICAO HQ in Montreal.

ICAO ATRP/14 WG2

IFALPA.ORG PAGE 11

The CAR/NAM Regional Meeting was held CAR/NAM Regional Meeting

in Hollywood, Florida, 9-10 November 2018. This was the first meeting, outside of Conference, where the 2 Regions had met together, and it was a great success. ALPA-I provided training modules on Strategic Planning and Safety Management Systems applying the principles to Fatigue Risk Management. Both were well received.

ULUSLARARASI TEMSİL IFALPA BELGESİ

All Member Associations present gave updates. During the ALPA-I update there was a presentation concerning Cargo versus Passenger Operations.

During the time of the meeting there was an accident involving Fly Jamaica in Guyana. In covering the different subject headings of

CAR/NAM Regional Meeting

the MATRIX and subsequent to the accident in Guyana, it became apparent that several Member Associations either do not have an Emergency Response Plan. Those who did were not always current, because it had not been necessary to use the plans. For this Region, emphasis was placed on ensuring that every association had an Emergency Response Plan and Critical Incident Response Plan and that these plans needed to be provided and practiced now. In addition, having access to a peer support plan was also emphasised.

The ATS Committee Meeting was gener-

ously hosted by VNV in excellent facilities in Amsterdam, 30 October-1 November 2018. It was a well-attended meeting with pilots from

ATS Committee Meeting

most areas of the world present. There were several new members and an observer from IFATCA and it is hoped they will continue to participate. There were over 30 papers, but the revision to the external meeting report template was certainly helpful.

Position Papers and Briefing Leaflets include Reduced Runway Separation Minima (RRSM) for night operations, which the Committee is not in favour of, and the Chairman and the 2 Vice-Chairman will work on a Position Paper which will be needed for the ICAO Air Traffic Management Operations Panel (ATMOPSP) meeting where ICAO will possibly develop provisions for this to be introduced. The Briefing Leaflet on Airspace Classification is proa new Working Group in which IFALPA should be involved. gressing and will be completed for a Committee review next year. Another presentation concerned the implementation of Remote Towers specifically in Europe and several issues were identified. Members Two interesting presentations on Commercial of the Committee will be developing a briefing leaflet based on the Space came from EUROCONTROL and ALPA-I. ECA leaflet. Notably, ICAO has a high-level Space Learn- The Committee had a good discussion relating to data and share the ing Group which is looking at sub-orbital and concerns of many of the Committees on the topic. It was agreed that other commercial space flight operations and IFALPA policy and/or position was required for downlink data related once their vision concept has been produced to Air Traffic Management issues and verification. There will be an there may be work in either existing Panels or initial paper for the next meeting.

News & Notes

IFALPA MEETINGS & EVENTS

Chaired by Captain Ariel Shocrón (SEPLA), the 2018 Accident Analysis and Prevention (AAP) Committee Meeting took place in Sydney 14-16 November. This was the first ever AAP meeting organized in Australia, and the Federation is extremely grateful to AusALPA. Particular thanks to the newly elected President of AFAP

ULUSLARARASI TEMSİL IFALPA BELGESİ

(and President of AusALPA for the next two years) Captain Louise Pole, and Chairman of AusALPA AAP, Captain Christian Antoniak, as well as Ange Williams and Maggie Tran from the AusALPA team for all the work they put in to make this first meeting successful. These efforts were rewarded by a large attendance of 60 delegates.

The setup of the meeting was a bit different this time. The Chairman organized breakout sessions on the second day so the Committee could deal more efficiently with five specific subjects: Reduced Crew Operations, Flight Recorders for RPAS, social media, the update of the IFALPA template agreement for Flight Data Analysis Programmes, and recommendations for emergency evacuations. This worked extremely well, and four of the Sub-Groups were able to deliver a finished product to be reviewed on the last day.

AAP Committee Meeting

Hot topics continue to be Flight recorders, FDA, data protection, and the lack of availability of some final reports due to political pressure. The review of recent occurrences indicated an increase in the number of runway excursions. This has been added as a permanent item on the AAP agenda. The Committee drafted a new Position Paper on the use of social media by pilots (see 18POS25 - Use of Social Media by Pilots), which is a growing concern as many colleagues have been facing disciplinary action from their airlines following the posting of personal pictures, videos and comments on social platforms.

The Committee also entertained an excellent presentation from Mr. Greg Hood, Head of the Australian Transportation Safety Board. This was followed by the signing of an official Memorandum of Understanding between the ATSB and AusALPA. This Memorandum enables AusALPA experts to participate in State investigations. A similar agreement was also signed earlier this year by UkrALPA and their national AIB. These are two outstanding achievements that reflect the work, influence, and recognition of the AAP Committee worldwide.

IFALPA.ORG

News & Notes

We congratulate IFALPA's Senior Technical Officer, Carole Couchman MBE, who has just completed 20 Years with the Federation. Carole's accomplishments over these two decades are impressive and her contribution to improve the aviation safety environment from the professional air line pilot's perspective are considerable.

One could say that she has "moved mountains" to improve safety: she can be credited for making the case to move the Control Tower at a major international airport, have an entire Wind Farm moved away from the approach path to an active runway, have roofs installed on agricultural buildings to mitigate wildlife hazards, and countless other major safety achievements.

Carole has been the go-to person at IFALPA for years and she is widely known at ICAO as the universal panel representative as she has managed to participate in several at once! Most importantly, Carole is a cherished colleague for those fortunate enough to work with her. With 20 years behind her now, we hope that we may continue to benefit from Carole's dedication, knowledge, and can-do attitude for many more years ahead. (By Captain Mike Jackson)

At IFALPA's 72nd Conference in 2017 in Montreal, Carole was awarded a Presidential Citation.

ULUSLARARASI TEMSİL IFALPA BELGESİ

Since 1999, Carole Couchman has served the Federation as Senior Technical Officer and Regional Officer. Her dedication, passion, and commitment to the performance of her duties has been outstanding.

Carole's role in the Federation goes well beyond her title to include that of unofficial expert historian, Constitutional and By-Laws interpreter, Conference proceedings expert, ICAO documentation and protocol official, member of a record number of ICAO panels and other expert groups, and so much more.

There are many other roles at IFALPA for which Carole is the "go-to person," including the status of most Federation MAs, the one who knows the most members and contacts in the MAs, the one who knows when everyone's birthday is (and possibly even those of their spouses and children), the one who is known by the most members and non-members alike, the one who spearheads the Japan ALPA Scholarship raffle, and of course, the bell ringer for all Conference meetings!

Carole is the "right-hand person" for many of us, and our jobs are not only made easier by her actions, but she has enriched the lives of so many of us by giving so much of herself to all. IFALPA has been a better place because of Carole and we are so fortunate to continue to benefit from her service to the Federation.

News & Notes

IFALPA MEETINGS & EVENTS

Kindly hosted at BALPA house in London, IFAL-

PA's Administration Membership & Finance

(AMF) Committee met 7 November 2018. They reviewed the Federation's financial status, endorsed the 2019 draft budget, discussed Conference preparations, and exchanged ideas on Membership issues. Five IFALPA Member Associations/Observers were present, along with the IFALPA Representatives.

Hosted by VNV (Dutch ALPA), another successful Negotiations Seminar was held in Amsterdam,

IFALPA Negotiations Seminar

23-25 October, 2018. Attended by 32 participants from The Netherlands, Norway, Belgium, Finland, Singapore, ECA, Germany, Spain, Slovenia, Pakistan, Iceland, Ireland, Leeward Islands, United Kingdom, Lebanon, and Tunisia, all IFAL- PA Regions were represented!

Students learned about negotiations techniques, leadership, communications, and more. On the second day, students got together in smaller groups to simulate negotiations. The seminar finished with a full day of real-time negotiations. The students particularly appreciated the realtime simulations and the opportunity to put their IFALPA Negotiations Seminar newly-acquired skills into practice.

AMF Committee Meeting AMF Committee Meeting

IFALPA.ORG PAGE 15

News & Notes

ULUSLARARASI TEMSİL IFALPA BELGESİ

UPCOMING MEETINGS & EVENTS

25 April 26-29 April th

Global Pilots' Symposium 74 IFALPA Conference

Berlin, Germany Berlin, Germany

5-7 June 27-28 June 5-6 Sept.

Aircraft Design & Operation IFALPA EVP/RVP Professional & Gov't Affairs Committee Meeting Workshop Committee Meeting

Bangkok, Thailand London, England Montreal, Canada

5-6 Sept. 11-12 Sept. 17-19 Sept.

Dangerous Goods Legal Committee Africa/Middle East Committee Meeting Meeting Regional Meeting

TBD Addis Ababa, Ethiopia Tel Aviv, Israel

15-17 Oct. 22-24 Oct. 29-30 Oct.

Security Committee South America Caribbean/North America Meeting Regional Meeting Regional Meeting

Dhaka, Bangladesh Montego Bay, Jamaica Santiago, Chile

4-7 Nov. 12-14 Nov. 19-21 Nov.

Asia/Pacific Accident Analysis & Preven- Air Traffic Services Regional Meeting tion Committee Meeting Committee Meeting

Dhaka, Bangladesh Dakar, Senegal Singapore

Emergency Response Plans All Member Associations should be prepared for assisting their members if they become involved in an incident and/or accident.

A key element of this preparation is a is an IFALPA 24-hour emergency contact well rehearsed, effective, and up to date number (+44 1202 653 110) which leads Emergency Response Plan which should to a centre based in the United Kingdom include a Critical Incident Response Proand from there the information is sent to gram. Would your own Plan work if it the relevant IFALPA Officers who will rehad to be used today? act accordingly. They act as relay with the Member Associations involved so that The purpose of this article is to underline appropriate action can be taken. the importance of such a Plan and to remind members of what to do if they are Once the local Member Association is ininvolved in an incident or accident and formed that there is an accident or seriwhere to find useful information. ous incident in their vicinity, they should ideally form two teams (manpower per- IFALPA's Accident Analysis and Prevenmitting). One team to look after the phystion (AAP) Committee has compiled an ical needs of the crew involved, and the Aircraft Accident and Incident Investigaoother team to

ULUSLARARASI TEMSİL IFALPA BELGESİ

undertake being part of the Investigation Handbook which can be found on investigation. the IFALPA Hub (ask the IFALPA Director of your home Member Association for It is recognised that in smaller Associations access to the Hub). tions this may be just two people, but until the investigation is complete it is It contains information on the investigation important that these two teams have no investigation process and provides guidelines for contact with each other in order to ensure pilots involved in an accident or incident are sure that the investigation is not compromised and guidelines for Member Associations are provided by a conflict of interest. to provide assistance to those pilots. The Emergency Response Plan should All Member Associations are encouraged to contain all relevant contact details of those able to have a 24-hour emergency contact those able to assist the pilots concerned. number for their members to be able There should be broad guidelines of what to receive immediate assistance. There the pilot should initially do, for example:

IFALPA.ORG IFALPA.ORG PAGE 17 PAGE 17

BY CAROLE COUCHMAN, MBE

IFALPA Senior Technical Officer &

CAPTAIN ARNAUD DU BÉDAT

IFALPA Senior Technical Officer

Would your Emergency Response Plan work if it had to be used today?

EMERGENCY & CRITICAL INCIDENT RESPONSE PLANS PAGE 18

Excerpt from the Aircraft Accident and Incident Investigation Handbook:

guidelines for pilots involved in an accident, serious incident or incident

- As soon as you are assured that the immediate physical needs of your passengers and fellow crew members are being met, call your Association and the Operator for help IMMEDIATELY. Any delay can seriously compromise the help which you may receive. What begins as a minor incident can be blown up into a major event. Timeliness can be critical, particularly in the initial phase of the investigation.

At the same time, request that your Association provide you with legal assistance prior to speaking with aeronautical authorities or making any statements. It is strongly emphasized that no statement should be made to any authority before advice and assistance is obtained.

- Your Association will handle any media statements or requests. NEVER make a direct statement to the news media and advise your family not to do so either.
- If possible do not make any statements to ANYONE, other than your Association or legal representative until you are thoroughly rested, and you are certain that you are not in shock. In addition, if you are injured or in shock, make no statements while you are under sedation, or until you are cleared by a physician and your advisors to be interviewed.

ULUSLARARASI TEMSİL IFALPA BELGESİ

- If possible do not make any statements to ANYONE until your legal and/or Association representative has been consulted. If pressed for a statement or interview by the Government investigators, advise them that you will make a statement after you have consulted with your legal representative. You will need time to collect your thoughts and regain your composure. Should an immediate safety of flight item need correcting, you can of course, preferably through your Association, mention it, but then in any case stop right there until you have legal representation.

Do not talk casually to a Government investigator or inspector about the accident or incident. Anything you say during such conversation may be used against you later. Assume any telephone conversations will be recorded. Remember that you have an absolute obligation to co-operate with the investigation in an appropriate manner.

- Keep your crew together if possible and obtain rest facilities away from the airport for all crew members. If there are fatalities, with the resultant media attention, one option available to you is to check into the nearest hospital. Advise the medical personnel of your situation and your desire to get some rest. Specify those persons whom you wish to see and ask that no other visitors be allowed. Be sure to include your Association and legal representatives among those persons allowed to see you.
- Contact your family if you wish, but do not invite them to the scene. This has been shown to have an adverse psychological effect upon both the crew members and their families. Advise them that the Association will send someone to help them.

IFALPA.ORG PAGE 19

- If possible, make copies of all documents relating to your flight and retain them for your use only. These can prove invaluable when you are trying to reconstruct the various aspects of your flight. Even if there is little or no governmental or company involvement initially, subsequent lawsuits could require your testimony in court. In addition, they will help you prepare your formal statement to your company and to Government authorities. A hastily written statement, initially designed to help you, could be taken out of context and introduced as evidence against you at a future date.
- As soon as possible after the accident or incident, make as many notes as possible regarding the situation, for the exclusive use of your legal counsel. These will be of assistance to you for the purposes listed above. PLEASE NOTE: Any notes or other written material prepared by the pilots could be used in proceedings against them.
- Prepare ALL written statements with the help of your legal counsel and/or Association representatives. Any statement should be approved by your legal advisors before it is signed. You will probably be required to furnish your airline and Government authorities, where requested, with a written statement within a specified time. All written statements should be given to your airline which, in turn, will provide the Government authorities with any required copies.

Remember to file an ASRS report if the event is classified as an incident. If the event occurs in airspace controlled by U.S. Federal Aviation Regulations, file a U.S. NASA ASRS report for the purpose of possibly obtaining immunity from prosecution.

- In both oral and written statements, do not state untruths. It will be to your detriment to do so. The truth is the most powerful weapon you have.

ULUSLARARASI TEMSİL IFALPA BELGESİ

- When answering questions listen carefully to the question. Give short, precise answers, and speak strictly to the facts. Do not conjecture regarding the event. Remember, if they ask for the time, do not build them a clock. Do not volunteer unsolicited statements.
- If possible, do not give your pilot's licence to any Government inspector. He may look at it, but you should hold on to it. A formal set of procedures should normally be followed before you can be required to relinquish your licence unless you voluntarily surrender it.
- Talk only to those you can trust. There is nearly always a tremendous compulsion to immediately talk over what happened with someone. Make sure that this person is someone who has your best interests at heart. After an accident, everyone has a sincere desire to determine the contributing factors. However, your Association and your friends are the only participants without any other vested interests to protect.

Regardless of the circumstances, the crew nearly always suffers some postaccident/incident trauma. Guilt feelings are almost always present. Talk to those you trust to help relieve yourself of these feelings.

EMERGENCY & CRITICAL INCIDENT RESPONSE PLANS PAGE 20

Member Associations are encouraged to provide their members with accident cards containing pertinent information such as the 24-hour emergency phone number and the IFALPA 24-hour emergency phone number and a suggested declaration in the event that the authorities require a statement of some kind. For example:

Excerpt from the Aircraft Accident and Incident Investigation Handbook:

GUIDELINES FOR PILOTS IN THE EVENT OF AN ACCIDENT OR INCIDENT

- Remember, if desired or required, to stop the Cockpit Voice Recorder immediately after landing, in the event of an accident/incident, to avoid automatic erasure. Do NOT stop the CVR in flight. Do NOT erase the CVR after a notifiable accident/incident.
- Discharge your responsibilities to ensure the safety of the passengers and crew. Try to ensure that the aircraft and its contents are secure and that nothing is interfered with or removed by an unauthorised person.
- Advise your proposed actions to the other crew member(s) concerned and keep them informed about any inquiries being undertaken, if known.
- Notify your employer and the appropriate authorities, giving only the facts pertaining to the accident/incident necessary to satisfy the reporting requirements. Make no attempt to analyse or expand upon the situation and circumstances at this time.
- Consider carefully whether you should continue to fly (if given the option) whilst the investigation is taking place. Preoccupation with the incident and the stress factor must not be underestimated. Automatic relief or suspension from duty may be a requirement pending a company investigation. A medical check may also be required.
- Notify (Association) immediately to arrange proper representation or legal counsel. Seek medical assistance if required.

ULUSLARARASI TEMSİL IFALPA BELGESİ

- Consult your (Association) representative or legal counsel PRIOR TO completing any report form, answering any questions and making any written or verbal statements or comment to ANYONE, including Government and airline officials. You may make the following declaration: “Before making a statement or report of any kind, I wish to exercise my right to consult with my Association representative and/or legal counsel”.
- Circumstances may vary but, as a general rule, you should not be subjected to any form of interrogation until you have had the opportunity to rest for at least 12 hours, take food, and received any necessary medical attention. In any case, do not to answer any questions until you have received legal advice and feel physically and mentally competent to do so.
- Make private notes on events, figures, words spoken, etc. and keep them for later reference. You may also require copies of relevant documents (e.g. weight and balance data) before proceedings commence.
- Give due consideration to the nature of the accident/incident and the consequent urgency needed in proceedings to ensure that corrective action will be applied.

KEEP THIS SHEET WITH YOUR PERSONAL FLIGHT DOCUMENTS

IN AN EMERGENCY CONTACT (ASSOCIATION) at (24H PHONE NUMBER) or IFALPA at +44 1202 653 110

IFALPA.ORG PAGE 21

An aircraft accident will usually attract public attention, and sometimes the pilots involved in the accident are experienced in dealing with the media. Member Associations need to cooperate with the media, but such cooperation should be limited to explaining that the Association is not authorised to divulge information concerning the accident. Discussions of technical aviation terminology may be undertaken so long as the contributing factors of the particular accident are not discussed.

Member Associations should look to provide immediate legal assistance to the crew members, especially in those States in which the crew may be held under house arrest or under actual detention under criminal charges. However, care should be taken that the legal assistance should not inhibit the technical accident investigation. Therefore, it is important to maintain the name, address, and telephone number of a legal counsel considered suitable to provide legal advice to its pilots and, if the occasion so requires, to the pilots of other Member Associations.

The plan should also cover actions to be taken in the event that the crew does not survive the accident, or is seriously injured, to be able to co-ordinate with the company in respect of proper family notification.

The crew will undoubtedly face an emotional reaction to an incident or accident and therefore consideration should be given to providing appropriate support. Experience has shown that this is best accomplished by an established Critical Incident Response Program, where trained peers assist the crew in mentally processing the event. Guidance on Critical Incident Response Programs can be found in the IFALPA Pilot Assistance Manual.

The Emergency Response Plan and Critical Incident Response Program should be flexible to cover not only assistance to the Association members but to pilots from other Associations who have become involved in an accident or incident in their country.

ULUSLARARASI TEMSİL IFALPA BELGESİ

Once developed, the Plan and Program should be used in a practise drill from time to time, particularly after a change in the Board members or those who cover the initial calls. Hopefully, they will never have to be used, but an effective Plan and Program will ensure all members receive the assistance they need.

Assessment and Reporting of Runway Surface Conditions

BY ALEXIS CLINET

ICAO Airport Operations Officer

WITH CAPTAIN JUSSI EKMAN

IFALPA Subject Matter Expert

Runway safety related accidents, notably runway excursions, remain aviation's number one safety risk category. Among the top contributing factors are poor braking action due to contaminated runways combined with shortfalls in the accuracy and timeliness of runway surface conditions. Consequently, ICAO has called for the widespread deployment of its climates, when timely decisions may report their own observations confirnew methodology for assessing and be required. It comprises an evaluation ing the RWYCC or provide an alert of reporting runway surface conditions. of a runway through human observachanging conditions based upon their tion and a consequent assignment of own experience of actual braking ac- This new methodology, commonly a Runway Condition Code (RWYCC). tion or directional control. known as the Global Reporting For- This code is complemented by a demat (GRF), will become applicable in scription of the surface contaminant The importance of training to ensure November 2020. The GRF targets the based upon its type, depth, and covera global and harmonized implementastandardized reporting of runway surage for each third of the runway. This tion of this new methodology should face conditions on wet and contamievaluation should be performed by not be underestimated. To help adnated runways, the impact of which trained runway assessors. dress this need, a joint ICAO/ACI symis then directly correlated with an airposium will be hosted in Montreal craft's performance, enabling a bet- The outcome of the evaluation and 26-28 March 2019. Event website and ter flight crew prediction of take-off associated RWYCC are then used to registration at: and landing performance as well as complete a standard report called the www.icao.int/Meetings/GRF2019 an improved situation awareness. For Runway Condition Report (RCR) which an in-depth review of GRF please see is forwarded to air traffic services and The principal objectives of this event <https://UnitingAviation.com/GRF>rethe aeronautical information services will be to ensure international awareview. for dissemination. ness and knowledge of the GRF, including the training required and re- The GRF is intended to cover con- The RWYCC, correlated with perforsources available. This symposium will ditions found in all climates and it mance data from aircraft manufacturbe followed-up by regional seminars provides a means for aerodrome opers, provides a consistent means for focussing on local stakeholders and erators to rapidly and correctly assess pilots to perform landing and take-off regional particularities such as weathrunway surface conditions, whether performance calculations for wet or er conditions, airport characteristics, they are exposed to wet runway concontaminated runways. and stakeholder expectations. These ditions, snow, slush, ice, or frost. It is regional seminars will take place bedesigned to tackle rapidly changing Another important element of the GRF tween March 2019 and November weather conditions such as those exis a process that enables a pilot to 2020. perienced during winter or in tropical

ICAO/ACI Symposium on Implementation of the New Global Reporting Format for Runway Surface Condition (GRF2019)

ULUSLARARASI TEMSİL IFALPA BELGESİ

Introduction Main Objectives

Runway excursions remain one of the top challenges to The main objectives of the symposium are to: aviation. High on the list of associated risks concerns effective

- Increase global awareness and knowledge of braking action, the assessment and reporting of which is the GRF. addressed by ICAO through its Global Reporting Format (GRF). This new methodology provides a common language between - Develop an awareness of implementation all actors enabling: challenges and opportunities.
- A harmonized assessment and reporting of runway - Facilitate an exchange of best practices. surface conditions; - Ensure an understanding of associated ICAO
- Flight crew assessment of take-off and SARPs requirements and guidance material. landing performance. - Establish the role for ICAO, international This new methodology is for global implementation, organizations and industry in global with an applicability date of November 2020. implementation.
- Develop an understanding of the training and Expected Participation awareness needs.
- 50+ States, including regulators, airport operators, aircraft - Explore the new technology and future manufactures and ANSPs developments.
- 7+ International organizations The main symposium will be followed by
- 10+ Technology exhibitors half-day information session dedicated to training aspects associated with the GRF.
- 300+ people

Dates and Venue

26-28 March 2019, duration 2.5 days, at ICAO HQ, Montréal, Canada. The symposium to be followed by information session dedicated to training in the afternoon of 28 March. #RunwaySafety

Safe Drinking Water on Aircraft

BY gorDon MargIson

IFALPA Technical Officer

Based upon discussions with IFALPA's HUPER Committee and with thanks to the IATA

Drinking-Water Quality Pool.

A fresh, sealed, clean bottle of water for each crew 1. The source of water arriving at the airport; member and passenger on each flight. Many airlines deliver just that for everyone on board, with more 2. The water system at the airport through which bottles for extra water in flight. That is also the source the water is stored and distributed; of massive amounts of plastic waste. This waste works its way into the oceans resulting in serious damage to 3. The transfer points where water is loaded onto the environment. vehicles for transport or directly onto the aircraft; and Some airlines are working to reduce the impact of waste from disposable plastic water bottles, encour- 4. The aircraft water system. aging crews to bring reusable bottles which can be filled from the onboard potable water system. Most The responsibility for ensuring safety is shared by loreaders

ULUSLARARASI TEMSİL IFALPA BELGESİ

probably just laughed. We all believe that the local authorities, airport authorities, handling agents, onboard water can't be trusted. But why? What are the risks? What are the responsibilities of aircraft operators as illustrated in Figure A. the risks? What would crews need to know to be able to trust onboard water? In order to control risks from the water source and in the transfer system, the WHO provides sanitation The World Health Organization (WHO) explains in requirements to ensure that water used onboard aircraft is safe. However, experience has shown that not that the main risks to the safety of aircraft drinking water are responsible for the safe handling of water are related to the presence of microbes. This are following the standards. As the safety of crew and risk is significant when the water is contaminated with passengers onboard is ultimately the responsibility human or animal excreta. Contamination can originate from the aircraft operators, there is a need for them to monitor the source water, be introduced during the inspect water servicing facilities at regular intervals. transfer process to bring the water to the aircraft, or Where water quality or procedures are found to be lacking, operators need to prevent water from being uplifted. This transfer includes four major components: To reduce the burden of conducting these audits, 1 https://www.who.int/water_sanitation_health/publications/ some airlines have joined forces as part of the IATA aviation_guide/en/

“What would crews need to know to be able to trust onboard water?”

Drinking-Water Quality Pool . This pool allows the airlines to a temperature of at least 70 degrees Celsius, enough to share the results of audits, completed against a set of to pasteurize the water and kill harmful bacteria. This is standards developed by the Pool to ensure uniformity in good news for tea and coffee drinkers, but the fact remains the results. This allows the individual airlines to focus more that to be able to fully trust the water onboard - airports, on water quality control and follow up, provides assurance ground service providers, and aircraft operators need to that water can be uplifted safely or flags the issue with ensure the safety of water throughout the transfer system. the entire group of airlines when water does not meet the If your operator is looking to reduce their use of plastic standards. Overall, this allows the participating airlines to bottles, check with them to ensure that the ground service better plan where they uplift water for their flights, lower service providers contracted to supply water are following the fuel consumption and related CO2 emissions, not to standards in the IATA Airport Handling Manual . mention the cost. It is estimated that one million plastic water bottles are Here is where we would like to report that evidence shows sold every minute, far outpacing the ability for recycling that the potable water onboard aircraft is safe enough to plants to cope with the demand and resulting in tons of justify leaving the plastic bottles on the ground. Unfortunately plastic in landfills or in the ocean. Airlines looking to reduce, the audit results from IDQP show that, while things reduce their dependency on disposable plastic water bottles are improving, there is still much to be done to improve should follow the requirements outlined in the IATA Airport Handling Manual to ensure that drinking water available onboard aircraft is safe for both passengers and crew. What then do you need to consider when drinking from the onboard system? Hot water onboard aircraft is heated 3 <https://www.iata.org/publications/store/Pages/airport-handling-2> <https://www.iata.org/whatwedo/safety/audit/Pages/idqp.aspx> manual.aspx

Figure A

IATA Drinking-Water Quality Pool Inspection Water Supply Airport Water Supply Into Plane Local Authorities
Airport Airport Handling Agent Airline Authority

ULUSLARARASI TEMSİL IFALPA BELGESİ

Responsibility DSP

Handover DSP 1 Water Source Water DSP Point Treatment 3

4 2

F

DSP

DSP

Handover 1 Water Source Point

DSP 2 F

F

DSP

1 = transfer point to Aircraft DSP = Distribution System Pipe F = Filling Point 2 = transfer point to Bowser / Water Truck

1 3 = transfer point after water treatment

4 = handover point from public water supplier

A program for airline employees.

We match your family with an airline family abroad so your teen can travel in the summer.

Our program connects teens ages 14 to 19 with a similar-aged teen from an airline family abroad. The teen uses his or her family's flight privileges to travel. They spend two weeks together in each of their homes, for a total of four weeks. During the exchange, your son or daughter has the opportunity to explore another country, learn about another culture and improve his or her foreign language skills from someone their same age.

We have matched more than 6,000 teens since 1994 from a wide range of countries, including Canada, USA, Austria, Australia, France, Germany, Italy, New Zealand, Australia (limited exchanges), Portugal, Spain and Switzerland.

HOW IT WORKS TESTIMONIAL COST

Apply at intlyouth.org. JENNA - AGE 16, UNITED STATES The cost of the program is \$325 USD for the application fee. View profiles of applicants online. I am so grateful for the time “ Mélo die and I spent together. When The application fee is 100% Select your top choices for a match. I first signed up for this program, refundable if a suitable match When you and another family are I had no idea that I was going to family is not found. interested in being matched, we will meet one of the best friends I will ever have! We instantly clicked! The application fee covers finding send you their contact information. Leaving her was the hardest thing a match. Participants are responsible You get to know your matched family to do. I learned so much — not only for travel expenses and the cost of while planning for your exchange. about French culture, but about

ULUSLARARASI TEMSİL IFALPA BELGESİ

the activities while abroad. importance of love and family. We are available to help answer From camping on the French coast questions throughout the whole to strolling through the streets process to ensure the best i nt l y o u t h . o rg of NYC, I had a blast. experience for your teen. Thank you so much IYE! ” © 2018 International Youth Exchange Program, LLC. All rights reserved.

IFALPA.ORG PAGE 27

each year, Ifalpa’s Conference welcomes more than 500 participants representing
their Membe associations from nearly 50 countries for 4 days.

They meet 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.

Hosted by Vereinigung Cockpit in Berlin, the 2019 Conference will provide attend- ees and sponsors the unique opportunity to interact with the leaders of the global
aviation community.

26-29 April 2019

#ifalpa2019ber

ANC/13

& GA40 at ICAO th A look back at the ICAO 13 Air Navigation Conference th and A look forward to the 40 General Assembly

The 13th Air Navigation Conference (ANC/13) was held in Montreal 9-19 October 2018. The upcoming 40th ICAO General Assembly (GA40) will BY CAPTAIN MIKE JACKSON be held from 24 September to 4 Oc- IFALPA Technical Director & tober 2019. The reason for informing wide reaching, representing Panel and Representative to ICAO you about these two important high Committee members from nearly all level ICAO meetings in the same arthe IFALPA Committees. The focus of ticle is that, for the first time, they are the ANC/13 revolved around three linked together in an effort to forecast areas: the Global Air Navigation Plan the needs of the ICAO triennium work (GANP), the Global Air Safety Plan program in advance of the GA. (GASP), and Emerging Issues. Overall, the International Aviation Community Historically, the superseding trienhas become more comfortable with nial budget and work program were the GANP and the GASP. The next determined simultaneously at the triennium should be spent more on General Assembly within the Techniproper implementation through guidcal Committee and the Administraance material, workshops, toolkits, and tive Commission. This process did oversight. There was also wide agreenot work effectively to set the correct ment that the GANP, GASP, and the appropriations for the future technical Global Aviation Security Plan (GASep) priorities and challenges facing ICAO. need to be interlinked and taken as a By holding the ANC/13 in 2018, ICAO package. can more reliably predict, fund, and develop its future work program lead- IFALPA collaborated

ULUSLARARASI TEMSİL IFALPA BELGESİ

with our industry ing up to GA40. colleagues on several Working Papers and all were received with support IFALPA was represented at the ANC/13 from States: by EVP TSS Captain Patrick Magisson, WP63-ICAO Runway Safety Representative to ICAO Captain Mike Programme, Global Runway Safety Jackson, and Senior Technical Officer Action Plan Carole Couchman. Those involved in the development of the propos- WP168-Concepts to enable Drone als presented at the Conference were Operations to Seamlessly Integrate with Air Traffic Management

WP169-Considerations About Cybersecurity in Aviation

IFALPA.ORG PAGE 29

WP295-Establishment of Military for the intended purposes and that As we look forward to the upcoming Requirements and Restrictions on all parties, including the pilot com- ICAO General Assembly, we can ex- International Civil Aviation munity, are involved in the process. pect that the recommendations from Properly collected and analyzed data the ANC/13 will comprise much of the WP299-Impact of Commercial Space is a powerful tool to mitigate future Technical agenda items, preparing the Operations on Civil Aviation safety risks, however, its abuse would Administrative Commission to be able reverse this trend and jeopardize the to more accurately budget for the up- WP300-The use of Safety Data and trust framework used to collect data. coming triennium. Safety Information at the State Level Topics covered under Emerging Issues These two events, along with the These papers may all still be viewed on included Operations above FL600, Op- High Level Safety Conference (HLSC), the ICAO public website: erations below 1000 feet, RPAS, Cyber which should be held in 2020 to fowwww.icao.int/Meetings/anconf13/ Resilience, UAS, and Supersonic and cus on other areas of aviation safety, Pages/WP_Presenter.aspx Commercial Space Operations. The comprise the highest level of decision concerns for IFALPA regarding these making bodies with respect to aviation Of the topics discussed involving the new entrants are that they abide by technical and safety work. IFALPA's in- GANP, IFALPA should pay close attenthe same level of safety and can be fluence, however, begins much eartion to a requested analysis on whethintegrated into traditional shared airliner, at the Committee level and within er to change PANS ATM to allow for space as laid out in our Position Pa- ICAO panels and working groups. Reduced Runway Separation Minima per on RPAS <https://bit.ly/2VXSIEw> (RRSM) during night time hours in and will be similarly stated on these The greatest resource our Member addition to those allowed by daytime other entrants. For operations below Associations can provide to the Fedoperations today. This issue will first 1000 feet, these new entrants will be eration is subject matter expertise, and come to a panel where it will be the utilizing the same airspace as Helicopt is in these venues where it makes best place to voice our concerns. ters, often not in controlled airspace the most profound impact on aviaand therefore there need to be SARPs tion safety. The culmination of those In the GASP discussions, it was quite developed to ensure the highest level efforts can be seen on the proposals clear that there are still parts of the of safety. Cyber resilience and cyber that go before the General Assembly, world left behind and it is their desire security continue to be a major chal- Air Navigation Conference, and High to get caught up, but it is difficult to lence. In order to maintain acceptable Level Safety Conference. We encourachieve while the more mature States levels of safety and redundancy, ICAO age you to follow these events on the keep moving ahead. IFALPA must keep has established a Secretariat Study ICAO public website under meetings a close eye on the use of Big Data to Group on Cybersecurity to identify isand events: ensure that it is collected, de-identified sues that need to be dealt with in the www.icao.int/Meetings/Pages/Home.aspx (where required), stored, and utilized near and long term. aspx

ULUSLARARASI TEMSİL IFALPA BELGESİ

IFALPA

at ICAO A quarterly recap of IFALPA's activities at the International Civil Aviation Organization

The past few months have been an Intergovernmental Panel on Climate exceptionally busy time at ICAO. Oc-Change (IPCC), and were addressed at tober saw the Dangerous Goods the meeting. Potential mitigation and Panel meet. Several important issues adaptation strategies were compiled were discussed, but no substantial and will be available for the aviation decisions have been made. The work sector and for State action plans. of the Dangerous Goods Panel is becoming more interdisciplinary and The CAEP Working Group also discoordination and cooperation with cussed operational measures to reother panels, such as Flight Operaduce noise and the noise impact on tions and Airworthiness, is becoming the ground. IFALPA not only promotes more common. safe and secure aviation but also considers sustainability to be a key factor Work will continue with other panfor future growth of the aviation inels on issues such as mitigating the dustry. While IFALPA supports respon- BY CAROLE COUCHMAN, MBE hazards of portable electronic desible noise mitigation measures, such IFALPA Senior Technical Officer, vices (PED's) in passenger checked as PBN approaches, Noise Abatement Regional Officer baggage, developing guidance for Procedures (NADP's), and engine-out flight crews to deal with a PED fire in taxi operations, they also indicate that the cockpit, the hazards of using and safety comes first. Safety issues recharging power banks by passengers, lated to (slightly) steeper approaches, and how to require freight forwardtwo-segment arrivals and variable ers that do not normally handle dan- NADP's must be solved before future gerous goods to have an undeclared implementation. dangerous goods recognition training program. Preliminary discussions The Operational Data Link Working have started on regulating dangerous Group of the Communications Panel goods transport on Remotely Piloted met in October and continued work- Aircraft Systems (RPAS) and how the ing on the global development of SAE packing standard for lithium batstandards and deployment of data teries will be incorporated into the link communications. The Working regulations. Group is responsible for the Global Operational Data Link Document The Committee on Aviation Envi-(GOLD) and the Performance Based ronmental Protection (CAEP) Work- Communications and Surveillance ing Group also met in October. They (PBCS) manual, both of which are in discussed what the impact would be the process of being updated. Topics on aerodromes and flight operations such as Conditional Clearances and when the sea-level will rise or thunderthe 'Welcome Message' are under disstorm intensity will increase over the cussion and IFALPA is involved in the next decades. These and other effects smaller groups updating the GOLD of climate change are forecast by the and PBCS Manual.

The Flight Operations Panel (FLTOSP) had a full agenda at their meeting in October which included continued work on the application of the cold temperature correction; development of Chemical, Biological Radiological (CBR) Guidance material; Emergency Response Procedures for Incidents involving Dangerous Goods; continued development of a concept of operations for using Visual Prescribed Tracks (VPT) based on RNAV; further work on Volcanic Ash Operations Considerations; various tasks involving Helicopter Operations; reporting of hazards such as lasers and drone sighting (a paper submitted by IFALPA), and several other topics.

The Flight Recorder Specific Working Group (FLIRECSWG) also met in October and continued to work on the guidance material required for the new amendments published this year.

The final meeting for October was the Remotely Piloted Aircraft Systems Panel (RPAS/12). The Panel continued the development of Standards and Recommended Practices (SARPs) for the integration of RPAS for international IFR operations. In addition to the SARPs, guidance material is being developed from all

ULUSLARARASI TEMSİL IFALPA BELGESİ

the working groups within the Panel, including; Airworthiness, C2 Link, Detect and avoid bly in 2019, via the ICAO Council. The discussions were not (DAA), Licensing, Operations, Air Traffic Management, and without controversy at times but reaffirmed the critical im- Human in the System (HITS). The Working Groups coordiportance of aviation security in the overall global civil avianate constantly with other relevant Panels within ICAO and tion system and recognised the continued security threats the first edition of Part IV to Annex 6 is expected in the near and challenges faced by international aviation. future. December began with the meeting of the ICAO Global November saw the 35th Working Group meeting of the Air Aviation Safety Plan Study Group (GASPSG) where they fi- Traffic Management Requirements and Performance Panel nalised the revision of the draft 2020-2022 Edition of the (ATMRPP). The main issues discussed at the meeting con- GASP. The three subgroups; Organizational issues (ORG), cerned consolidating the comments made on the various Operational issues (OPS), and Safety Performance Meadocuments to finalise the eventual proposed amendments surement (SPM), each met to review specific issues within to the Flight and Flow Information for Collaborative Entheir area. The issues were then reviewed and agreed upon vironment (FF-ICE) Concept document and consequential by the Study Group as a whole. The final version will receive amendments to existing Annexes and PANS. one more review by the Study Group at a teleconference in early 2019. It will then be presented to the ICAO Council, There were detailed presentations on future work where then on to the 40th ICAO Assembly for approval and enthere is concern that the interactions suggested so far apdorsement in 2019. pear to be for autonomous operations. The meeting also recognised that explaining FF-ICE in a more coherent and The same week the GOLD (Global Operational Data Link) transparent way is essential if States are going to imple- Project Team met to continue work on amendments to the ment this and that is necessary to overcome the many GOLD for Edition 2 of the document. Specific chapters were shortcomings of FPL2012 as well as determining a “sunset” worked on and consolidated, and the appendices reviewed date for FPL2012. and restructured. This work is ongoing and will be continued at future meetings. The ICAO Competency-Based Training & Assessment Task Force met in November and they continued to develop up- 2019 will see the 40th ICAO Assembly scheduled for 24 dates for Annex 1 and associated documents concerning September - 4 October. The Assembly meets every three licensing and training. years and is convened by the ICAO Council. It is the Organization’s sovereign body and establishes the worldwide The Aviation Security week was the last week of November. policy for the upcoming triennium; reviewing the work of The first half of the week was a symposium with an exhibithe Organization for administration, economic, legal, and tion from various sponsors and the week concluded with technical cooperation and approves the triennial budget as the High-Level Conference Aviation Security. This was atwell as electing Council. tended by 107 Member Associations and 22 international, regional, and industry organisations and associations. The Between the Assembly, Panel Meetings, Working Groups, Conference agreed on a set of conclusions and recommenand Study Groups, 2019 promises to be a very busy year dations which will be submitted to the 40th ICAO Assemfor IFALPA at ICAO.

Share Your Perspective

Contribute to Voice of the regions, the Interpilot series

featuring pilot views from all five IFALPA Regions.

ULUSLARARASI TEMSİL IFALPA BELGESİ

IFALPA.ORG PAGE 33

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

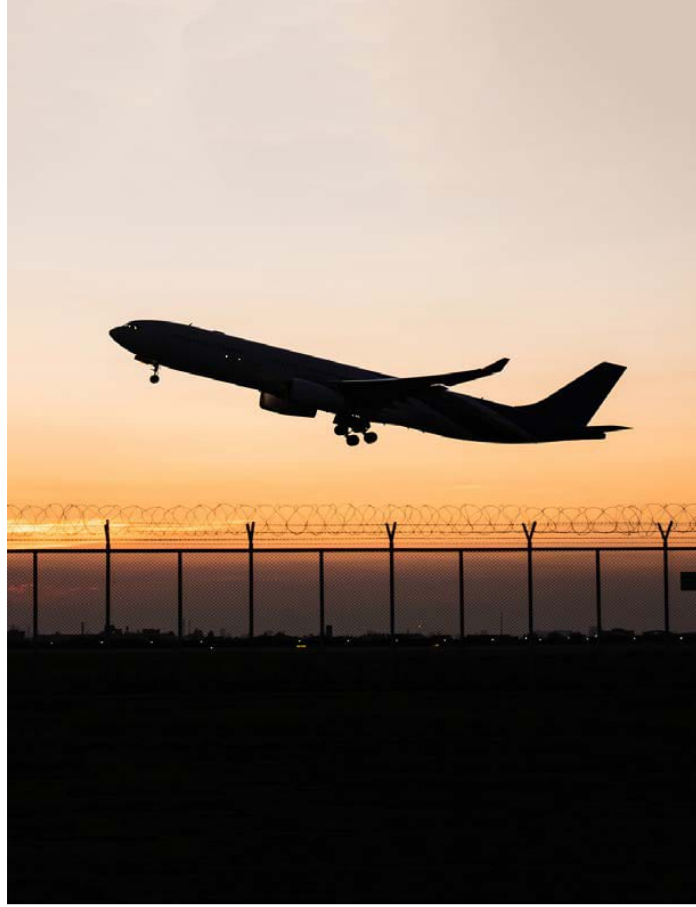
- Developments in aerodrome infrastructure in your region that have improved safety,
- Hazards unique to your region,
- How harmonization with ICAO standards has improved the situation with regards to:
- Terrain
- Conflict Zones and/or Security concerns
- Unusual weather phenomena
- Air Traffic Control challenges



**ULUSLARARASI TEMSİL
IFALPA BELGESİ**



**ULUSLARARASI TEMSİL
IFALPA BELGESİ**



ULUSLARARASI TEMSİL IFALPA BELGESİ

A MUST-HAVE MEDICAL HANDBOOK FOR PILOTS!



FITNESS TO FLY
A MEDICAL GUIDE FOR PILOTS

LEARN MORE!
unitingaviation.com/fitnesstofly

Fitness to Fly, a Medical Guide for Pilots, shares ICAO's latest recommendations on how you can improve your health to reduce potential issues and avoid licence restrictions.

YOU WILL FIND GUIDANCE IN CRITICAL AREAS SUCH AS:

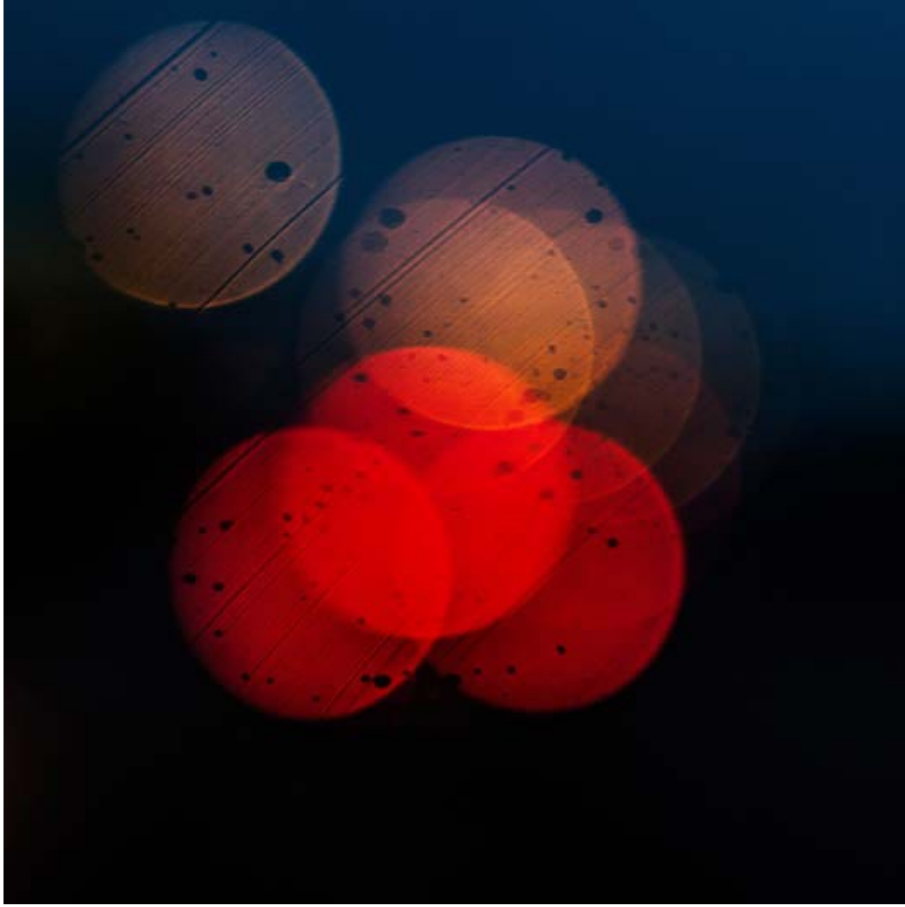
- Cardiovascular health
- Mental health and wellbeing
- Hearing and vision
- Nutrition and body weight
- Alcohol and drug use
- Sleep quality
- Reducing the risk of cancer
- Reducing the risk of musculoskeletal injuries
- Medical risks when traveling

Recommendations are also applicable for cabin crew and air traffic controllers.

IN COLLABORATION WITH:

ICAO IATA IFALPA

**ULUSLARARASI TEMSİL
IFALPA BELGESİ**



**ULUSLARARASI TEMSİL
IFALPA BELGESİ**



**ULUSLARARASI TEMSİL
IFALPA BELGESİ**



**ULUSLARARASI TEMSİL
IFALPA BELGESİ**



ULUSLARARASI TEMSİL IFALPA BELGESİ



**ULUSLARARASI TEMSİL
IFALPA BELGESİ**

