



ULUSLARARASI TEMSİL IFALPA BELGESİ

Belge: INTERPILOT 2020 ISSUE 1

Tarih: 09.03.2020

Kaynak: IFALPA haberleri · talpa.org

InterPilot 2020 ISSUE NO. 1 THE JOURNAL OF THE INTERNATIONAL FEDERATION OF AIR LINE PILOTS' ASSOCIATIONS WWW.IFALPA.ORG

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InterPilot

The Journal of The International Federation of Air Line Pilots' Associations

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President's Editorial

FUTURE EDUCATION AND FEMALE PILOTS

By Captain Jack Netskar

A worldwide pilot shortage is being structural elements, which in turn have projected over the next twenty years. several sides. There are many factors at play, including retirement and the overall global increase One is the inability to attract female pilots, in air traffic. In this situation, where there is and the other is the inability to appear a high need for pilot growth, concerns are attractive enough to the talent that are being expressed as to whether the industry candidates to enter the industry. Both will be able to attract enough people who elements are very important, but I would want to devote their professional lives to like to focus on the first and touch upon becoming a pilot. some elements as a basis for further discussions. As an example; this concern about future pilot shortages has motivated the largest It goes without saying that it's difficult aircraft manufacturers to explore new for an industry to attract enough talent operational concepts such as reduced pilot when half of the global population is left operations and autonomous operations out. Why isn't the proportion of women in where the cockpit is manned by only one, or our profession higher than about 5%. In no pilot at all.* Of course, what lies behind most other male-dominated professions, this concept may purely be estimated cost we have seen the proportion of women savings, regardless of labour supply issues. increase greatly. In the medical, legal, and financial professions, numbers of women Is a concern for future pilot shortages also have been climbing steadily, but not a contributor to the fact that training and amongst pilots. qualifications are constantly subjected to pressure in the wrong direction (such as The explanations for this situation are MPL), with lower quality and less training/ many. It may be due to the fact that a experience to qualify for a pilot seat in pilots' lifestyle and work rhythms are often commercial aviation. incompatible with family life. There are also educational and economic conditions Personally, I share some of the views of that cause men and women to choose those who are raising concerns for future differently. The lack of promotion from the recruitment, but perhaps not on the same authorities and airlines may be another basis. My concern is based on two main cause.

PRESIDENT'S EDITORIAL PAGE 7

"It's difficult to state, as a 25-yearold, that you will love 14-hour flights when you're 60!"

Of course there are a multitude of other reasons. In the number of reasons for a low proportion of women in our profession, I find one relationship particularly compelling and it is the educational and career path for a pilot.

Today, regulations are designed in a way that you need a flight license to pursue the profession, you do not need a university degree, as in most other professions. There are examples of pilot training at private flight schools,

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airline inhouse pilot training/flight schools and there are examples of University training/education funded by the authorities which in principle lead to the same result, an eligibility to control an aircraft.

The only immediate consequence of the two educational paths is that the person who chose the academic route generally carries at least twice as much debt as the person who did not. Historically, these educational choices ultimately had little consequence in a career: you got a job and a seniority number and followed the flow until you retired (ideally). I think the coming generations think differently. They do not necessarily envision a career where you will fly until you retire, or work in the same company until you retire.

The lack of flexibility and variety that locks you into one company and position is not an incentive to younger generations. It certainly does not contribute to increased recruitment of female pilots. I think we must fundamentally change our thinking in terms of what a pilot education should entail in order to adapt to future requirements and appear attractive to new talent.

This is a responsibility that must be taken seriously by the authorities and other industry stakeholders. Increased liberalization, increased automation and digitalization, and more complex scenarios establish new requirements for a commander and must be reflected in the educational process and qualification requirements.

I strongly believe that this is best accomplished via an academic university environment that ultimately results in a bachelor's degree. A university student has access to resources in many different areas that will be relevant to future pilot education. An academic degree will provide the flexibility and the choices I think many are looking for, opportunities for further education and qualifications for different career paths if desired or required. It's difficult to state, as a 25-year-old, that you will love 14-hour flights when you're 60!

As a basis for a further discussion of the topic, I believe we need to think a little beyond the current Annex 1 when future recruitment is to be discussed and explore how to achieve gender balance in our profession.

*IFALPA's position remains that the current standard of flight safety can only be maintained with two or more well-trained, well-rested pilots on the flight deck.

News & Notes

IFALPA MEETINGS & EVENTS

ALPA-I President, Captain Joe DePete addresses IFALPA's Executive Board Meeting

The final Executive Board Meeting of 2019 was hosted by ALPA-I at their brand new offices in McLean, Virginia, USA. The extensive agenda included numerous reports from all Board members and their recent activities and meeting attendances, updates on the preparations of future Conferences, current and future budgets, and the approval of meeting locations and dates in 2020.

A fully revised and reformatted Administration Manual was approved and implemented with reinstated provision for a constitutional Presidential Compensation. A larger portion of the meeting was dedicated to strategic planning: split into various smaller working groups, the Executive Board members and attending staff reviewed and discussed the areas of PGA, Tech and Admin/ Support Excellence, as well as EVP/RVP Regional, and Capacity Building. ALPA-I & IFALPA Presidents, Captains Joe DePete & Jack Netskar

CAR/NAM Regional Meeting

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The Caribbean and North America (CAR/NAM) Regional Meeting was held in Montego Bay, Jamaica 29- 30 October 2019. It was opened by the Director General of Civil Aviation for Jamaica, Mr. Nari Williams Singh, who stayed and participated in the meeting for a few hours.

All the Member Associations (MAs) in the Region provided updates which gave a clear picture of how the industry is progressing. The meeting welcomed 25 attendees from Canada, USA, Jamaica, Leeward Islands, Mexico, Trinidad and Tobago, and Cayman Islands.

Bahamas was the only MA not able to be present as they were dealing with Hurricane damage. There were also presentations related to safety and the interaction with ICAO as well as briefings from the Alliances explaining how they worked hand in hand with the MAs and Regions.

The PGA session was very productive outlining some different needs from this Region but also providing interesting feedback for PGA to work on.

The session on the Matrix provided some immediate assistance for the Leeward Islands who had recently changed their Board and were struggling to rebuild the Association. The meeting as a whole was a great opportunity for everyone to get to know each other better and extend support to each MA. Outreach continues into the CAR/West part of the Region to enable more MAs.

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IFALPA MEETINGS & EVENTS

The Human Performance (HUPER) Committee met in Tokyo, Japan at the invitation of the Airline Pilots' Association of Japan (ALPA-Japan). Forty-three members from fifteen countries attended as well as four representatives from observing organizations. As always, the meeting was divided into three focus areas: Medical, Human Factors, and Training and Licensing.

Key topics for the medical area include fatigue, cabin air quality, and mental wellbeing. The HUPER Committee had been tasked to develop a course for pilot participants on Fatigue Safety Action Groups, a working group of fatigue experts was created to lead the work. IFALPA continues to represent pilots at cabin air quality conferences to ensure that the concern in our community is understood. The medical group also completed a scientific update of the medical briefing leaflets. All of these updated publications can be found in the Pilot Health Publications section of our website.

The Human Factors area focused on Pilot Assistance as a key topic as well as changes necessary for the NOTAM system. The Pilot Assistance Working Group agreed to review what was being done and propose new initiatives for the next year. On NOTAMs, the pilot perspective was being provided to the ICAO Information Management Panel who had been tasked to review and improve the system.

Competency-based Training and Assessment (CBTA) was the focus of the Training and Licensing area. ICAO had proposed new provisions and new guidance material on CBTA and IFALPA was working to propose improvements and increase worldwide understanding of the CBTA concepts. In addition to CBTA, the Committee completed work on a Position Paper on Command Training.

Elections for the positions of Vice-Chairs were conducted with the following results: Vice-Chair Human Factors Captain Jean- Benoît Toulouse, Vice-Chair Medical Captain Dr. Antti Tuori, Vice-Chair Licensing and Training Captain Glen Finch.

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The next Working Group meeting will be held in Washington, DC, USA in April 2020 and the full meeting in Mexico City, Mexico in November 2020. Meeting information will be available on the IFALPA Hub as it becomes available.

HUPER COMMITTEE MEETING PAGE 11

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IFALPA MEETINGS & EVENTS

Chaired by Captain Ariel Shocrón (SEPLA), the 2019 Accident Analysis & Prevention (AAP) Committee Meeting took place at IATA's Regional Office in Singapore 12-14 November. The Federation is extremely grateful to Captain Hueto Martinez and his team for their warm welcome and generous invitation. The logistics of the meeting and the social programme were kindly arranged by ALPA Singapore. All these efforts were rewarded by another very large attendance of 74 delegates, the second most attended IFALPA Committee meeting on record after AAP Tokyo in 2017.

For the first time ever, and largely thanks to the outreach work of Captain Kelvin Kwan from ALPA Singapore, the Committee was honoured with the presence of Chief Accident Investigators from four different States: Bangladesh, Indonesia, Malaysia, and Singapore, who each made presentations on specific occurrences.

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In particular, Mr. Nurcahyo Utomo from Indonesia's KNKT presented his final report of the Lion Air B737MAX accident off the coast of Jakarta (29 October 2018), which had just been released.

Following the success of the very efficient breakout sessions organized at the 2018 meeting in Sydney, the Chairman repeated the exercise, assigning dedicated groups to 5 different subjects: Flight Data Analysis Programmes, GPS signal spoofing, Data protection, IFALPA input into ICAO documents on occurrence investigations and safety publications, and cabin baggage during evacuations. Once again, this worked extremely well, with all 5 groups completing their task for presentation on the final day of the meeting, leading to the finalization of three template agreements and two Position Papers on Pilot Self-Assessment Systems and Use of Transponder-Derived Data.

Hot topics continue to be the inappropriate use of Flight recorders (including Airborne Image Recorders), Flight Data Analysis, and Data Protection. The lack of availability of many final reports due to political pressure continues to be an issue, and the Committee was pleased to note the ongoing efforts of a dedicated ICAO AIGP Working Group to address it. The Committee also expressed strong concerns over the recent signing by two IFALPA Member Associations of agreements on the use of flight data that were clearly in opposition to IFALPA's positions. In both cases, the Member Association had not sought advice from the Committee on the content of the document, resulting in wording that does not offer suitable protection for their pilots. The Committee urged all Member Associations to first consult IFALPA before signing any flight data-related agreement with their Operator.

The next AAP Committee meeting is planned at the headquarters of APLA in Buenos Aires, Argentina, 25-27 November 2020, at the kind invitation of Captain Daniel Bianco, EVP South America. The 2020 LEG Committee meeting is also planned in the same venue on the two days before the AAP meeting, and it is expected

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that a joint session will take place on subjects of common interest, such as misuse of data and criminalization of pilots.

AAP Committee Meeting

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On 13 November 2019 APLA Argentina organized a face-to-face session on the

Present State of the Aviation Industry

and Future Perspectives. IFALPA President, Captain Jack Netskar joined pilot leaders Captain Kelly Ison, Chair of the International Alliance Committee, Captain Al Gaspari, ALPA and ASAP, and Captain Marcelo Ceriotti, RVP SAM South, to engaged in open and candid conversation with Argentinian air line pilots.

The session took advantage of the PGA Steering Group meeting that had gathered IFALPA PGA leadership in Buenos Aires the previous two days. In a casual, relaxed environment, regular line pilots were able to have a valuable in-person encounter with their colleagues who lead today's global pilot industrial agenda.

It was a great opportunity to look deeper into the challenges faced by the piloting profession now, and in the upcoming years. Looking into the future, the most important changes will be driven by new technologies and the increased automation in the flight deck; the reduction of pilots and the possibility of having pilotless cabins will have a major impact on our profession. This was identified as one of the top priorities for the Federation.

The next PGA Steering Group Meetings will take place in Seattle in June and Buenos Aires in November. The PGA Committee will meet in Amsterdam in September.

17 FEB News & -

19 FEB

TH

67 Executive Notes Board Meeting

Montreal, Canada UPCOMING MEETINGS & EVENTS

25 FEB 2 APR

• -

26 FEB 6 APR

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Runway Safety 75 IFALPA Team Coordinator Course Conference

Auckland, New Zealand Singapore

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17 MAR 19 MAY

• -

19 MAR 21 MAY

Female Pilots' Air Traffic Services (ATS) Working Group (FPWG) Committee Meeting #1

Ottawa, Canada Dakar, Senegal

28 MAR 9 JUN

• -

30 MAR 11 JUN

Negotiations Aircraft Design & Operation Seminar (ADO) Committee Meeting

Hong Kong Djerba, Tunisia

ITF ACTION GUIDE ON Violence Against Women

[view the guide here](#)

ITF ACTION GUIDE ON Violence Against Women Initial assessments Are we doing enough to make a difference?

It could take only five minutes to compile a snapshot assessment - How active is your union on the issue of women's violence?

Use the following checklist to help assess what your union is doing well and what additional steps could be taken to decrease violence against women.

~ Does your union have an accurate understanding of the workplaces or scenarios where women are most vulnerable? ~ Are women members encouraged to report violence they suffer or witness? ~ Do they know they can, and how to do it? ~ Are procedures confidential? ~ Have members been asked whether they would feel comfortable to report violence? ~ Does your union have members trained as listening support or advocates? ~ Are union and management statistics accurate? ~ Do you have meaningful engagement with management where issues are addressed? ~ Do you have a women's committee? ~ Do you engage men on this issue? ~ Do branch or workplace representatives have access to training course on violence against women? ~ Do you have any campaigns on violence suffered by members? ~ Are you using union publicity and the media to raise awareness of the issues and challenge social barriers to positive change? ~ Are you recruiting new members to the union around this issue? ~ Are you encouraging members to increase their union activity by raising the profile of violence against women and campaigning for change? ~ Are you using existing legislation to support the union's efforts? ~ Is new legislation required to reduce violence against women? ~ Are you using international legislation and social progression to support your work?

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IFALPA MEETINGS & EVENTS

The ATS Committee Meeting was held at the ICAO WACAF Regional Offices, Dakar, Senegal 19-21 November 2019. IFALPA received a warm welcome from ICAO and were well hosted by the RVP AFI/West on behalf of the local Association (SPLS). SPLS provided very innovative gifts for each attendee; paintings done by a local teenager depicting aircraft, the IFALPA logo, and a unique form of Senegalese road transport, which were deeply appreciated. There were several new members attending for the first time.

There were over 30 papers on the agenda covering reports from the ICAO Panel and Regional meetings attended by members of the Committee and developing positions and policy.

The Draft IP on policy in Annex 11 for ADS-B was finalised and there was a detailed review of the Hot Topics and Projects resulting in some deletions and one addition of Remote Towers. The Vision Statement will be reviewed next year by ATS Chairperson and Vice Chairs to ensure the information remains current.

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There was another comprehensive update from RVP NAT on the North Atlantic Operations, particularly the continued reduction of separation in the NAT. The near future NAT meetings will include a working paper from IFALPA asking for more transparency of the various safety assessments that are required to be carried out. The Committee remain concerned as to how any contingency procedures will be safely assured.

There were continued discussions concerning UAS. It should be noted that there are plans to develop a joint RPAS briefing leaflet dealing with unauthorized RPAS operations by IATA, IFATCA, and IFALPA.

The close cooperation and coordination with IFATCA remains evident with this Committee and the IFATCA representative was very much appreciated with his input during the discussions. The joint sessions at Conference 2020 in Singapore will further improve this and allow for joint positions on Remote Towers and UAS. Another joint meeting is being considered for 2021.

Further work on the development of Safety Nets and the Airborne Separation will continue. It is hoped there will be policy/position papers next year. The next ATS meeting would be in Mexico City, 19-21 May 2020, the second meeting would be held in the ICAO Headquarters in Montreal, 17-19 November 2020.

ATS Committee Meeting

NEWS & NOTES PAGE 20

The Aerodrome and Ground Environment (AGE) Committee met in Algiers, Algeria at the kind invitation of Syndicat des Pilotes de Ligne Algériens (SPLA). Eleven members from six countries joined the meeting. Recent initiatives at ICAO were discussed, including the progress on taxiway naming conventions and developments related to runway distance remaining signage.

Extensive discussion was held on risks of operations over remote areas and the need for aerodromes there to be able to handle diversions and emergencies. The issue was brought up by ALPA-I who had presented a whitepaper on risks to operations in the far north of Canada and the US. Concerns raised in the paper were

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found to be equally relevant to operations in remote areas in other parts of the world. The Committee agreed to continue working on this important topic and to raise their concerns with ICAO.

Ahead of the meeting, the second Runway Safety Team Coordinator course was hosted by SPLA. This course brought together pilots, air traffic controllers, airport operators, and representatives from the regulators from the region. It provided information on runway safety topics and highlighted the importance of runway safety teams to address hazards at airports. The AGE Committee reviewed the feedback from the courses in Bangkok and Algiers to continue to develop the material.

The elections for positions of vice-chair were held with the following results: Vice-Chair ASIA/PAC Focus Captain Hari Ram Ganeish, Vice-Chair AFI/EUR Focus FP Sven Graßmück, and Vice-Chair NAM/SAM Focus Captain Jeff Sedin. The next meeting will be held in Bangkok, Thailand at the invite of THAIPA in October 2020, meeting information will be available on the IFALPA Hub as it becomes available.

Photo: AGE Committee Chairperson, Captain Heriberto Salazar presents a certificate of appreciation to SPLA President Captain Karim Seghouane, with Captain Sabri Salaa (RVP AFI/ North) and IFALPA Technical Officer Gordon Margison.

In November 2019, reps from 5 Member Associations and IFALPA representatives met in Chicago, USA to review and discuss current matters in Administration, Membership, and Finance (AMF).

The AMF Committee was briefed that the Executive Board has launched a new strategic initiative with the working title "IFALPA NEO", to increase the efficiency and relevance of IFALPA and grow the PGA, or Industrial side of the Federation's work. A Staff survey, a new approach towards increased services in Training/ Professional Development, implementation of a third director position (PGA Director), more project-based work, and a new Conference format are just a few aspects that are currently and will be further reviewed by different internal working groups and – where decisions by Conference are required - presented to the 2020 Conference. The implementation of these changes will go along with necessary changes to the relevant IFALPA guidance Manuals which are to be developed before Conference.

The ALPA Japan Scholarship Fund is rarely requested. One conclusion by the Committee is that the name is misleading and prevents potential candidates from applying. This initiative has meanwhile been taken to ALPA Japan and the Executive Board, and a renaming will hopefully encourage more pilots to apply for a grant to support participating in one of IFALPA's Professional Development programs.

News & Notes

IFALPA MEETINGS & EVENTS

Members of the IFALPA Executive Board, IFALPA Staff and ALPA- International safety representatives met with Boeing officials in Seattle. The meetings were productive and frank and open discussions were held on many issues including reduced pilot operations, pilot training as well as the Max return to service. We plan to continue our dialogue with Boeing and we are confident that our voice is being heard and that our inputs are valued and respected by Boeing.

For more history on IFALPA's relationship with Boeing during this process, please take a look at the President's Editorial: B737 Max Summit from July 2019.

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Photo L-R: ALPA-I Manager, Engineering & Air Safety Chad Balentine, ALPA-I Aviation Safety Chair Captain Steve Jangelis, IFALPA EVP PGA Captain Brian Shury, IFALPA President Captain Jack Netskar, IFALPA Technical Director Captain Mike Jackson.

News & Notes

IFALPA MEETINGS & EVENTS

The Asia/Pacific Regional Meeting was held in Dhaka, Bangladesh, 4-7 November 2019. The meeting was preceded by a highly successful Safety Seminar, opened by the State Minister for Civil Aviation & Tourism and included speeches by the Chairman of the Biman Board of Directors, and the Director General Civil Aviation for Bangladesh. The presentations included Go-Around Decision Making, FRMS; Working with a National ANSP & Other Airspace Issues, Transformation of the Air Traffic Management System and Infrastructure in the Asia Pacific Region, and a presentation from IFATCA and how IFALPA works with ICAO.

It was BAPA's 50th Anniversary and everyone was able to join in the celebrations which included three dinner events, including the BAPA Anniversary Gala Dinner. It was a privilege for attendees to meet some of the founding members of BAPA and learn how it was formed. The festive atmosphere and generous hospitality were appreciated by all.

It was a well-attended meeting with 10 Associations represented. However, several MAs were unable to make it such as Hong Kong, Korea, and Indonesia - and especially India and Pakistan who had visa issues.

For the technical and safety issues the Region continues to work on ensuring IFALPA is represented at the many ICAO meetings in the Region. All the MAs in the Region were encouraged to become more actively involved in the IFALPA Committees to enable them to become Subject Matter Experts (SMEs).

ASIA/PAC MEETING PAGE 23

"I would love to see, before I retire, a genuine movement to encourage more women to apply and thrive in the industry." Cpt. Meredith Bell

CAPTAIN MEREDITH BELL

Voice of the FemalePilots Members of IFALPA's Female Pilots' Working Group (FPWG) share experience & insight

Interview with Senior First Officer Claire Ross, Captain Meredith Bell, & First Officer Andrea Brezonakova

Tell us a little bit of your aviation backstory; when Once qualified I flew the Dash-8 Q400 on a variety did you know you wanted to fly? How did you go of routes around the UK and Europe, spending about realising your goal? What were some of the time based in both Manchester and Belfast. This challenges you faced? proved to be great flying experience, often with multi-sector days and in challenging conditions. Senior First Officer Claire Ross I am very appreciative of the excellent training When I was 14 years old I joined the Royal Air provided by flybe and this role provided me with a Force Air Training Cadets in the UK and I had the great foundation. opportunity to experience aerobatics for the first time in a Grob Tutor. I quickly had the flying bug It was at this point in my life when I met my pilot and told my parents that I wanted to be a Pilot! I husband, Tom, and after a few fun years flying had no family history in aviation and so it was up turboprops,

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occasionally together, we both to myself and the guiding advice of my parents to moved companies to fly the Boeing 757 for jet2. lead me in the right direction. com in Leeds. At both airlines I took on a ground training role, teaching in fixed based sims on initial I completed a Master's Degree in Aerospace type ratings and recurrent technical training. I am Engineering with Pilot studies and at the same currently flying for holiday airline TUI Airways time continued to fly both civil aircraft at my on the Boeing 757 and the Boeing 767 based local airfield in Liverpool, as well as military in Manchester, operating to a variety of leisure aircraft with the Liverpool University Air Squadron destinations. The work is varied and exciting, and predominantly at RAF Woodvale. It was at this point it is a friendly and professional airline with good in my career that I decided to apply to the Royal career prospects. For example, I expect to be flying Air Force to become a Military Pilot. Unfortunately, the Boeing 787 next year to some more exotic due to a very minor previous medical problem as holiday destinations further afield! a child, my dream was shattered, and I was told I was unable to join as a Pilot. I was disheartened It has been a rollercoaster of a ride so far in my at first as financially I couldn't afford to train as short 10 year career but I am excited for what the a Commercial Pilot, but after a lot of research I future brings. The hardest challenge for me was gained a place on a part-sponsored flying course trying to find the right guidance to enable me to with regional British airline flybe. I went on to fulfil my dream of becoming a Pilot and it would complete the first ever UK Multi Crew Pilots License be great to see more young females being inspired (MPL) in conjunction with flybe and Flight Training to do this exciting and rewarding career. Europe in Jerez, in sunny Spain.

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Captain Meredith Bell of where you live or work in the world, the Flying has always been a passion, I learned to challenges faced by Female Pilots are not unique fly as a teenager, soloing on my 17th birthday. to a particular region but resonate across the Determined to follow a career in aviation I towed world. Inherent issues for women working in a gliders while I was at college to gain hours and predominantly male environment have been worked as an Instructor at a flying club once I'd left un-noticed until now. If the airline industry done my Degree. expects to fill the predicted requirement for the number of pilots needed in the industry, it I've been flying commercially for 31 years now will need to address gender equality to further and have seen so much change in the technology. include women in order to widen the applicant I started on twin turbo props flying the HS 748 in pool and avoid a shortfall. the Scottish Highlands and now fly the B787 with British Airways. I am a Training Captain, a TRE One of the recently notable issues is maternity and TRI on the B787 and love the mix of work pay. In the UK, most airlines used to award and challenge that my job brings. I would love maternity pay with a Statutory Maternity Payment to see, before I retire, a genuine movement to (SMP) - 90% of the salary for the first six weeks encourage more women to apply and thrive in and £150 a week for the next 33 weeks. To many the industry. of us, this would mean taking a 90% pay cut, if not more, in order to spend more time at home First Officer Andrea Brezonakova with a newborn baby. BALPA, the British Airline My aviation background goes back to 2004, Pilots Association have been highlighting this when I had to choose my university subject. I issue over the past year with the Parliamentary had never thought about becoming a pilot as launch of the 'Baby on Board Campaign' which is I didn't think the profession was available to seeking to provide fairer maternity pay in the UK women. Subsequently, I became a new entrant across all industries. We are pleased to see that to aviation when I joined University. I strived to airlines have started to improve their maternity be the best student; it required determination, payment and there are many good examples. motivation and enthusiasm. Eventually, it all payed off and at the age of 21, I received my 737 A lot of us are often both the main carers in their type rating while halfway through my master's families as well as being the breadwinners, which degree. Looking back, I occasionally wonder if can be a traditionally male role. Even with

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a I was ready to face the challenges of aviation, planned pregnancy and the Statutory Maternity especially with the consequences of the global Pay, it can be unaffordable, post birth, to cover economic crisis affecting the recruitment of pilots debts such as flight training loans, University worldwide. Since then I have been flying the 737 repayments, mortgages etc. Real hardship can with various airlines across Europe and in 2013, I materialise when the pregnancy is unplanned found my place-to-be with Norwegian. Recently, and occurs earlier on in a career. On the non- I had the opportunity to transfer fleets onto the financial side, flying is a skill that tends to fade advanced Boeing 787 Dreamliner aircraft and with time and without exposure. With all these last year, I was elected onto the BALPA National factors combined, female pilots may feel the Executive Council, as the first female pilot for necessity to shorten their maternity leave or lack over twenty years. I welcome the IFALPA Female the confidence when returning to flying. Pilots Working Group initiative and I hope we can finally address the issues that female pilots By working with the airlines, through Member encounter in their day-to-day job. Associations, we hope to highlight the issues associated with maternity to make the profession What are some of the challenges unique to more appealing to females who want both a female pilots in your (EUR) region? How are they family life and a challenging career. We are being addressed? pleased to see that some UK airlines have started to improve their maternity payment. From working with the IFALPA Female Pilots' Working Group we have discovered that reardless Once in the aviation industry it is also important

“...it would be great to see more young females being inspired to pursue this exciting and rewarding career.”
SFO Claire Ross

THE RIGHT STUFF PAGE 34

“I welcome the IFALPA Female Pilots Working Group initiative and I hope we can finally address the issues that female pilots encounter in their day-today job.” FO Andrea Brezonakova

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to encourage women to thrive and seek promotion. Not enough Female Pilots further their careers and It has been demonstrated that a diverse team is become Captains, and even fewer join the training a more effective one, so there are benefits for departments, or leadership roles in general. airlines to encourage women to progress. We also believe that positive and visible role models of all How did you get involved in the FPWG and how ages and genders should be promoted and are does global pilot solidarity play out in the context important to demonstrate to younger generations of female pilots? that aviation is a career possibility regardless of your gender. In the UK, BALPA advertised the group to its' female members and after an initial application where we Do Female Pilots choose family life over career had to demonstrate our passion for highlighting progression? The answer is possibly, but ultimately those issues which most affect Female Pilots, this should be an individual choice. We believe it three of us were then chosen to represent the UK is time for airlines to become more family friendly in the FPWG. It is great to have the support from and adapt their policies to enable family life as well other Female Pilots and more importantly, we are as career progression. Returning from maternity finally having global conversations about issues leave may expose vulnerabilities if they are not that affect Female Pilots, not just in the UK but all supported through appropriate training packages. around the world. These include, gender diversity, Understandable loss of flying skills when having a under representation in training roles and on family should be realistically addressed to allow member associations, lack of mentoring, seniority pilots to re-skill on returning to work to prevent a and pay equity. The IFALPA FPWG Position Paper spiral of performance versus confidence. is a first step in addressing these problems and with hard work and determination from the FPWG

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In your opinion, are there any links between members we will develop practical solutions and technical/safety issues and the experience of hope to raise awareness globally. female pilot? How could improved conditions for female pilots affect safety culture and/or CRM? How do you think the Female Pilots' Working Group will influence IFALPA work and how will a Female Pilots are taught to deal with safety and stronger focus on female pilots help to enhance technical events just like any other Pilot and the IFALPA's mission. required competencies need to be demonstrated during simulator training sessions and on line The FPWG is a great initiative which IFALPA have checks – regardless of gender. In any industry that organised with the help of various member has a significant gender gap, as with the aviation associations from all over the world. Its formation industry, females often feel pressure to prove has been welcomed within the pilot community, by themselves more than their male colleagues and both male and female pilots. We have experienced are inherently more visible and vulnerable to a lot of support from BALPA, our pilot association criticism. Consequently, female pilots might apply and from our colleagues. a more cautious approach in their operation. In today's world where Startle Effect Management is We hope that the group will raise issues and find an important factor in a successful event outcome, solutions that improve diversity, collaboration a more cautious and methodical approach to and safety within the member countries. Open technical or safety events could be advantageous. dialogue that involves all parts of a community promotes communication - a vital competency in Even though ability and competencies are often our industry. high, a theme has emerged from the FPWG meetings on the topic of confidence, or should we We would like to see our working group initiate say lack of. This issue could stem from not having regional working groups in order to reach out to enough female role models or mentors in senior more of our fellow colleagues and to provide them training roles within airlines who could support with mentoring, support and career progression. and encourage Female Pilots to progress in their career.

From Old Hands to Novices

IFALPA NEGOTIATIONS SEMINAR, FRANKFURT

By David Stephens

Thirty-four Pilot Representatives from more than ten countries came together in Frankfurt, Germany, to participate in the three-day IFALPA Negotiations Seminar 24-26 November 2019.

The seminar is part of IFALPA's ongoing commitment to Professional Development opportunities for pilots. The instruction is appropriate for both newly elected Pilot Representatives and experienced professionals wanting to develop the necessary skills to negotiate collective labour agreements/ contracts directly with their companies.

Of course, the skills developed are equally transferable when representing pilots generally, whether in matters of personal discipline/grievances or broader organisational and structural change.

The seminars attract wide interest from Member Associations and Pilot Representatives across the globe. The Frankfurt seminar was no different, reflected by the diversity of backgrounds, and the varying degrees of negotiation experience among the group, from old hands to novices.

The Frankfurt seminar attracted interest from pilots from a diverse range of companies including major national carriers, low-cost operators, cargo, and rotary wing. Compared to previous seminars where the numbers of participants generally ranged in the mid-20s, a group of 34 participants was an exciting new challenge.

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The Instructors grasped this opportunity and consciously targeted the seminar to be as inclusive and participative as possible, encouraging the pilots to (politely) interject during the respective Instructor presentations with questions, comments, and most importantly, their own observations and experiences.

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PILOTS MAKE IT A SUCCESS

Coupled with the diversity of backgrounds and levels of experience that the participants brought to the seminar, the high level of participation and interaction exceeded the Instructors' expectations and hopes. The Instructors strongly believe that the debate fostered among the participants undoubtedly added to, if not sustained, the success of the three days.

In terms of the seminar itself, the first two days included intensive information covering a wide range of topics including strategic planning, economic analysis, the negotiation process, and dimensions of bargaining, decision making, industrial action, and communication strategies.

The seminar concludes on day three with a five-hour real-time Simulation. Teams of four each represent "Management" and "Pilot Reps/Unions". With tight time constraints, they must finalise an agreement under very strict negotiation guidelines before industrial action is to commence, unless an agreement is reached!

Whilst intense and often stressful, the simulation is exhilarating, and the highlight of the three days for most participants (and certainly for the Instructors). It does not take long for each of the participants to fall into their respective roles, wanting to extract more concessions or holding out to agree less, depending on their perspective as either Management or Union/Representatives.

Each simulation group is provided with Instructor feedback. The review covers adherence to the learning from the previous two days, the strategies employed, what they did well and what they need to be mindful of in the future, as well as areas needing further development.

FROM THE FLIGHT DECK TO THE BARGAINING TABLE

The seminar captures the dichotomy of roles and experiences pilots encounter coming from the flight deck to the bargaining table. For example, while the flight deck represents precision, certainty, and clarity; the course reveals how laden the bargaining table is with uncertainty, ambiguity, and shades of grey. This is quickly revealed in the Simulation sessions.

The objectives and challenges are to bring that order from the flight deck to the negotiation table. It is only when we near the end of the bargaining Simulation that we get to see it all come together and, when it does, it often does so very quickly.

Captain Brian Shury, IFALPA Vice President Professional & Government Affairs and seminar Instructor echoes the views of the Instructors that "what makes the seminars especially interesting is the different jurisdictions participants come from and the various industrial laws they operate under. No two are the same, making it important to focus on the practical and theoretical skills of negotiation and not on the particular legal systems."

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“...while the flight deck represents precision, certainty, and clarity; the course reveals how laden the bargaining table is with uncertainty, ambiguity, and shades of grey.”

NEXT STOP... HONG KONG

The Instructor team which comprises Captain Brian Shury, Ana McAhrn-Schulz (Director, Economic and Financial Analysis Department, ALPA-I), Andrew Shostack, (Assistant Director, Representation Department, ALPA-I) and myself, David Stephens, (Senior Industrial Officer, AFAP), are extremely encouraged by the high level of participation and engagement.

The team intends to take the same approach used in Frankfurt into future seminars. Participants gain the most by drawing on their own experiences and learning from the experience of the instructors and their co-participants during robust and lively exchanges of ideas and classroom-style debate.

The post seminar feedback was overwhelmingly positive. Participants reported having learnt a great deal during the packed and comprehensive three-day program. It comes as no surprise that most participants would like to see the seminar extend beyond the current three days and include more simulation/ role play sessions.

The Instructors are considering these suggestions and how best they can be accommodated in the seminar program. Certainly, extending day three into late afternoon/early evening is one option, as well as reviewing ideas for further simulation/role play sessions.

IFALPA generally runs two Negotiations Seminars each year for Pilot Representatives with the location depending on demand. The next seminar is scheduled for Hong Kong, 28-30 March 2020.

*For more information on the next Negotiations Seminar, please visit:
<https://www.ifalpa.org/professional-development-events/ifalpa-negotiationsseminar-hong-kong-2020/>

Dangerous Goods

AN INTERVIEW WITH CAPTAIN SCOTT SCHWARTZ

IFALPA Dangerous Goods Committee Chairperson

Dangerous Goods (DG) are articles or substances which can pose a risk to health, safety, property or the environment. These include obvious things, such as explosives, radioactive materials, flammable liquids, dangerous or reactive chemicals, strong acids or bases, compressed gases, poisons and aerosols, but in certain circumstances can also refer to everyday items including toiletries, aerosols, tools and lithium batteries.

IFALPA's DG Committee studies and investigates issues related to DG and promotes their safe transportation by air. IFALPA pilots participate in regulatory, standards development, and advisory meetings worldwide in that effort.

IFALPA representatives are members of technical panels at the International Civil Aviation Organization (ICAO), and are observers at the International Atomic Energy Agency and the Universal Postal Union (UPU), serve on standards development committees such as the SAE G-27 Lithium Battery Packaging Committee, and have been asked for input by the World Health Organization (WHO), Civil Aviation Authorities, and other governmental and nongovernmental agencies and groups around the world for pilots' perspectives on dangerous

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goods transport issues. Captain Scott Schwartz, who chairs this Committee, gives an insight into this important work.

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DANGEROUS GOODS

Hazard and Handling Labels

Hazard Labels Class 1 Class 2 Class 3 Class 4 Class 5

* Articles bearing the Explosive labels shown above and falling into Divisions 1.1, 1.2, 1.4F, 1.5 and 1.6 are normally forbidden.

Class 6 Class 7 Class 8 Class 9

Handling Labels and Marks

Minimum size for hazard labels 100 x 100 mm. For full information on hazard and handling labels for dangerous goods refer to the current edition of the IATA Dangerous Goods Regulations. For further information on Dangerous Goods, contact us at dangood@iata.org. Order products online at www.iataonline.com or visit www.iata.org.

www.iata.org/labels

Issued: February 2019 – Printed in Canada 9090-04

DG Hazard and Handling Labels Poster.indd 1 19-02-20 14:39 Dangerous Goods poster courtesy of IATA

Are pilots trained in Dangerous Goods? How do they know they're carrying Dangerous Goods?

Pilots receive initial and recurrent training on the transportation of Dangerous Goods (DG). The pilot's role in the process is mainly to receive notification for every flight when DG have been loaded by the airline. The airlines are responsible for advising the pilots of certain types of DG as determined by the regulators when they're loaded on the aircraft. Pilots are given instructions on how to respond to DG incidents. Fortunately, incidents involving DG are extremely rare in flight.

Are there Dangerous Goods that can never be loaded onto an aircraft?

Yes, there are. There are some DG that are deemed too dangerous to be loaded on aircraft. For some of these materials there are ways to get approvals from regulators and exemptions from the regulations if appropriate levels of safety can be demonstrated. But, as you can imagine, articles whose harmful effects cannot be contained safely within packaging in the event of packaging failure or ignition are never to be carried on aircraft. This includes many explosives and certain toxic materials and infectious substances.

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Have there been many aircraft accidents caused by Dangerous Goods?

No, there haven't been very many. Certainly very, very few passenger accidents specifically. Most of the very few accidents involving DG have been on all-cargo aircraft. Most of the incidents that have been recorded have involved undeclared or non-compliant Dangerous Goods shipments. Those are either shipments that were not declared as DG or shipments whose contents were not properly manufactured or were not packaged in compliance with DG regulations. DG that are shipped in compliance with the regulations have a high degree of special handling and packaging which make them very safe for transport.

Shouldn't passengers know when they're flying with these articles under their seats in the cabin on a passenger flight? Why is it that DG are not more publicly understood by passengers?

The DG items allowed in carryon baggage are actually very limited and only in quantities that are safe for transport. People don't usually carry a lot of DG in carryon bags and normally carry only small quantities of relatively safe Dangerous Goods.

There are only about 25 types of DG articles allowed in passenger carry on and checked baggage. Many of these are batteries (including lithium batteries) and battery powered devices, which include things like cell phones, tablets, cameras, computers, other small electronic items and mobility aids (wheelchairs).

But items such as flammable liquids that are allowed in carryon baggage tend to be consumer commodities like perfumes which actually have small amounts of flammable liquids in them, and some aerosols, or batteries, so they tend not to be very large shipments of the more hazardous dangerous goods that require very special handling, like it would in a cargo shipment.

Is my mobile phone a Dangerous Good because it has a lithium battery in it?

Yes, it is. It is a regulated Dangerous Good, however, a cell phone in a passenger cabin, not packaged with many others in the same place does not actually present a very large hazard to the airplane. There are certain common-sense safety precautions we must take, such as making sure if you lose it in your seat you don't move the seat back and forth trying to look for it, so it doesn't get crushed.

Many airlines recommend not charging your phone in flight because the odds of something bad happening are higher when its being charged. So, yes, it is a Dangerous Good, it is recognized as such in the regulations, and flight attendants and flight crews are trained to deal with Portable Electronic Devices (PEDs) that may catch fire in flight.

"Pilots are given instructions on how to respond to DG incidents. Fortunately, incidents involving DG are extremely rare in flight."

As a passenger, can I put Dangerous Goods in my checked bags?

Yes, but in very limited types and quantities. What you can put in your checked baggage is very limited. For example, spare lithium batteries are not allowed in your checked baggage. It is required that airlines advise passengers sometime during the ticketing and check in process that most Dangerous Goods are not allowed in passenger checked baggage. This is often a page displayed during the ticketing or check in process.

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Additionally, when airlines accept checked baggage at the gate, they normally make an announcement and generally ask each passenger checking baggage there if they have dangerous goods, including spare lithium batteries in their luggage.

Again, if you're following the rules, there are limited types and quantities of DG that can go in checked baggage and those that are allowed must be packaged and transported in such a way that they're safe.

Is there a difference between passenger flights and cargo flights when it comes to dangerous goods carried as cargo? Why? What is the difference?

Remember, most passenger flights also carry cargo in their under-floor or belly compartments. And yes, there is a difference between what type and quantity of cargo can be carried on a passenger and cargo flight. Why? Because initially, the regulators believed that cargo pilots had means of mitigating hazards and putting out fires that were not available on passenger flights. For example, years ago, cargo may have been loaded on the main deck of a freighter, and pilots could go back and physically use a fire extinguisher if a fire started. If a fire started on a passenger flight, it could have been in the belly, where the pilots had no access to the cargo and there was no way to put out the fire (now all passenger aircraft are required to have effective cargo compartment fire suppression systems).

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So, initially, there was one level of safety achieved because even though cargo pilots carried more DG that was more hazardous in nature, they had greater options in dealing with in-flight emergencies.

Today, that is no longer the case. Cargo goes in the belly of both passenger and cargo aircraft. Cargo carried in the main deck of a freighter today is not often accessible to the crew anyway, and even when it is, it is unlikely that a crew member will be free to enter the cargo compartment to fight a fire. So, today what has evolved is that cargo pilots actually carry more hazardous types and quantities of cargo without additional means of risk mitigation.

What types of cargo does that include? On a passenger flight you can have certain types of flammable materials for example, but they're not as flammable and they're shipped in smaller quantities than on a cargo flight. On a cargo flight we have things that can burn easier and with more intensity and we can carry more of it than we can on a passenger flight.

On a passenger flight you cannot carry lithium batteries, for example, that are not installed in or packed with equipment as cargo. On a cargo flight, you can have an airplane full of lithium batteries that are packaged with nothing else in the box. The explanation today is that many of the regulators just accept the fact that cargo flights will be operated in a more hazardous environment.

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Can all Dangerous Goods catch fire?

No, flammable materials are only one type of Dangerous Goods. The 9 Hazard Classes are:

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EXPLOSIVES GASES FLAMMABLE LIQUIDS FLAMMABLE SOLIDS OXIDIZING SUBSTANCES TOXIC AND INFECTIOUS SUBSTANCES RADIOACTIVE MATERIALS CORROSIVES MISCELLANEOUS DANGEROUS GOODS

In fact, most of the classes of Dangerous Goods have nothing to do with being flammable. They have to do with these other hazards.

What are the best resources for learning about Dangerous Goods?

IFALPA has published several documents on the subject of Dangerous Goods. They can be found in the Dangerous Goods resource topic section under Publications at ifalpa.org: <https://www.ifalpa.org/publications/dangerous-goods/>

IFALPA Position Papers

Fire Protection of Cargo Compartments Accessibility of Cargo Compartments NOTOCs PEDs in Passenger Checked Baggage PED Smoke or Fire Response Kit Lithium Battery Fire/Smoke in the Cockpit Transport of Dangerous Goods by Post Lithium Battery Fire Awareness Transport of Lithium Batteries as Cargo Transport of Dangerous Goods by Air

Nearly every airline has something on their website regarding DG transport. This is a small selection of what is available with a cursory internet search. Please note this list is not exhaustive by any means and is only intended to present a few international examples:

IATA lithium battery guidance documents for cargo and passenger baggage: <https://www.iata.org/en/programs/cargo/dgr/lithium-batteries/>

FedEx (cargo) <https://www.fedex.com/en-us/service-guide/dangerous-goods.html>

Lufthansa (passenger restrictions) <https://www.lufthansa.com/us/en/dangerous-goods>

Cathay Cargo (good because they specifically talk about operator variations, which is how their rules are more restrictive than the regulations) <http://www.cathaypacificcargo.com/en-us/helpsupport/specialcargohandlingprocedures/dangerousgoods.aspx>

Cathay Passenger https://www.cathaypacific.com/cx/en_BD/travel-information/baggage/controlled-and-banned-items/overview.html

Captain Scott Schwartz flies MD-11s for FedEx where he has worked for the past three decades, also flying the 727 and DC10.

Because of his impressive background in Chemical Engineering, (Cpt. Schwartz holds a Bachelor of Chemical Engineering degree from MIT and a PhD in Chemical Engineering from the University of Minnesota), he was encouraged to get involved in Dangerous Goods work as a pilot representative and Subject Matter Expert.

Chair of IFALPA's Dangerous Goods Committee, and an ALPA Accredited Accident Investigator, he has served on the FedEx Pilot Union's governing Board and represents the Federation in several international DG groups. He is also ALPA's Dangerous Goods program director, and IFALPA's representative to ICAO's Dangerous

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Goods Panel. In December 2019, he was appointed to the US DOT's newly formed Lithium Battery Advisory Committee.

The IFALPA Legal Committee needs your expertise! Help make a difference for the international piloting community!

WHAT WE DO WHAT WE NEED

IFALPA Legal Committee Subject Matter Expertise

- The international source for • Pilots with legal expertise and legal advice & support for Pilot Lawyers IFALPA • Lawyers with aviation
- Development of legal knowledge opinions & positions on legal • Member Association staff with issues aviation law expertise
- Focusing on topics including • Expertise in the areas of Data Protection, Drug labour law and public and & Alcohol Testing, RPAS private international law Integration, Legal Training for Pilots, and more.

To get involved, Please Contact: IFALPA PGA Officer Sebastián Currás, sebastiancurras@ifalpa.org

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

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BY CAROLE COUCHMAN, MBE

IFALPA Senior Technical & Regional Officer

ICAO AIR TRAFFIC MANAGEMENT International IFR operations by Remotely OPERATIONS (ATMOPSP) Piloted Aircraft (RPA). Over 175 comments Working Group 8 of the ATMOPS Panel met on Chapters 5-14 of Annex 6 Part IV were from 28 October to 1 November 2019. During addressed and still awaiting secretariat review. the week there was a joint meeting with some Delivery of Annex 6 Part IV has been delayed, of the Working Groups from the Remotely it is currently estimated at March 2021-2022. Piloted Aircraft Systems Panel (RPASP) This is due to the reduction by ICAO to the concerning the Loss of the C2 (Command and Panel. Control) link and the actions after a Detect and Avoid (DAA) maneuver. The President of the IFALPA participated in WG 5 and assisted in Air Navigation Commission (ANC), together the work to convert the existing Part IV to with two Commissioners attended the Annex 6 into the required format as requested meeting on the second day for an exchange by the ICAO Secretariat which is now of views on future work. broadly aligned with Annex 6 Part I. IFALPA influenced discussion mainly surrounded the The Panel further discussed items such as the requirement for detect and avoid capability ATS Planning Manual, SID/STAR phraseology and lost C2 link. The next meeting will be 16implementation, ATFM (Air Traffic Flow 20 March 2020. Management), Global Aeronautical Distress & Safety System (GADSS), responses to ICAO ATMRPP WG/38 unauthorized UAS activity, and ADS-B The Air Traffic Management Requirements and implementation in the United States. Performance Panel (ATMRPP) mainly works on the development and implementation of The Panel received presentations on Remote Flight & Flow Information for a Collaborative Tower implementation in several countries. Environment (FF-ICE) to facilitate (4D) Trajectory Based Operation (TBO). This IFALPA introduced a Working Paper related to is supposed to enable aircraft flying as redundancy in operations related to Remote near as possible to their desired trajectory Tower Centers and provided information by constantly negotiating routes before related to SID/STAR phraseology and departure (Release I) and with live updates procedure design. during flight (Release II). A key enabler is information sharing of all stakeholders via ICAO REMOTELY PILOTED AIRCRAFT SYSTEMS System Wide Information Management (RPASP) (SWIM), more specifically a tool called Flight RPASP/15 was held the same week. In Information Exchange Model (FIXM). FF-ICE addition to the joint meeting with ATMOPSP, Release I (FF-ICE/R1) consequently includes work continued in developing Standards a new flight planning system, which will coand Recommended Practices (SARPs) and exist with the present FPL2012 system during guidance material for the integration of a transition phase.

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Apart from existing functions like flight plan filing of data from multiple sources. How to use and (with change, delay, and cancellation messages) validate the data is crucial in developing UTM and notification (movement messages), new airspace. Other sessions included Cooperative services are introduced. These include a Planning Separation of Stratospheric Operations – these Service for operators to receive feedback on were primarily from Loon and Airbus Zephyr. available routings considering constraints and a Their launches now are primarily from Australia Trial Service which tests potential changes on a and the US in Class G airspace, then going “what if” basis. Later functions of FF-ICE/R2 build through Class B, A and then F. They make use of on a Connected Aircraft (CA) Concept to improve Temporary restricted airspace for their launch and the trajectory

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inflight. recovery. Within the upper airspace they utilize a form of UTM taken from best practices today, The deliverables of FF-ICE/R1 should be approved however the density of aircraft is far less. Other during the next meeting. This comprises proposed sessions included, UAS Operations over the High amendments to Annex 2, PANS-AIM and PANS Seas; comparison on how Drones are regulated ATM and the new ICAO Doc 9965 Manual on and Deconfliction and Separation Management. FF-ICE with Volume I – Concept and Volume II - The next Drone Enable will be in Rio de Janeiro, Implementation Guidance. The meeting discussed Brazil, 9-11 September 2020. comments made on these documents, noted the experiences of tabletop exercises and the ICAO Separation and Airspace Safety Panel (SASP) development status of connected applications The 33rd working group meetings of the SASP like FIXM. was held at ICAO Montreal 12-22 November 2019. As with all SASP meetings it was a full agenda A “notional sunset date” of 2030 was proposed that covered a range of subjects from En-route for FPL2012 but it will be challenging to convince separation minima and procedures – horizontal, all stakeholders. New prefixed codes in flight plan En-route separation minima and procedures – field 18 under NAV/ and SUR/ were proposed vertical; Terminal area separation minima and for PBN (e.g. “NAV/ PBNM1M2) and ADS-B procedures; Safety assessment methodologies for respectively. A tri-panel coordination meeting the future ATM environment as well as Reduced of the ATMOPSP, CP-OPDLWG and ATMRPP is Vertical Separation Minima (RVSM) issues and planned for mid-2020. The next meeting is the High Altitude Balloon Operations. Areas of note full panel meeting, ATMRPP/4 in Montreal, 23 - included the Development of PBCS network 27 March 2020, followed by WG/39 in November outage contingency procedures, an update on 2020. Contingency Hazard Areas, and the development of an Implementation Manual for separation ICAO Drone Enable/3 minima using ATS surveillance systems where VHF The DE/3 was held from Nov 12-14, 2019 in voice communication is not available, particularly ICAO, there were approximately 1200 delegates weather deviations, allowing turns in ITP. in attendance. As a symposium, this event was mostly about presentations and education – ICAO Secretariat Study Group on Cybersecurity there are no statements, policies, SARPs, or the (SSGC) like that come out of a Symposium. Updates The seventh meeting of the ICAO Secretariat from ICAO included the fact that there is now a Study Group on Cybersecurity (SSGC) took dedicated UAS section of the ICAO public website. place at the beginning of December. The main In addition to other important information, ICAO activity of the meeting was the drafting of the has published model UAS regulations which are ICAO Cybersecurity Action Plan requested by the purely to be used as a template. ICAO Assembly. The majority of time during this meeting was dedicated to writing the action plan, There are still many safety considerations with which was evaluated sentence by sentence. It is respect to overloading the 1090MHz spectrum hoped that eventually the end goal should have especially if UAS all start using ADS-B. There were a risk management system that includes safety, some interesting presentations on building UTM security, and cybersecurity. However, that may be airspace which are dependent on the collection too ambitious for now.

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ICAO Facilitation Panel (FALP/11) The 11th meeting of the Facilitation Panel was held almost 12 months earlier than planned, (13-16 January 2020) to develop Standards and Recommended Practices (SARPs) for Passenger Name Record (PNR) Data. This was requested by the United Nations Security Council, through Resolution 2396 which declared that all UN Member States shall develop the capability to collect, process and analyse PNR with full respect for human rights and fundamental freedoms. It also urged ICAO to develop a standard for the collection, use, processing, and protection of PNR and for States to implement their programs “in furtherance of ICAO standards and recommended practices.”

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A PNR Task Force had been set up and they produced the first set of SARPs for the Panel to review. After considerable discussion and breakout sessions the SARPs were finally agreed upon, these will now go to the Air Transport Committee for approval to be sent out as State Letter.

In addition, the Human Trafficking Working Group was formed and a set of Terms of Reference (ToRs) agreed upon. IFALPA is part of this Working Group. There was concern that with bringing this Panel meeting forward it would mean a gap of nearly three years before the next meeting, it is likely this will need to be discussed more fully by the Air Transport Committee.

ICAO UAS Advisory Group (UAS AG) The UAS AG was held in Montreal 21-24 January 2020. The UAS Advisory Group was set-up by ICAO to cater for the needs of states and industry to include UAS of all kinds into an Unmanned aircraft system traffic management (UTM). This is independent of the work carried out by the ICAO RPAS Panel, which solely focuses on international, IFR RPAS operations. The UAS AG is developing guidance material to highlight challenges and enablers as well as best practices for a safe integration of UAS, especially in an urban environment. This meeting analysed the results from Drone Enable/3 creating Appendices to the UTM Framework document and started to set topics for Drone Enable/4 which will be held later this year in Brazil. Work was continued on drafting the Request For Information (RFI) for the Symposium and internal assessment questions that will rate contributions for inclusion in the symposium.

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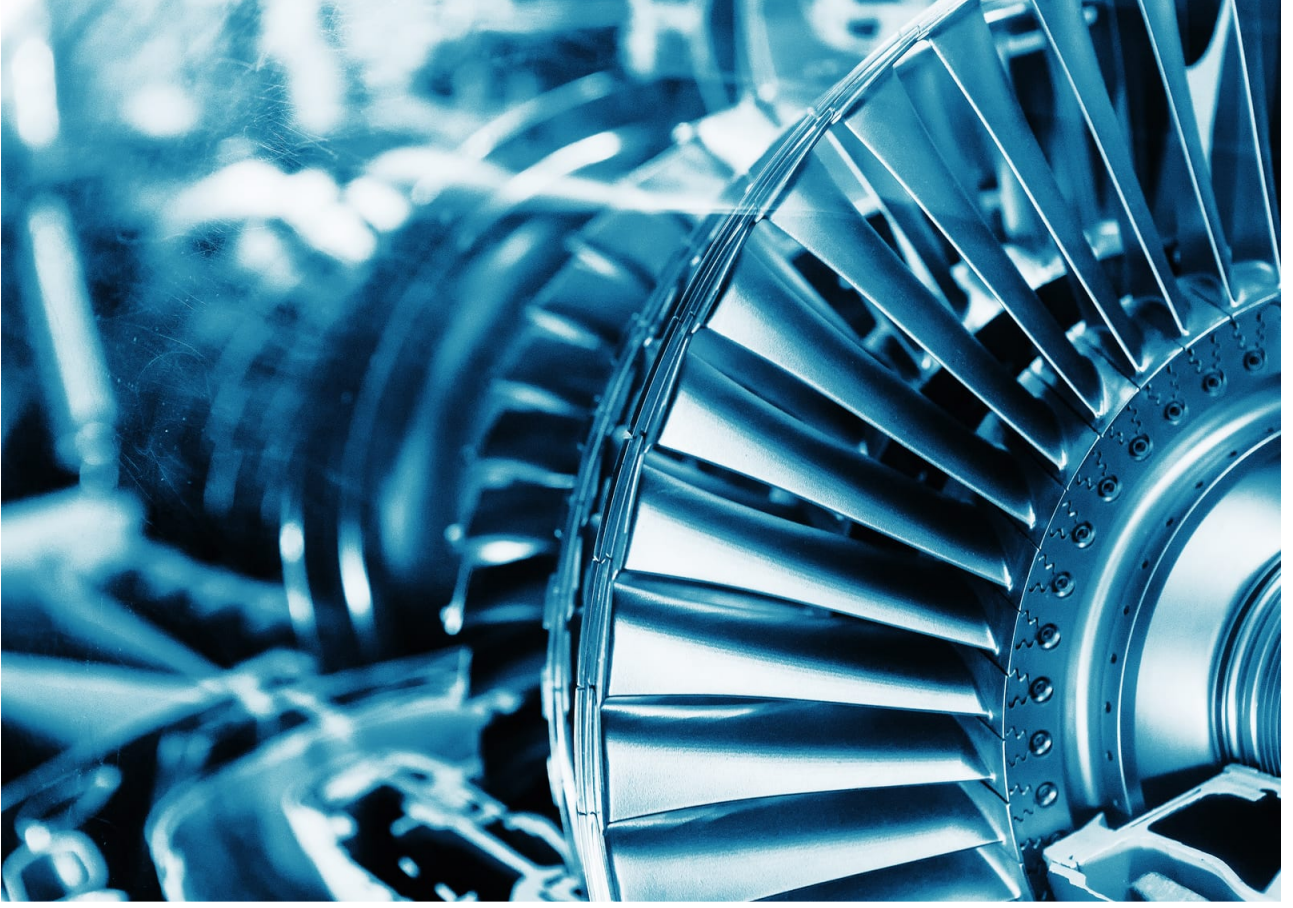
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Captain Andy Pender, Medical and Welfare Director, New Zealand Airline Pilots’ Association.

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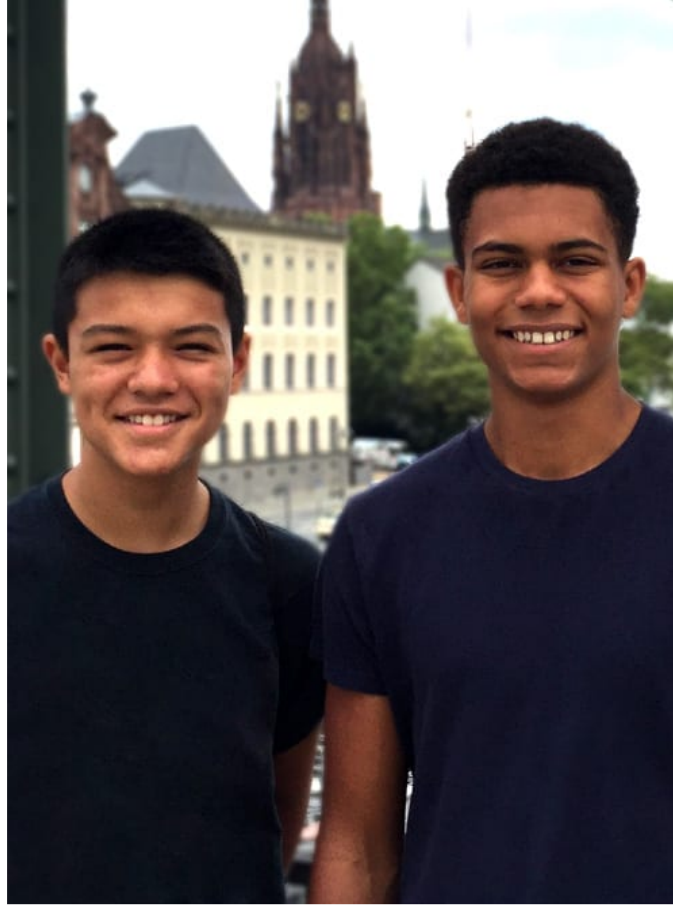
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