



## **64th IFALPA Conference**

**Auckland, New Zealand**

**20th – 24th March 2009**

# **REPORT OF THE CONFERENCE**

The International Federation of Air Line Pilots' Associations represents in excess of 100,000 pilots and flight engineers in over 100 countries world-wide.

The mission of IFALPA is to be the global voice of airline pilots, promoting the highest level of aviation safety and security world-wide and providing services, support and representation to all of its Member Associations

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| 1.4 | Changes to the Constitution and By-Laws – Section VIII - Finance  | Committee E-5 |
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|-----|--|---------------|
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Regional-1

**A list of Regional Vice-Presidents' Reports**

Regional-11

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AFI/North	MID/East
AFI/South	MID/West
AFI/West	NAT
ASIA/East	NOP
ASIA/West	SOP
CAN/Arctic	SAM/NORTH
CAR/East	SAM/SOUTH
CAR/West	US/CEP

**CONFERENCE SEMINARS**

Safety Seminar – Managing Pilot Fatigue

Seminar-1

Industrial Seminar – Consolidation, Mergers &amp; Acquisitions

Seminar-1

**AWARDS PRESENTED**

Polaris Award

Awards-1

Presidential Citations

Awards-1

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Awards-1

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Awards-1

**APPENDICES**

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C	Annual Report of the Executive Vice-President, Administration & Finance	Appendix C
D	Annual Report of the Executive Vice-President, Technical Standards	Appendix D
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## **EDITORIAL NOTE**

### **1 Format of the Report**

The Report of the 64th IFALPA Conference provides a Report of the Plenary Sessions.

### **2 Reports of Recommendations from Committees and Voting in Plenary Sessions**

Committee Chairmen's reports containing the recommendations of their Committee on each item are reproduced in the same form as they were presented to the Plenary. All amendments to the proposals emanating from the Plenary are recorded in the 'Discussion' section following each Committee Chairman's report. For ease of use, the policy proposal contained in the relative Introductory Paper is reproduced prior to the Committee's recommendations. The full text of all adopted policies will appear in the appropriate IFALPA Manual in due course.

### **3 Identification of Speakers**

Speakers, sponsors of Conference proposals; and proposers of amendments to the proposals are always identified by their country in order to avoid any possibility of confusion. Where a Conference proposal is submitted or accepted by a Committee Chairman, it is taken that he is doing so on behalf of the majority of the Associations represented on the Committee.

### **4 Document References**

The number in the right-hand margin (e.g. 08ADO021) in the Reference Column is that of the main document on which the Plenary discussions were based and the Committee Chairman's report. (The prefixes "IP" and "CR" refer to Introductory Paper and Chairman's Report.

### **5 Status of Sections**

So as to give each part of the report an unambiguous identity, the system outlined below is applied in the right-hand "Reference or Status" margin of the report pages. The description given against each are for quick reference purposes only; the official definitions of policies will be found in the A Manual, as a Schedule to the Constitution.

*Editorial Note* – any editorial comment necessary to explain the handling of the subject either at the Conference or in the reports:

*Work Programme* – indicates item(s) of Work Programme to be assigned to the various IFALPA Committees and Advisory Groups.

*AR* – indicates "Administrative Recommendation", being a directive of an administrative nature; depending on its contents, an AR may or may not be included in the Policy Manuals.

*DRAFT POLICY* – indicates a non-mandatory policy statement, passed by a simple majority of those represented at the Conference. It is incorporated into the appropriate Policy Manual but does not require ratification.

*POL-STAT* – indicates "Policy Statement", being a policy decision which has been passed and ratified (within 60 days) by a simple majority of those represented at the Conference and requires implementation by the ratifying Member Associations as soon as practicable. It also provides guidance to representatives attending international meetings and to the IFALPA Secretariat, and is incorporated into the appropriate Policy Manual.

*RESOLUTION* – indicates firm policy on action to be taken in support of POL-STATs, which has been passed by two-thirds majority vote of the Conference and which requires ratification within 60 days. It remains binding on ratifying Member Associations for a period of two years, after which it may be extended by a two-thirds majority vote of the Conference and renewed ratification. It also provides mandatory guidance to representatives attending international meetings and to the IFALPA Secretariat. It is incorporated into the appropriate Policy Manual.

*CA* – indicates a "Constitutional Amendment", requiring a three-quarters majority for approval.

*ABL* – indicates an "Amendment to the By-Laws", requiring a two-thirds majority for approval.

*ARO* – indicates an "Amendment to the Rules of Order", requiring a simple majority for approval.

*Membership Application Vote* – indicates a vote for acceptance of a Membership Application, requiring a three-quarters majority for approval.

*Suspension Vote* – indicates a vote for suspension of a Member Association, requiring a three-quarters majority for approval.

*Expulsion Vote* – indicates a vote for expulsion of a Member Association, requiring a three-quarters majority for approval.

*Removal Vote* – indicates a vote for removal of a Member Association, requiring a three-quarters majority for approval.

*Budget Approval* – indicates a vote for approval of the budget for either the current year or the following year, and requires a three-quarters majority for approval.

*Subscription Vote* – indicates a vote for an amendment to either the subscription rates or the method by which they are determined, and requires a three-quarters majority for approval.

*Elected* – is used to denote the election/appointment of the Federation's Officers.

## **IFALPA 64th Conference**

**Auckland, New Zealand, 20th – 24th March 2009**

### **PLENARY SESSIONS**

#### **Conference Chairman – Captain Carlos Limón, President of IFALPA**

The conference was started with Powhiri, a traditional Maori greeting.

Master of Ceremonies, Captain Gary Parata, welcomed all Delegates and Observers to New Zealand and introduced the IFALPA Executive Board and speakers.

The Conference Chairman addressed the Conference and welcomed all Delegates and Observers to Auckland and to the 64th Conference of IFALPA.

Captain Gary Parata introduced the President of NZALPA, Captain Mark Rammell, who welcomed all Delegates and Observers to New Zealand.

Captain Gary Parata introduced The Hon. Steven Joyce, Minister of Transport, and invited him to open the 64th Conference.

#### **64th Conference Opening Address**

The Hon Steven Joyce, Minister of Transport.

Mr Joyce addressed the Conference and welcomed delegates to Auckland and officially opened the 64th IFALPA Conference.

The Conference Chairman made a presentation to the Minister of Transport as a token of the Federation's appreciation for opening the 64th IFALPA Conference.

A moment of silence was held in respect of colleagues who have perished in aircraft accidents, who had been the victims of terrorism, or who had died within the past year.

#### **Report of the Credentials Committee**

The Chairman of the Credentials Committee reported to the Conference Chairman on 20<sup>th</sup> March 2009. The number of Member Associations in good standing was 88, thus making a simple majority 45. The number of Chief Delegates registered at the Conference was 41 with 8 proxies held by them. The total number of Member Associations represented at the Conference was 49 and a two-thirds quorum would, therefore, be 33.

The total number of Chief Delegates at Plenary was 41 and total number of proxies held by Chief Delegates was 8. The total number of MAs, therefore, represented at Plenary was 49.

The Chairman reminded delegates that, in accordance with current practice, the Credentials Committee would not be required to make a report to each Plenary session but would keep the Chairman advised of any change in status.

#### **Appointment of Conference Procedures Committee**

In accordance with the Constitution & By-Laws the President announced that the Conference Procedures Committee for this Conference would be comprised of one Executive Officer, Captain Hans Peder Tanderup (EVP A&F), the Chairman of the Credentials Committee, Captain Greg Wolfsheimer, two representatives from Member Associations, Captain Paul Lyons (NZ ALPA) and F/O Aataa Guedira (AMPL, Morocco) and the IFALPA Executive Director, Mr Bruce D'Ancely.

**Presentation of the 2008 Conference Report**

The Report of the 63rd IFALPA Conference held in Mexico City, Mexico in the period 18th – 22nd April 2008 was accepted without discussion.

Proposer: Spain  
Seconder: Austria

No Discussion

**CARRIED**

**Waiver of the Two-Year Rule**

In accordance with the Constitution & By-Laws, no policy which is less than two years old may be reviewed at Conference without prior waiver of the two-year rule.

One Policy Proposal was presented for waiver:

IP 09IND063 – Flight Time Duty Time

Proposer: Mexico  
Seconder: USA

No Discussion

**CARRIED**

**Withdrawal of Agenda Item – IP 09ADM033**

At the request of the delegation from ALPA-Korea, paper 09ADM033 was withdrawn. Captain Carlos Limon thanked ALPA-Korea for showing an interest in hosting the Conference in 2011 and hoped that they would be in a position to do so at some point in the future.

**Committee Chairmen Appointments and Announcements**

The Chairman of Committee A/B, Captain Mark Seal, commented that the meeting would follow the published Agenda.

The Chairman of Committee C, Captain Ray Gelinis, commented that the meeting would follow the published Agenda.

The Chairman of Committee D, Captain Ian Getley, commented that the meeting would follow the Agenda.

Captain Fernando Alvarez had been appointed as Chairman of Committee E. Unfortunately, due to a serious illness within his family, he had to return home to Mexico. Captain German Diaz Barriga kindly agreed to stand in as Committee E Chairman at short notice. Captain German Diaz Barriga commented that the Agenda would change slightly and that the first five papers would be moved to the end of the Agenda.

**Late Agenda Items**

The Constitution & By-Laws requires that late agenda items be placed before the Conference to be voted onto the agenda.

C1.3 Cockpit Image Recorders

## **Welcome to Observers**

The Chairman recognised and welcomed representatives from many pilot groups, international organisations and business associates that had honoured the Federation by attending as Observers. Observers welcomed at the Conference were as follows:

### **Organisation**

**Aerobytes Ltd**  
**Air New Zealand**  
**Airbus**  
**Airways Corporation**

**Alpha Omega**

**Boeing Commercial Airplane Group**  
**Caribbean-ALPA**  
**Engineered Arresting Systems**

**European Cockpit Association**

**EVAS Worldwide**

**IATA**

**International Civil Aviation Organisation**

**International Federation of Air Traffic Controllers' Associations**

**International Society of Women Airline Pilots**

**International Transport Workers' Federation**

**Parc Aviation**

**Professional Helicopter Pilots Association**

**Rishworth Aviation**

**The Ukrainian Air Line Pilots' Association**

### **Representative**

Mr Bob Whetsell  
Ms Jennifer Lund  
Captain Michel Landrin  
Mr Richard Burdes  
Mr Ushmen Singh  
Captain Heinz Frühwirth  
Captain Toby Gursansky  
Captain Frank Santoni  
Captain Paul Murdock  
Mr David Heald  
Mr Mark Slimko  
Miss Céline Canu  
Captain Martin Chalk  
Captain Timo Eckardt  
Captain Regis Fusenig  
Captain Fran Hoyas  
Captain Josef Kraus  
Mr Philip von Schoppenthau  
Mr Ken Baldwin  
Mr Anthony Houston  
Mr Paul Lamy  
Mr Scott Shallies  
Captain Valerie Scott  
Mrs Liz Williamson  
Mr Padraic Toolan  
Captain Jeffery Smith  
Mr Jason Cochrane  
Ms Vicky Haining  
Ms Toni Morelli  
Ms Natalie Morris  
Mr David Steytler  
Captain Sergiy Lubkin

### **Annual Reports of the Executive Officers**

All written reports are presented in full in Appendices A-J of this Report

#### **The President**

Captain Carlos Limón presented his report. 09ADM022

#### **The Deputy President**

Captain Paul Rice presented his report. 09ADM023

#### **The Executive Vice-President, Administration & Finance**

Captain Hans-Peder Tanderup presented his report. 09ADM024

#### **The Executive Vice-President, Technical Standards**

Captain Richard Woodward presented his report. 09ADM025

#### **The Executive Vice-President, Professional Affairs**

Captain Georg Fongern presented his report. 09ADM026

#### **The Executive Vice-President, Africa & Middle East**

Captain Mohamad Kheir Hassoun presented his report. 09REG097

#### **The Executive Vice-President, Asia Pacific**

Captain Stu Julian presented his report. 09REG098

#### **The Executive Vice-President, Caribbean & South America**

Captain Salvador Gayón presented his report. 09REG099

#### **The Executive Vice-President, Europe**

Captain Henk de Vries presented his report. 09REG100

#### **The Executive Vice-President, North America**

Captain Dan Adamus presented his report. 09REG101

### **Nominations for Elected Positions**

The Conference Chairman called for nominations for Elected Officer Positions. All nominations must be confirmed in writing using the official Nomination Form which can be obtained from either the Credentials Committee or the Secretariat Office. There must be a Proposing and Seconding Association and the forms must be signed by the President or Chief Delegate of that Association. Completed forms should be handed to a member of the Credentials Committee or a member of IFALPA Staff. Nominations for Executive Vice-Presidents (Regional) and Regional Vice-Presidents closed at 15.00, Friday 20th March. All other Nominations closed at 15.00, Monday 23<sup>rd</sup> March.

### **Presentations of Conference Committee Chairmen's Reports**

Committee A/B - **Captain Mark Seal**

Committee C - **Captain Ray Gelinis**

Committee D - **Captain Ian Getley**

Committee E – **Captain German Diaz Barriga**

(All Introductory Papers and Plenary Voting results are contained within the appropriate Committee Reports)

### **Personal Privileges**

Captain John Prater of US ALPA was given a moment of personal privilege to notify the Conference that, at 10.40 am local time and 6.40 am Tokyo time, a Federal Express MD11 crashed on landing. No further information was available on the two crew members on board. Captain Prater wished to give thanks to Japan ALPA and IFALPA for their support during this time and stated that he would report back to the Conference with any further news as it became available.

Captain John Prater of US ALPA requested a moment of personal privilege to update the Conference on behalf of the Federal Express members who had asked him to make a statement on behalf of ALPA International. He reported that, as a result of the tragic accident, Captain Kevin Moseley and First Officer Anthony Pino perished. He recognised the efforts of the Asia/Pacific region and ALPA Japan and of all the Federation. On behalf of all ALPA International members, he thanked the Federation.

A moment of silence was held in respect of the two crew members who perished in the accident.

### **Presentation of IFALPA Charter of Affiliation and signing of the Covenant of the Federation for new Member Associations**

The President of IFALPA invited Captain Sergiy Lubkin, of the Ukrainian Air Line Pilots' Association, to sign with him the Covenant of the Federation and to collect the IFALPA Charter of Affiliation.

Conference Delegates were invited to record this vote by acclamation.

### **Amendments to the Protocols signed between IFALPA and Europe and IFALPA and North America**

Following acceptance by Conference of IP 09A&F010 with regard to Regional Vice-Presidents, there was a need to amend the current protocols signed between IFALPA and the regions of North America and Europe.

The President of IFALPA invited Captain Martin Chalk, President of ECA, to sign the new Protocol between IFALPA and ECA.

The President of IFALPA invited Captain John Prater, President of ALPA International, to sign the new Protocol between IFALPA and ALPA International. Captain Dan Adamus was invited to join them as a representative of the Canadian Pilots.

Conference Delegates were invited to record these votes by acclamation.

### **Presentations to the Hosting Association**

The following presentations were made to NZ-ALPA

- ASPA de Mexico
- ALPA-International
- Lebanon
- Bangladesh
- Morocco
- Canada
- Switzerland
- Cyprus
- Turkey

### **Presentation by Captain Henk de Vries, EVP Europe – an update on the work of the IFALPA Strategic Review Group**

### **Presentation by Captain Paul Rice, IFALPA's Deputy President - SRG Conclusions and Recommendations**

### **Presentation by Captain Frank Santoni, Director of Flight Operations & Chief Test Pilot , Boeing Commercial Airplane Group - Boeing 777 Freighter and an update on the Boeing 787**

**Presentation by Captain Michel Landrin, Head of Flight Training, Airbus – Airbus in Antarctica**

**Special Presentation by Captain Mark Rammell, President of New Zealand ALPA on the tragic loss of Air New Zealand flight 901 on Mt Erebus, Antarctica in 1979.**

**Confirmation of Venue for 2010 Conference**

The next Conference venue will be Marrakech, Morocco and the Conference will be held 19th -23rd March 2010 and will be hosted by AMPL.

A short presentation was made by AMPL on the 2010 Conference.

**Venue for the Next and Following Conference**

A presentation was made by F/O Peter McCullen of Thailand regarding a bid to host the 2011 Conference in Thailand.

A presentation was made by Captain Chrys Hadjichrysanthou of Cyprus regarding a bid to host the 2011 Conference in Cyprus.

A statement was made by SNPL to host the IFALPA 2012 Conference in Paris, France

A statement was made by ALPA-S to host the IFALPA 2012 Conference in Singapore

A statement was made by SEPLA to host the IFALPA 2015 Conference in Spain

**Presentation of Reports from the Regional Meetings**

Africa & Middle East – **Captain Mohamad Kheir Hassoun**

Asia & Pacific – **Captain Stu Julian**

Caribbean & South America – **Captain Salvador Gayón**

Europe – **Captain Henk de Vries**

North America – **Captain Dan Adamus**

**Presentation of Annex 19 Regional Deficiency Reports**

(Rules of Order were suspended for this session)

**Presentations of Appreciation**

Presentations were made by the President of IFALPA to:

Captain Michel Landrin, Head of Flight Training, Airbus

Captain Frank Santoni, Director of Flight Operations & Chief Test Pilot, Boeing Commercial Airplane Group

Paul Lamy, Deputy Director of ICAO Air Navigation Bureau

Glen Kenny, NZ ALPA

Presentations were made by the Executive Vice President, Technical Standards to:

Malcolm Christie – Australian Civil Aviation Safety Authority

Curt Graeber – Boeing Commercial Airplanes (retired)



## **Elections and Appointments for the 2009 – 2011 Term**

**Editorial Note** Unless otherwise stated, the following are elections for two-year periods. In every case the candidate had the support of their Association for their nomination.

### **EXECUTIVE COMMITTEE**

The following were elected, unopposed to Executive Officer positions:

#### **PRESIDENT**

**Captain Carlos Limon (Mexico)** was elected unopposed to this position.

Proposer: New Zealand

Seconder: Netherlands

#### **EXECUTIVE VICE-PRESIDENT, ADMINISTRATION & FINANCE**

**Captain Hans Peder Tanderup (Denmark)** was elected unopposed to this position.

Proposer: Germany

Seconder: Spain

No discussion                    **CARRIED BY ACCLAMATION**

### **EXECUTIVE VICE-PRESIDENTS (REGION)**

The following were elected, unopposed to Executive Officer positions:

#### **ASIA/PACIFIC**

**Captain Stu Julian (New Zealand)**

Proposer: New Zealand

Seconder: Australia

#### **CAR/SAM**

**Captain German Diaz-Barriga**

Proposer: Bahamas

Seconder: Argentina

#### **EUROPE**

**Captain Henk de Vries (Netherlands)**

Proposer: Germany

Seconder: Netherlands

No discussion                    **CARRIED BY ACCLAMATION**

**THE EXECUTIVE BOARD** is comprised of the 5 Executive Vice-Presidents from the Executive Committee and the 5 Executive Vice-Presidents from the Region.

**REGIONAL VICE-PRESIDENTS**

The following were elected, unopposed to Regional Vice-President's positions:

**AFI/South**

**Senior First Officer Carl Bollweg (South Africa)**

Proposer: South Africa

Seconder: Namibia

**AFI/West:**

**Captain Souhail Dallel (Tunisia)**

Proposer: Tunisia

Seconder: Algeria

**MID/East:**

**Captain Georges Dib (Lebanon)**

Proposer: Lebanon

Seconder: Tunisia

**ASIA/East**

**Captain Korn Mansumitchai (Thailand)**

Proposer: Singapore

Seconder: Malaysia

**NOP**

**Captain Tsutomu Ishiyama (Japan)**

Proposer: Japan

Seconded: Thailand

**CAR/East**

Vacant

**SAM/South**

**Captain Alejandro Lopez Camelo (Argentina)**

Proposer: Argentina

Seconder: Uruguay

**RVP Can/Arctic**

**Captain Ray Gelinas (Canada)**

Proposer: USA

Seconder: Canada

**RVP NAT**

**Captain Mark Seal (USA)**

Proposer: Canada

Seconder: USA

No discussion

**CARRIED BY ACCLAMATION**

## **COMMITTEE CHAIRMEN**

The following were elected unopposed to Committee Chairmen's positions unless otherwise stated:

### **Aircraft Design and Operation**

#### **Captain Stefan Wolf (Germany)**

Proposer: Germany

Seconder: USA

### **Aerodrome & Ground Environment**

#### **Captain Bob Perkins (Canada)**

Proposer: Morocco

Seconder: USA

### **Helicopters**

#### **Captain Glenn Christiansen (Norway)**

Proposer: Norway

Seconder: Denmark

### **Human Performance**

**There were two nominations for this position:**

#### **Captain Uwe Harter (Germany)**

Proposer: Germany

Seconder: Mexico

#### **Captain Gustavo Barba (Spain)**

Proposer: Spain

Seconder: Morocco

The election was carried out by a secret ballot, following which Captain Uwe Harter was elected to this position.

### **International Flight Engineers**

No Candidates

Committee C put forward a paper recommending that the Executive Board reviews the situation pertaining to the future of the IFE Committee. The Board will, therefore, be including this issue on its Agenda for 2009 and, in the meantime, the work programme will be suspended as recommended by the outgoing Chairman.

### **Security**

#### **Captain Nico Voorbach (Netherlands)**

Proposer: Netherlands

Seconder: Germany

No discussion

**CARRIED BY ACCLAMATION**

**Recognition of Outgoing Officers**

Captain Carlos Limón recognised the following Officers who were stepping down from their positions:

Captain Frank Müller Nalbach (ADO)

Captain Jo Puff (Security)

F/E Wayne Studdert (IFE)

Captain Salvador Gayon (EVP CAR/SAM)

The Conference was invited to show its appreciation.

**ADJOURNMENT OF THE 64TH ANNUAL CONFERENCE**

**Captain Carlos Limón** in his closing remarks expressed his thanks to NZ ALPA who helped to organise the Conference and assisted the Secretariat, the hotel staff and to all the Delegates who attended, particularly with regards to the long journey involved for many. He then expressed his thanks to the staff of IFALPA.

Captain Limón invited a motion to adjourn the 64th Annual Conference.

Proposer: UK

Seconder: Morocco

No discussion      **CARRIED BY ACCLAMATION**

**Items Originating in Committee A/B****INDUSTRIAL, HUMAN PERFORMANCE, LEGAL and SECURITY****Chairman – Captain Mark Seal (United States)****Rapporteur – Mrs Sacha Whitehead, Technical Officer**

The Committee Chairman presented the Committee's proposals which were discussed and voted upon as follows:

**A1 INDUSTRIAL**

**A1.1 INDUSTRIAL COMMITTEE CHAIRMAN'S ANNUAL REPORT AND WORK PROGRAMME** **09IND061**

**Committee Recommendation**

Committee A/B reviewed the Annual Report of the Industrial Committee Chairman and endorsed the Work Programme.

**A1.2 Flight Time, Duty Period, Flight Duty Periods and Rest Periods for Fatigue Management** **IP 09IND063**

**Proposed Policy**

**ADD** the following new policy as shown in *bold italics*:

*Annex 6 Chapter 9.6 Flight time, flight duty periods, duty periods and rest periods for fatigue management*

*For the purpose of managing fatigue, the State of the Operator shall establish regulations specifying the limitations applicable to the flight time, flight duty periods, duty periods and rest periods for flight crew members. These regulations shall be based upon scientific principles and knowledge, where available, with the aim of ensuring that flight crew members are performing at an adequate level of alertness.*

**POL-STAT 1**

*For Guidance Material see Attachments A1 (FTL), A2 (FRMS) & A3 (ULR).*

*ADD new Attachments A.1 FTL as per this Introductory Paper, A.2 FRMS as per current I Manual Attachment I and A.3 as per current I Manual Attachment L to IFALPA Annex 6.*

**AMEND** I Manual, Chapter 1.27 Flight Time, Duty Period, Flight Duty Periods and Rest Periods for Fatigue Management. New text in *bold italics* and deletions struck through:

**DELETE** I Manual, Attachments I, J and L and re-index other attachments.

~~**1.27 Flight Time, Duty Period, Flight Duty Periods and Rest Periods for Fatigue Management**~~ **POL-STAT 2**

*1.27 Flight time, flight duty periods, duty periods and rest periods for fatigue management*

For the purpose of managing fatigue, the State of the Operator shall establish regulations specifying the limitations applicable to the flight time, flight duty periods, duty periods and rest periods for flight crew ~~personnel~~ *members*. These regulations shall be based upon scientific principles and knowledge, *where available*, with the aim of ensuring that the flight crew is performing at an adequate level of alertness.

Note: ~~Guidelines for Fatigue Risk Management Systems (FRMS) are given in Attachment J.~~

*Note. Guidance for the development of prescriptive fatigue management regulations, Fatigue Risk Management Systems (FRMS) and Ultra Long Range (ULR) operations is given in IFALPA Annex 6 Attachment A.*

## ATTACHMENT A FLIGHT & DUTY TIME, FRMS & ULR OPERATIONS

### A.1 GUIDANCE MATERIAL FOR DEVELOPMENT OF PRESCRIPTIVE FATIGUE MANAGEMENT REGULATIONS

#### *Preamble*

*ICAO Guidance Material for the development of prescriptive fatigue management regulations has been circulated to States in advance of forthcoming amendment to ICAO Annex 6. IFALPA had input into the drafting process and supported the draft ICAO proposals because they provided a regulatory framework and example not previously available to assist States in formulating regulations.*

*IFALPA strongly endorsed the inclusion of scientific knowledge and understanding of human physiology when formulating prescriptive rules for fatigue management. However, no numerical values are shown for limitations in the draft ICAO guidance material. It is being left to States to decide what values to insert taking into account the results of relevant scientific principles and knowledge, past experience in administering such regulations, cultural issues and the nature of the operations intended to be undertaken.*

*IFALPA believes there is a sufficient body of scientific information to provide appropriate values for limitations for prescriptive fatigue management regulations. The following guidance material adopts the draft ICAO framework and is intended to provide guidance and appropriate values which take into account available science and the performance decrements that are known to arise from sleep loss, circadian disruption and workload engendered by current flight and duty practices. Whilst science cannot provide the answer to every conceivable situation that may arise the following guidance should provide an adequate level of crew alertness that ensures safe operations under most circumstances. Complementary risk assessment and mitigation strategies can be also be provided by supplementing prescriptive fatigue management with a well developed fatigue risk management system along the guidelines outlined in Attachment A.2. For flight duty periods in excess of 18 hours, guidelines for developing fatigue mitigation strategies are outlined in Attachment A.3.*

*In general, the guidance material contained in paragraph 1.1 through paragraph 4.5.2 has been taken directly from the ICAO documentation circulated to States without change, with the exception of some definitions which have been added to section 4.2. Subsequent paragraphs have retained the framework provided by ICAO, and have had values inserted, which IFALPA believes to be appropriate based on scientific studies of flight crew operations. In addition to the Model Scheme, there are also four appendixes; Appendix 1 is an application flowchart, Appendix 2 has an illustration of acclimatised time bands and a rest and recovery flowchart, Appendix 3 is some worked examples and Appendix 4 is the background to the development of the scheme along with references.*

*In common with other FTL Schemes, this guidance material should be viewed as a package of measures that will limit fatigue to an acceptable level. Individual limits, whether higher or lower, and different practices in this scheme are therefore not interchangeable with individual limits or practices in other schemes as this may significantly erode the protection given as a whole. In particular, lower limits in established alternative schemes should not be increased without a full scientific re-evaluation of the complete scheme.*

#### **Operator Requirements for Fatigue Management**

*Fatigue management.* An operator shall establish flight and duty time limitations and a rest scheme that enable it to manage the fatigue of all its crew members. This scheme shall comply with the regulations established by the State of the Operator, or approved by that State, and shall be included in the operations manual.

Should variations from the fatigue regulations become necessary, an Operator shall establish a means, acceptable to the State of the Operator, to permit such variations. Any variations shall employ FRMS or other scientific methods to ensure predicted pilot alertness levels that provide an equivalent level of safety and take into account any objections based on safety grounds.

*Note — It is acknowledged that regulations may not cover every eventuality encountered in a dynamic operational environment. This provision is intended to permit the operator a degree of flexibility, in a means acceptable to the State of the Operator, in making adjustments in its fatigue management scheme to account for changing circumstances.*

To comply with the regulations established by the State of the Operator, an operator shall maintain records for all its crew members of variables such as duty periods, flight duty periods, rest periods and flight time. Such records shall be retained for a period determined by the State of the Operator.

## **1. Purpose and scope**

- 1.1 Flight time, flight duty period, duty period limitations and rest requirements are established for the sole purpose of ensuring that the flight crew members are performing at an adequate level of alertness for safe flight operations.
- 1.2 In order to accomplish this, two types of fatigue should be taken into account, namely, transient fatigue and cumulative fatigue. Transient fatigue may be described as fatigue that is dispelled by a single sufficient period of rest or sleep. Cumulative fatigue occurs after incomplete recovery from transient fatigue over a period of time.
- 1.3 Limitations based upon the provisions of this Part will provide safeguards against both kinds of fatigue because they will recognize:
  - a) the necessity to limit flight duty periods with the aim of preventing both kinds of fatigue;
  - b) the necessity to limit the duty period where additional tasks are performed immediately prior to a flight or at intermediate points during a series of flights in such a way as to prevent transient fatigue;
  - c) the necessity to limit total flight time and duty periods over specified time spans, in order to prevent cumulative fatigue;
  - d) the necessity to provide flight crew members with adequate rest opportunity to recover from fatigue before commencement of the next flight duty period; and
  - e) the necessity of taking into account other related tasks the flight crew member may be required to perform in order to guard particularly against cumulative fatigue.

## **2. Operational concepts**

### **2.1 Flight time**

Flight time, in the context of flight time limitations, is intended to apply to flight crew members.

### **2.2 Duty periods**

All time spent on duty can induce fatigue in flight crew members, and should therefore be taken into account when arranging rest periods for recovery. Standby should be included as duty.

## 2.3 Flight duty periods

- 2.3.1 The definition of flight duty period is intended to cover a continuous period of duty that always includes a flight or series of flights for a flight crew member. It is meant to include all duties a flight crew member may be required to carry out from the moment he or she reports for duty until he or she completes the flight or series of flights and the aeroplane finally comes to rest and the engines are shut down. It is considered necessary that a flight duty period should be subject to limitations because a flight crew member's activities over extended periods would eventually induce fatigue – transient or cumulative – which could adversely affect the safety of a flight.
- 2.3.2 A flight duty period does not include the period of travelling time from home to the point of reporting for duty. It is the responsibility of the flight crew member to report for duty in an adequately rested condition.
- 2.3.3 Time spent positioning at the behest of the operator is part of a flight duty period when this time immediately precedes (i.e., without an intervening rest period) a flight duty period in which that person participates as a flight crew member.
- 2.3.4 An important safeguard is for States and operators to recognise the responsibility of a flight crew member to refuse further flight duty when suffering from fatigue of such a nature as to adversely affect the safety of flight.

## 2.4 Rest periods

The definition of rest period requires that flight crew members be relieved of all duties for the purpose of recovering from fatigue. The way in which this recovery is achieved is the responsibility of the flight crew member. Extended rest periods should be given on a regular basis. Rest periods do not include standby when this imposes constraints that conflict with the ability to recover from fatigue. Suitable accommodation on the ground is required at places where rest periods are taken in order to allow effective recovery.

## 3. Types of limitations

- 3.1 Limitations are broadly divided by time. For example, many ICAO Contracting States prescribe daily, monthly and yearly flight time limitations, and a considerable number also prescribe quarterly flight time limitations. In addition, many States also prescribe cumulative duty limitations for specified periods such as consecutive days and seven-day periods. It must be understood, however, that these limitations will vary considerably taking into account a variety of situations.
- 3.2 To take account of unexpected delays once a flight duty period that has been planned within the allowable limitations has commenced, provision should be made for minimising the extent to which exceeding the limits may be permitted. Similarly, provision should be made for controlling the extent to which any reduction of rest below that ordinarily required may be allowed in cases where flexibility to recover a delayed schedule is sought. The authority to extend a flight duty period or reduce a rest period within the limitations established is vested in the pilot-in-command.

*Note.* — See paragraphs 4.9.2 and 4.11.2.3 for reporting requirements.

- 3.3 In formulating regulations or rules governing flight time limitations, the crew complement and the extent to which the various tasks to be performed can be divided among the flight crew members should be taken into account. In the case where additional flight crew members are carried and facilities in the aeroplane are such that a flight crew member can obtain recuperative rest in a comfortable reclining seat, or in a bunk, separated and screened from the flight deck and passengers, and reasonably free from disturbance, planned flight duty periods could be extended.



- 3.4 States should consider all relevant factors, which include: the number and direction of time zones crossed; the time at which a flight duty period is scheduled to begin; the number of planned and/or actual sectors within the flight duty period; the pattern of working and sleeping relative to the circadian rhythm, or 24-hour physiological cycle of the flight crew; the scheduling of days off; the sequence of early reporting times and late releases from duty; mixing early/late/night duties; and flight operation characteristics.

#### 4. Guidelines for establishing prescriptive limitations for fatigue management

##### 4.1 Purpose and scope

- 4.1.1 The following material comprises a set of parameters that should be considered for inclusion in the development of prescriptive limitations for fatigue management.

- 4.1.2 States should assess the adequacy of the breadth and scope of all limitations proposed by each operator as applicable to operations before they approve an operator's flight and duty time limitations and rest scheme.

##### 4.2 DEFINITIONS

**Acclimatised.** The physiological and mental state of a crew member whose bio-rhythms and bodily functions are considered aligned with local time. At home base, a crewmember should be considered to be acclimatised after spending the number of consecutive nights in home base given in Table F (Paragraph 4.8.3.4.). The crew member should be considered to be acclimatised to a new location, when the crew member has spent sufficient time at that location to enable Table A and local time to be applied, using the rules given in Paragraph 4.7.3.1. Once the crew member is acclimatised at a particular location, they may be considered to remain acclimatised to that same location, if the crew member remains within a time band that is two hours wide and which includes that location. This is defined as two hours one side of the home base, or acclimatised location, or one hour either side. For purposes of determining the maximum allowable flight duty period for an acclimatised crew member, the home base time should be used, except when two local nights have been spent in the new time band and then local time should be used. A crew member ceases to be acclimatised when a duty ends at a location outside the acclimatised time band.

**Augmented flight crew.** A flight crew that comprises more than the minimum number required to operate the aeroplane and in which each flight crew member can leave their assigned post and be replaced by another fully qualified flight crew member for the purpose of in-flight rest.

**Crew member.** A person assigned by an operator to duty on an aircraft during a flight duty period.

**Duty.** Any task that flight crew members are required by the operator to perform, including but not limited to flight duty, post flight duty, standby, administrative work, training, and positioning.

**Duty period.** A period which starts when flight crew members or crew members are required by an operator to report for or to commence a duty and ends when that person is free from all duties.

**Fatigue.** A physiological state of reduced mental or physical performance capability resulting from sleep loss or extended wakefulness and/or physical activity that can impair a flight crew member's alertness and ability to safely operate an aircraft or perform safety related duties.

**Fatigue Risk Management System (FRMS)** - A FRMS comprises a comprehensive range of procedures which are both scientifically based and data-driven, allowing a cooperative and flexible means of managing fatigue as part of an operator's Safety Management System.

**Flight crew member.** A properly licensed crew member charged with flight deck duties essential to the operation of an aircraft during a flight duty period.

**Flight duty period.** A period which commences when a flight crew member is required to report for duty that includes a flight or a series of flights and which finishes when the aeroplane finally comes to rest and the engines are shut down at the end of the last flight on which he/she is a flight crew member.

*Note: The duration of Flight Duty Periods as defined in this scheme are designed to allow the safety related duties required at the end of an FDP to be completed without crew members being unacceptably fatigued. In alternative schemes, dependent on the operation, the flight duty period may not terminate when the aeroplane comes to rest and the engines are shut down. In such cases the definition of an FDP may need to include an allowance for this additional flight duty to ensure the avoidance of fatigue.*

**Flight time – aeroplanes.** The total time from the moment an aeroplane first moves for the purpose of taking off until the moment it finally comes to rest at the end of the flight.

*Note: “Flight time” as here defined is synonymous with the term “block to block” time or “chock to chock” time in general usage which is measured from the time an aeroplane first moves for the purpose of taking off until it finally stops at the end of the flight.*

**Home Base.** The location nominated by the operator to the crew member from where the crew member normally starts and ends a duty period or a series of duty periods.

**Local night.** The period between 2200 hours and 0759 hours local time.

**Operator.** A person, organization or enterprise engaged in or offering to engage in an aircraft operation.

**Positioning.** The transferring of a non-operating crew member from place to place as a passenger at the behest of the operator, excluding “travelling time”.

*Note - “Positioning” as here defined is synonymous with the term “Deadheading”.*

**Recovery period.** A sufficient period of time provided at home base for crew members who are not acclimatised that allows a flight crew member’s body clock and bio-rhythms to return to normal by aligning with home base time before starting the next duty cycle.

**Reporting time.** The time at which crew members are required by an operator to report for duty.

**Rest period.** A continuous and defined period of time, subsequent to and/or prior to duty, during which crew members are free of all duties including standby duties.

**Roster.** A list provided by an operator of the times when a crew member is required to undertake duties.

*Note: “Roster” as here defined is synonymous with “Schedule”, “Line of Time”, “Pattern”, and “Rotation”.*

**Standby.** A defined period of time, at the airport, at the hotel, or at home, during which a crew member is required by the operator to be available to receive an assignment for a specific duty without an intervening rest period.

**Suitable accommodation.** A suitably furnished bedroom on the ground, with single occupancy, which is subject to minimum noise, is well ventilated and has the facility to control the levels of light and temperature, which provides for the opportunity of undisturbed rest.

**Travelling time.** The time taken travelling from place of rest to place of report for duty or vice versa. Where place of rest is provided by the operator, additional travelling time in excess of one hour shall count as positioning

**Ultra long range (ULR) operations.** A ULR operation consists of two consecutive duty periods each consisting of a nonstop flight between a designated city pair where each flight departs the designated city within a specified time window, and where either of these duty periods involves a scheduled block time exceeding 16 hours or a scheduled duty time exceeding 18 hours. If only one sector in a city pair exceeds either of these times then both flights are deemed to be ULR flights and deemed to form part of the city pair ULR operation.

*Note: See Attachment L for Requirements and Recommendations on ULR Operations.*

**Unforeseen operational circumstance.** An infrequent and irregular operational circumstance, such as unforecast weather, equipment malfunction, or air traffic delay, that is beyond the control of the operator, where the pilot in command may exercise his sole discretion to extend a flight duty period or reduce a rest period as provided for in paragraphs 4.7.3.6 and 4.8.3.1.

**Window of Circadian Low (WOCL).** The period between 02:00 hours and 05:59 hours referred to a crewmember's acclimatised location.

#### 4.3 The State's responsibilities

- 4.3.1 The objective of any prescriptive limitations for fatigue management regulations is to ensure that flight crew members remain sufficiently alert so that they can operate to a satisfactory level of performance and safety under all circumstances. The fundamental principle is for every crew member to be adequately rested when he/she begins a flight duty period, and whilst flying be sufficiently alert to operate to a satisfactory level of performance and safety in all normal and abnormal situations.
- 4.3.2 The purpose of this model scheme is to illustrate how limitations might be defined regarding variables likely to influence crew alertness (e.g., allowable flight hours, duty and flight duty periods, and minimum rest periods) that may be applied when flight crew rosters are planned. Provision can be made so that some of these limitations could be exceeded, but only on such occasions as could not reasonably have been foreseen when the flight was planned.
- 4.3.3 This model scheme is only one example of how prescriptive limitations for fatigue management may be defined. However, any alternative scheme should achieve an equivalent level of protection from fatigue. As the science regarding fatigue management continues to evolve, prescriptive limitations for fatigue management should be reviewed and updated to take account of new knowledge.

#### 4.4 The operator's responsibilities

- 4.4.1 Operators should reflect in their operations manuals those elements of this example that are appropriate to the operations they undertake. If operations are planned that cannot be managed within the limitations published in the example, a variation may be requested. In this case, and before a variation is approved, an operator should demonstrate to the State of the Operator that the variation provides an equivalent level of safety and that objections on grounds of safety are taken into account.
- 4.4.2 Duty rosters should be prepared and published sufficiently in advance to provide crew members the opportunity to plan adequate rest. Consideration should be given to the cumulative effects of undertaking long duty hours interspersed with minimum rest, and of avoiding rosters that result in the serious disruption of an established pattern of working and sleeping.

- 4.4.3 Flights should be planned to be completed within the allowable flight duty period taking into account the time necessary for pre-flight duties, the flight and turn-around times, and the nature of the operation. Minimum rest periods needed to provide adequate rest should be based upon the actual operation.
- 4.4.4 In order to avoid any detriment to a crew member's performance, opportunities to consume a meal must be arranged when the flight duty period exceeds 6 hours.
- 4.4.5 The operator should nominate a home base for each crew member, from where the crew member will normally start and end a duty period or a series of duty periods. The home base should be assigned with a degree of permanence.
- 4.4.6 The operator must not require a crew member to operate an aeroplane if it is known or suspected that the crew member is fatigued to the extent that the safety of flight may be adversely affected.

#### 4.5 Crew members' responsibilities

- 4.5.1 A crew member must not operate an aeroplane when he or she knows that he or she is fatigued or feels unfit to the extent that the safety of flight may be adversely affected.
- 4.5.2 Crew members should make best use of the facilities and opportunities that are provided for rest and for the consumption of meals, and should plan and use rest periods to ensure that they are fully rested.

#### 4.6 Flight crew member limitations

The text that follows specifies limitations that apply to operations by flight crew members.

#### 4.7 Limitations for flight times and duty periods

##### 4.7.1 Maximum flight time

##### 4.7.1.1 The maximum flight time may not exceed:

- a) 100 hours in any 28 consecutive days; and
- b) 900 hours in any 365 consecutive days.

##### 4.7.2 Maximum duty hours for flight crew members

##### 4.7.2.1 Cumulative Duty hours may not exceed:

	Type of Schedule		
	non disruptive	partially disruptive	disruptive
<b>Consecutive 7 days</b>	55	52 ½	50
<b>Consecutive 14 days</b>	95	83 ½	72
<b>Consecutive 28 days</b>	190	155	120

Note 1: A disruptive schedule is one in which at least 50% of the duty periods are disruptive. A partially disruptive schedule is one in which between 20% and 50% of the duties are disruptive.

Note 2: A disruptive duty is a flight duty period, which either encroaches on the WOCL (for an acclimatised crewmember) or starts or ends (or both) at a location to which a crewmember is not acclimatised.

4.7.2.2 Duty includes all tasks carried out at the behest of the operator. These include, but are not limited to: pre-flight preparation; conduct of the flight (whether or not this is commercial air transport); post-flight actions; training given or received (classroom, flight simulator or aeroplane); rostered office/management time; positioning and standby.

4.7.3 Maximum flight duty period for flight crew members

4.7.3.1 Maximum Flight Duty Period and Acclimatisation Determination Matrix 2- Pilot Operations

For a pilot who is acclimatised at home base, Table A and home base time are applicable. For other circumstances, the matrix at figure 1 should be utilised to determine the applicability of Table A or Table B to a particular flight duty period. (See Appendix 1 and 2 for application flowchart)

Figure 1

time-zone transitions from acclimatised location		elapsed time since crewmember was last acclimatised (h)							
		12-36	36-60 (returning to base)	36-60 (not returning to base)	60-84	84-108	108-132	132-156	156+
east	west								
2	2-4	Table B (home time)	Table B (home time)	Table B (local time)	Table A (local time)	Table A (local time)	Table A (local time)	Table A (local time)	Table A (local time)
3-4	5-6	Table B (home time)	Table B (home time)	Table B (local time)	Table B (local time)	Table A (local time)	Table A (local time)	Table A (local time)	Table A (local time)
5-6	7-8	Table B (home time)	Table B (home time)	9h less 45min/sector	9h less 45min/sector	Table B (local time)	Table A (local time)	Table A (local time)	Table A (local time)
7-8	9-11	Table B (home time)	Table B (home time)	9h less 45min/sector	9h less 45min/sector	9h less 45min/sector	Table B (local time)	Table A (local time)	Table A (local time)
9-12+	12+	Table B (home time)	Table B (home time)	9h less 45min/sector	9h less 45min/sector	9h less 45min/sector	9h less 45min/sector	Table B (local time)	Table A (local time)

Note 1: A crewmember's elapsed time since being acclimatised begins when a crewmember ends a duty at a non-acclimatised location.

Note 2: If Table A and local time become applicable in the above matrix, the matrix should then be applied from the new location. The shaded boxes in the matrix designate when a crewmember would be considered acclimatised.

Note 3: While the matrix in Figure 1 attempts to address most scenarios, the complexity of more than four sectors transitioning multiple time zones or time zone transitions that exceed 12 hours from the acclimatised location create scenarios that may benefit from a FRMS approach to determine that an adequate level of alertness will be maintained thus ensuring a safe operation.

## 4.7.3.2 Table A – Maximum Flight Duty Periods Acclimatised 2-Pilot Crew

For acclimatised flight crews the maximum flight duty period should be in accordance with the provisions of Table A below. This table allows for factors known to impact fatigue such as number of planned sectors and local time at which the flight duty period begins. For allowable increase in flight duty period where crews are augmented see paragraph 4.7.5

**Table A Maximum Flight Duty Period Acclimatised 2-Pilot Operations**

Local time of start	Sectors					
	1	2	3	4	5	6
0100-0259	9	8¼	7½	6¾	6	5¼
0300-0459	10	9¼	8½	7¾	7	6¼
0500-0559	11	10¼	9½	8¾	8	7¼
0600-0659	12	11¼	10½	9¾	9	8¼
0700-0959	13	12¼	11½	10¾	10	9¼
1000-1359	13	12½	12	11½	11	10½
1400-1659	12	11½	11	10½	10	9½
1700-2159	11	10½	10	9½	9	8½
2200-2259	11	10¼	9½	8¾	8	7¼
2300-0059	10	9¼	8½	7¾	7	6¼

4.7.3.3 For crew members that are not acclimatised the maximum flight duty period should be in accordance with the provisions of Table B below. This table allows for additional factors which are known to impact fatigue, namely the pattern of resting and sleeping relative to the crew member's circadian rhythm. For allowable increase in flight duty period where basic crew is augmented see the Maximum Flight Duty Period Determination Matrix- Augmented Pilot Operations (paragraph 4.7.5.1).

**Table B Maximum Flight Duty Periods not acclimatised 2-Pilot Operations**

Local time of start	Sectors					
	1	2	3	4	5	6
0500-0559	10	9¼	8½	7¾	7	6¼
0600-0659	11	10¼	9½	8¾	8	7¼
0700-0959	12	11¼	10½	9¾	9	8¼
1000-1359	12	11½	11	10½	10	9½
1400-1659	11	10½	10	9½	9	8½
1700-2159	10	9½	9	8½	8	7½
2200-2259	10	9¼	8½	7¾	7	6¼
2300-0459	9	8¼	7½	6¾	6	5¼

4.7.3.4 Crew report times should realistically reflect the time required to complete pre-flight duties, both safety- and service-related and a recommended standard allowance of 30 minutes is to be added at the end of flight time to allow for the completion of checks and records. The period allowed for completion of post flight duties must be sufficient to represent the actual time taken to complete required tasks. For record purposes, the pre-flight report time should count both as duty and as flight duty, and the post-flight allowance should count as duty.

- 4.7.3.5 Flight duty periods may be extended in unforeseen operational circumstances by no more than 2 hours during normal hours of wakefulness at the sole discretion of the pilot-in-command. A reduced period of extension should be considered for night operations / back of the clock operations because of the increased risk of crew impairment during these periods. Before exercising discretion, the pilot-in-command should be satisfied that all members of the crew required to operate the aeroplane consider themselves fit to do so.
- 4.7.4 Flights operated by augmented crews and the provision of in-flight relief
- 4.7.4.1 The composition and number of flight crew members carried to provide in-flight relief, and the quality of rest facilities provided should determine the amount by which the basic flight duty period limitations may be extended. A sensible balance should be kept between the division of in-flight duty and rest.
- 4.7.4.2 The operator should ensure that crew members are notified prior to commencement of the rest period preceding the flight of the rest pattern they are required to undertake so that they can plan their pre-flight rest accordingly.
- 4.7.5 Extension of Flying Duty Period by in-flight relief
- 4.7.5.1 Maximum Flight Duty Period and Acclimatisation Determination Matrix- Augmented Pilot Operations

For a pilot who is acclimatised at home base, Table C and home base time are applicable. For other circumstances, the matrix shown at figure 2 should be utilised to determine the applicability of Table C to a particular flight duty period. (See Appendix 1 and 2 for application flowchart)

### Maximum Flight Duty Period Determination Matrix- Augmented Pilot Operations

Figure 2

time-zone transitions from acclimatized location		elapsed time since crewmember was last acclimatised (h)							
		east	west	12-36	36-60 (returning to base)	36-60 (not returning to base)	60-84	84-108	108-132
2	2-4	Table C (home time)	Table C (home time)	Table C (local time)	Table C (local time)	Table C (local time)	Table C (local time)	Table C (local time)	Table C (local time)
3-4	5-6	Table C (home time)	Table C (home time)	Table C (local time)	Table C (local time)	Table C (local time)	Table C (local time)	Table C (local time)	Table C (local time)
5-6	7-8	Table C (home time)	Table C (home time)	10	10	Table C (local time)	Table C (local time)	Table C (local time)	Table C (local time)
7-8	9-11	Table C (home time)	Table C (home time)	10	10	10	Table C (local time)	Table C (local time)	Table C (local time)
9-12+	12+	Table C (home time)	Table C (home time)	10	10	10	10	Table C (local time)	Table C (local time)

Note 1: A crewmember's elapsed time since being acclimatised begins when a crewmember completes a duty at a non-acclimatised location.

Note 2: If Table C and local time become applicable in the above matrix, the matrix should then be applied from the new location.

Note 3: While the matrix in Figure 2 attempts to address most scenarios, the complexity of more than four sectors transitioning multiple time zones or time zone transitions that exceed 12 hours from the acclimatised location create scenarios that may benefit from a FRMS approach to determine that an adequate level of alertness will be maintained thus ensuring a safe operation.

- 4.7.5.2 An extension to the maximum flight duty period for 2 pilot operations should be based on the duration of the rest period(s) available to the pilot and on the quality of the in-flight rest facility. This allowable extension should also be based on whether the pilot is acclimatised or not acclimatised. For purposes of determining the maximum augmented flight duty period, Table C should be used to determine the maximum FDP prior to augmentation. This value will then be used to enter either Table D or Table E to determine the maximum single sector FDP utilising in-flight relief. These Tables and any subsequent calculation for determination of a two sector FDP are valid only with a reasonable distribution of the rest periods.

**Table C Maximum Flight Duty Period for calculating augmented maximum Flight Duty Period**

Time of Start	Unaugmented FDP
0500-0559	11
0600-0659	12
0700-1359	13
1400-1659	12
1700-2159	11
2200-2259	11
2300-0459	10

Note 1. The above table is for single sector augmentation. For augmented operations involving multiple sectors within a duty period a Fatigue Risk management Approach is recommended

- 4.7.5.3 For acclimatised flight crews the maximum single sector flight duty period utilising in-flight relief should be in accordance with the provisions of Table D below.

**Table D Maximum Flight Duty Periods Acclimatised 3 or 4 Pilot Augmented Operations - Single Sector**

Acclimatised Max FDP (Table C)	Category 1		Category 2		Category 3		Category 4	
	3 Pilot	4 Pilot	3 Pilot	4 Pilot	3 Pilot	4 Pilot	3 Pilot	4 Pilot
10	12 ¼	14 ¼	11 ½	12 ¾	10 ½	11	10	10
11	13 ½	15 ¾	12 ¾	14 ½	11 ¾	12 ¼	11	11
12	15	17 ½	14	15 ½	12 ¾	13 ¼	12	12
13	16	18	15 ¼	16 ¾	14	14 ½	13	13

Note 1: FDPs in excess of the computed values may be available if a FRMS approach is utilised to determine that an adequate level of crew alertness will be maintained thus ensuring a safe operation.



4.7.5.4 For flight crew members that are not acclimatised the maximum single sector flight duty period utilizing in-flight relief should be in accordance with the provisions of Table E below.

**Table E Maximum Flight Duty Periods non-acclimatised 3 or 4 Pilot Augmented Operations - Single Sector**

Not Acclimatised Max FDP (Table C)	Category 1		Category 2		Category 3		Category 4	
	3 Pilot	4 Pilot	3 Pilot	4 Pilot	3 Pilot	4 Pilot	3 Pilot	4 Pilot
10	11 ¾	13	11 ¼	12	10 ½	10 ¾	10	10
11	13	14 ½	12 ½	13 ¼	11 ½	11 ¾	11	11
12	14 ¼	15 ¾	13 ½	14 ½	12 ½	13	12	12
13	15 ½	17 ¼	14 ¾	15 ¾	13 ¾	14 ¼	13	13

Note 1: FDPs in excess of the computed values may be available if a FRMS approach is utilised to determine that an adequate level of crew alertness will be maintained thus ensuring a safe operation.

4.7.5.5 In-flight rest facility quality is divided into four categories:

Category	Description
1	This must be a bunk or “sleeper” seat that should provide horizontal rest as a bed. It should recline to at least 80° back angle to the vertical. Examples are “lie flat” seats or “flat bed” seats. The seat should be separated from the cockpit and passengers, by curtains or panels, and should include provisions for darkening the sleep environment and free of intrusion from exterior noise.
2	Commonly known as a “normal” business class seat. This seat must be outside the cockpit and separated from passengers by, as a minimum, a dark curtain. A common row of seats may be shared only by another crewmember. Under no circumstance should the row be shared by a crewmember with a passenger. Minimum seat requirements are: <ul style="list-style-type: none"> <li>a. Reclining to at least 45° back angle to the vertical;</li> <li>b. Seat pitch at least 55 inches;</li> <li>c. Seat width at least 20 inches;</li> <li>d. Sufficient leg and foot support</li> </ul>
3	Flight deck or cabin seat which reclines by at least 40° back angle to the vertical and offers sufficient leg and foot rest.
4	Normal economy class seat

Note: Seat pitch is the distance between the rows of seats and is measured from the back of one seat to the back of the seat behind, the measurements being taken from the same position on each seat.

4.7.5.6 For the fully acclimatised crew member, and based on the bunk/seat classification in paragraph 4.7.5.5, the following flight duty period extensions are permitted:

Category	Allowable FDP Extension
1	75% of the rest period
2	56% of the rest period
3	25% of the rest period
4	No extension

Note 1: The duration of rest period for this chart is determined by subtracting 3 hours from the planned FDP for a single sector flight. This will allow for duties pre-top of climb, handoff between flight crew members, and duties post top of descent. For flight duty periods consisting of more than one sector, time for duties pre-top of climb, handoff between crew members, and duties post top of descent must also be subtracted from the planned FDP to determine the duration of rest period.

- 4.7.5.7 For operations where a flight crew member is not acclimatised, allow 80% of the acclimatised extension.
- 4.7.5.8 The planned maximum flight duty period permitted utilizing in-flight relief is limited to an upper limit of 18 hours. If augmentation is only by one additional pilot, the maximum planned FDP is 16 hours.
- 4.8 Minimum rest periods
- 4.8.1 The minimum rest period for an acclimatised crewmember immediately before commencing a flight duty period may not be less than 12 hours. The duration of a rest period for an acclimatised crewmember that overlaps the WOCL by less than two hours must be at least 14 hours. If it overlaps the WOCL by at least two hours, but less than four hours, the minimum is 13 hours. Otherwise the minimum is 12 hours. The minimum rest period should provide an eight hour sleep opportunity, at the place of rest, plus sufficient time for sustenance / the consumption of meals, and normal hygiene requirements. If the pilot in command has exercised discretion in extending the maximum time on duty, or reducing a rest period, the discretion cannot result in a minimum rest period less than 10 hours at the place of rest
- 4.8.2 The minimum rest period for a pilot who is not acclimatised is 14 hours.
- 4.8.3 At home base, travelling time spent by a crew member between the place of rest and the place of reporting for duty is not counted as duty, even though it is a factor contributing to fatigue. Excessive travelling time undertaken immediately before commencing a flight duty period could therefore detract from a crew member's ability to counter fatigue arising whilst on duty, and should therefore be taken into account when deciding where pre-flight rest should be taken.
- 4.8.3.1 Minimum rest periods may be reduced in unforeseen operational circumstances by no more than 2 hours only at the discretion of the pilot-in-command (see 4.8.1 above). Where the pilot in command uses discretion to reduce a rest period, the subsequent maximum duty period limitation shall be reduced by the corresponding amount of time. In such cases the subsequent rest period may not be reduced below 12 hours.
- 4.8.3.2 Longer rest periods should be granted on a regular basis to preclude cumulative fatigue. It is recommended that once in every 7-day period a minimum rest period of 36 hours is provided extended as necessary to include two local nights of recovery rest to minimise the effects of sleep loss and fatigue. Two local nights of normal sleep is the minimum requirement to stabilise rest patterns and return waking performance and alertness to usual levels
- 4.8.3.3 When an acclimatised crew member returns to base following a period of consecutive night duty periods that include duty during any part of the WOCL, the crew member should be provided with two local nights rest in accordance with the provisions of paragraph 4.10.4.
- 4.8.3.4 Where crew members are not acclimatised, upon return to home base, a recovery period should be provided that ensures a crew member's body clock has recovered to home base local time before the start of the next duty. The time necessary to ensure complete recovery of the circadian rhythm varies as a function of the elapsed time away from base and the maximum time difference from home base. The following Table F can be used to determine the number of local nights required to readapt within an hour of home base.

Table F – Number of Local Nights for Recovery on Return to Home Base

Elapsed Time Since Leaving Home base (h)	Maximum Time Difference from Home Base (h)						
	3	4	5	6	7	8-9	10-12+
<b>60-84h</b>	1*	1*	2*	2*	2*	2*	3
<b>84-108h</b>	2*	2*	2*	3	3	3	3
<b>108-132h</b>	2*	3	3	4	4	4	5
<b>132-156h</b>	3	3	3	4	4	5	5
<b>156+h</b>	3	3	4	4	5	5	6

Note 1: The values in Table F refer to eastward transitions (eastward outbound / westward homebound) only. \* denotes that for westward transitions (westward outbound / eastward homebound) one extra day is required to be added to the value depicted.

Note 2 : When the elapsed time away from home base is less than 60 hours one full local night's recovery rest should be provided on return to base, except when the returning flight duty period encroaches the WOCL, then an additional local nights rest will be added [as per paragraph 4.10.4].

- 4.9 Discretion that may be exercised by the pilot-in-command
- 4.9.1 The pilot-in-command, at his/her discretion in consideration of special circumstances that could lead to unforeseen levels of fatigue and after discussion with crew members affected, may reduce an actual flight duty period and/or increase a minimum rest period [see paragraph 4.8.1] in order to remove any adverse effect on flight safety.
- 4.9.2 The pilot-in-command should report to the operator the use of discretion to extend or reduce duty or rest.
- 4.10 Miscellaneous provisions
- 4.10.1 Standby
- 4.10.1.1 The start time and end time of standby should be defined and notified at least 12 hours in advance, and the maximum length of any standby should not exceed the flight duty period outlined in Table A for commencement of the standby duty. (See paragraph 4.7.3.1)
- 4.10.1.2 Where airport standby is immediately followed by a flight duty period, the cumulative time spent on standby and the assigned flight duty shall not exceed the flight duty period outlined in Table A based on the commencement of the standby duty.
- 4.10.1.3 On other than airport standby, the allowable flight duty period should be based upon the commencement of the standby duty and may be extended by a maximum of 3 hours.
- 4.10.1.4 When crew members are required to be on standby at an accommodation arranged by the operator, then adequate rest facilities should be provided.
- 4.10.1.5 For the purposes of cumulative duty limits; airport standby shall count fully, other standby should be counted at 50%.

#### 4.10.2 Available

4.10.2.1 When crew members are required to be available for contact over a brief period of time to receive instructions concerning a possible change of roster or assignment of a duty, that requirement must not prevent that person from having a rest period before reporting for duty. When assigning flight duty, the crew member must be given a protected eight hour sleep opportunity. This sleep opportunity should not vary more than 3 hours on subsequent days to ensure circadian stability. This sleep opportunity should be protected from interruption. Time spent being available should not be counted as duty.

#### 4.10.3 Positioning

All time spent positioning counts as duty, and positioning followed by operating without an intervening rest period also counts as flight duty. However, positioning should not count as an operating sector when planning or calculating a flight duty period.

#### 4.10.4 Consecutive night duties for acclimatised crews

No more than three consecutive duties may overlap the period 0100-0659.

Note 1: Four consecutive duties are permitted if the FDP of each is at least one hour less than the maximum for that start time in Table A, and five consecutive duties are permitted if the FDP of each is at least two hours less than the maximum for that start time in Table A.

#### 4.11 Records

4.11.1 To enable the operator to ascertain that the fatigue management scheme is functioning as intended and as approved, records should be kept for 36 months of the duties performed and rest periods achieved so as to facilitate inspection by the operator's authorized personnel and audit by the State of the Operator.

4.11.2 The operator should ensure that these records include for each flight crew member, at least:

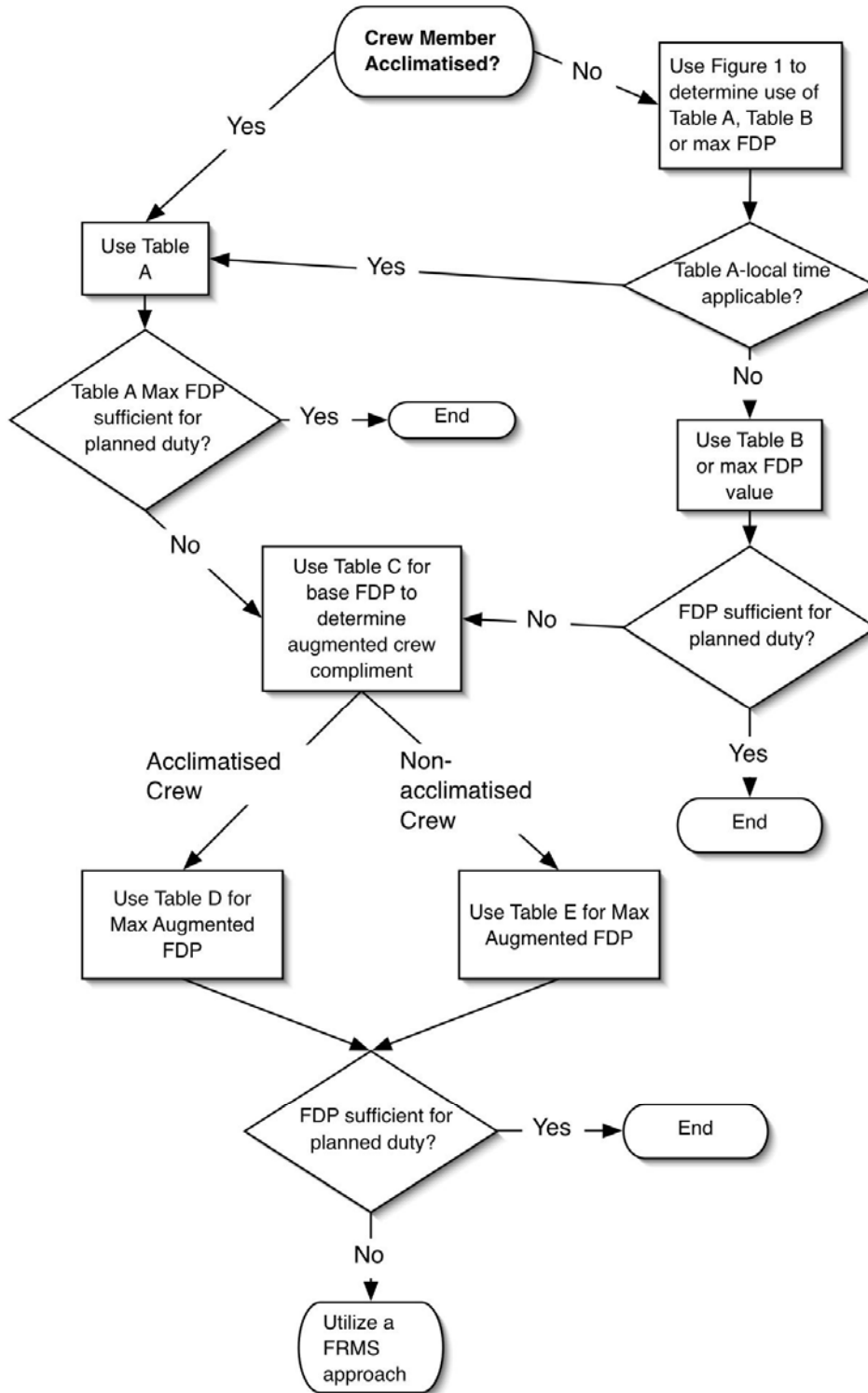
- a) the start, duration and end of each flight duty period;
- b) the start, duration and end of each duty period;
- c) rest periods; and
- d) flight time.

4.11.2.2 The operator should also keep records of occasions when a pilot-in-command has exercised his discretion (as described in paragraph 4.9.2). If discretion has to be applied for similar reasons on more than 20 percent of occasions when a particular route or route pattern is flown, it is likely that the intention of this guidance is not being met and undue fatigue may result. Arrangements should be made to change the schedule or the crewing arrangements so as to reduce the frequency at which such events occur. A State may require that, in addition, copies of certain records should be submitted.

4.11.3 Flight crew members should maintain a personal record of their daily flight time.

Appendix 1 to Attachment A.1

Application Flowchart



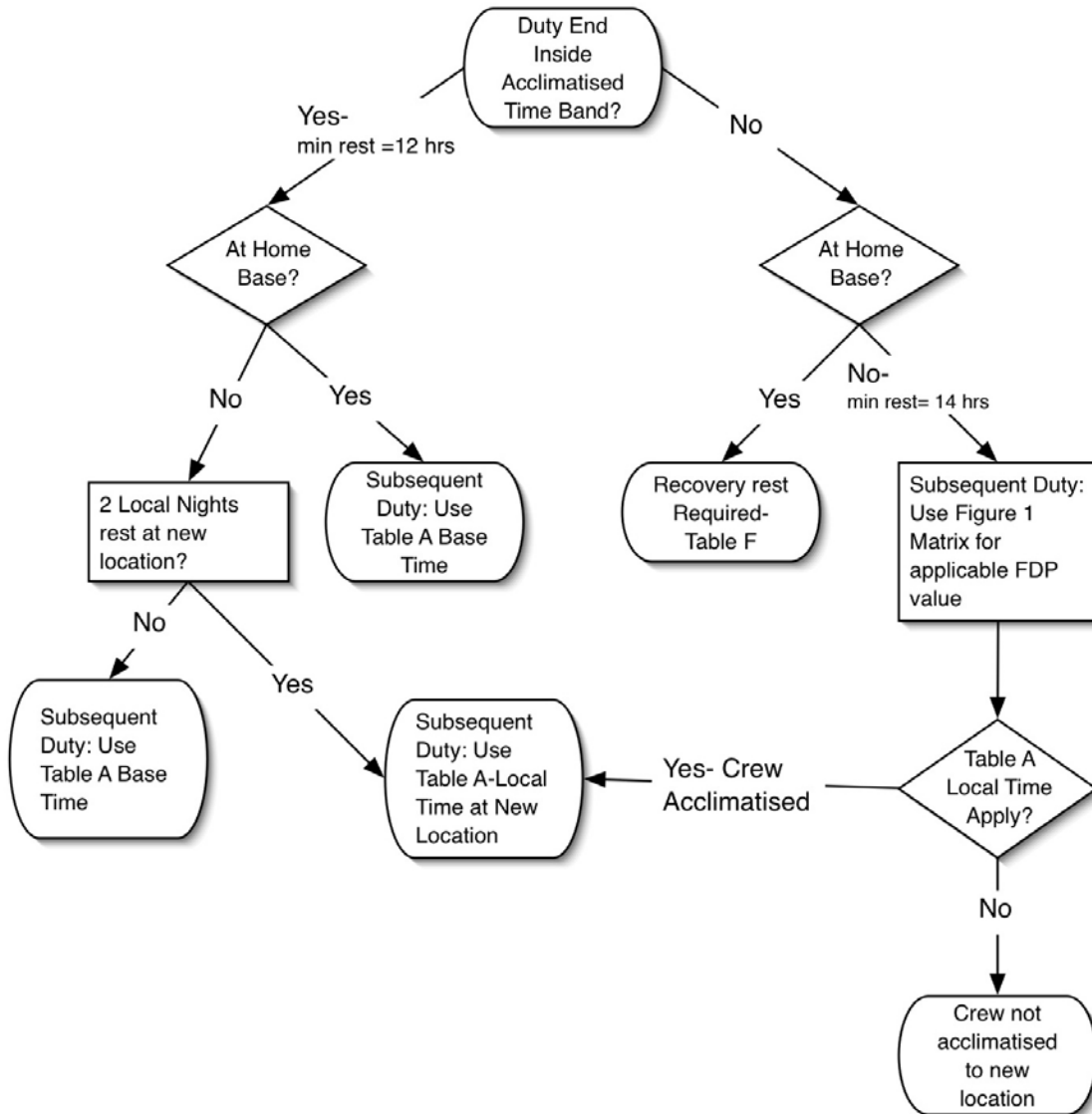
Appendix 2 to Attachment A.1

Acclimatisation and Rest/ Recovery Flowcharts

**ACCLIMATISED TIME ZONE BANDS DEPICTION**  
(Highlighted In Darker Grey)

-2 Hours	-1 Hour	Base or Acclimatised Location Time Zone	+1 Hour	+2 Hours

**Note: Darker grey bands denote variance from home time zone to be considered acclimatised**



**Appendix 3 to Attachment A.1****Worked Examples****Application of Table A**

The following 3-day schedule is planned within the United Kingdom. The crew is acclimatised to local time, and will remain so throughout this schedule. The maximum flight duty periods for each duty period is determined solely by reference to Table A for 2-pilot operations. The reporting time at which duty commences is 1:15 prior to ETD, and a post flight period of 30 minutes is allowed from scheduled on blocks time at the last flight of each day.

Day	Depart	Arrive	Block	Duty	Table A Max FDP	
1	<b>Report 1400</b>	LHR 1515	MAN 1615	1:00		<b>11:00</b>
		MAN 1705	LHR 1805	1:00		
		LHR 1905	GLA 2030	1:25		
Layover 15:45			3:25	7:00		
2	<b>Report 1245</b>	GLA 1400	LHR 1520	1:20		<b>11:30</b>
		LHR 1605	NCL 1715	1:10		
		NCL 1750	LHR 1900	1:10		
		LHR 2010	NCL 2120	1:10		
Layover 16:15			4:50	9:05		
3	<b>Report 1350</b>	NCL 1505	LHR 1620	1:15		<b>12:00</b>
		LHR 1715	EDI 1840	1:25		
		EDI 1920	LHR 2040	1:20		
Min Rest required 12:00			4:00	7:20		

From Table A determine the Maximum allowable FDP for each day of the above schedule:

Enter table A with local report time and number of sectors to derive maximum FDP.

Day	Report Time	Sectors	Max FDP	Scheduled FDP	Scheduled Duty Time
1	1400	3	11:00	6:30	7:00
2	1245	4	11:30	8:35	9:05
3	1350	3	12:00	6:50	7:20

**Application of Table B**

Table B is applicable any time a crew member finishes a duty period outside their acclimatised time band.

The following schedule is planned from LHR London Heathrow (GMT) to ISB Istanbul Turkey (GMT + 5 hours) where a 28-hour layover is scheduled prior to returning to LHR. Report time is 1:30 prior to departure time and a post-flight duty time of 30 minutes is allowed following scheduled on blocks time.

Day	Depart (local)	Arrive (local)	Block	FDP	Max FDP	
1	<b>Report 1540</b>	LHR 1710	ISB 0600	7:50		<b>12:00</b> Table A
	Layover time 28:00			7:50	9:20	
2	<b>Report 1030 ISB or 0530 home base (LHR) time</b>	ISB 1130	LHR 1445	8:15		<b>10:00</b> Table B
				8:15	9:15	

Determine the maximum FDP applicable for each sector.

For departure from LHR, the crew is acclimatised, so Table A is applicable. With a report time of 1540 a max FDP of 12 hours is derived. If the flight operates to the scheduled times, then the actual FDP for the LHR-ISB sector will be 9:20 and duty time allowing for post-flight period of 30 minutes is 9:50. At the end of this duty period (0630 local time ISB) the crew having ceased duty at a location outside their acclimatised zone ceases to be acclimatised.

For the return sector the crew is no longer acclimatised because they have finished duty in a time zone which is beyond their acclimatised time zone band, and there is insufficient layover time to acclimatize to local time in Istanbul (Table A is not applicable) The matrix at Figure 1 to paragraph 4.7.3.1 is therefore used to determine which table to use and the time (local or home base time) which should be applied for the return flight to LHR based on the elapsed time since last acclimatised (layover duration) in ISB.

The layover time in ISB is 28 hours. With ISB having a time zone of 5 hours eastwards from LHR and elapsed time since acclimatised at report for duty of 28 hours, the matrix at Figure 1 indicates that Table B (home time i.e. LHR time) should be used for determining the maximum allowable FDP. The local report time at ISB is 1030 (0530 home base time). From Table B a max FDP of 10 hours for the single sector return flight to LHR is determined. Scheduled block time for the return is 8:15 making the scheduled FDP 9:15 and scheduled duty period for the return 9:45.



**Augmented Operations**

Where the scheduled FDP exceeds the maximum FDP in Table A, Table B, or the max FDP given in the matrix, the flight will need to be augmented with additional crew.

The following schedule is planned from Auckland to San Francisco and return:

Day	Depart (local)	Arrive (local)	Block	FDP	Max FDP
1	<b>Report 1830</b> AKL 1930	SFO 1045	12:15		<b>13:30</b> Table D acclimatised
			12:15	13:15	
	Layover 125:45				
7	<b>Report 1800</b> SFO 1900	AKL 0510	13:10		<b>15:45</b> Table D acclimatised
			13:10	14:10	

Determine the crew complement required and maximum FDP applicable for the crew based on time of reporting for duty and on-board category 1 rest facilities. SFO is located 3 time zones to the east of AKL.

For departure from AKL, the crew is acclimatised, so Table A is applicable. With a report time of 1830 a max FDP of 12 hours is derived which is insufficient to complete the planned schedule. The crew will need to be augmented to extend the max FDP. For augmented operations Table C is applicable and with a report time of 1830 a value of 11 is derived for the single sector flight which is used to enter Table D (acclimatised crew). From Table D a maximum FDP of 13 ½ hours is derived for a 3 pilot crew using category 1 rest facilities which is sufficient to complete the flight.

The crew has a layover time in SFO of 125:45. The matrix at Figure 1 to paragraph 4.7.3.1 is entered to determine which table to apply. With SFO having a 3 hour time zone transition to the east of AKL, and a layover time of 125:45 from Figure 1 Table A (local time) is applicable. This indicates the crew is now acclimatised to SFO time.

With a local report time of 1800 from Table A, a maximum FDP of 11 which is insufficient time for the single sector return flight for a non-augmented crew. Table C is entered with a report time of 1800 and a value of 11 obtained to enter Table D (acclimatised crew). A maximum FDP for category 1 rest facilities of 13 ½ hours for 3 pilot operation and 15 ¾ hours for 4 pilot operations is required. The scheduled FDP for the return flight is 14:10 thus requiring a crew complement of 4 pilots for the return flight. Note – referring to Figure 1 had the layover time in SFO been less than 84 hours then the crew would have had insufficient layover time to become acclimatised and therefore Tables C and E would be used to derive the maximum FDP.

**Operations across Multiple Time Zones, other than out and back operations from home base**

Following is an example of a multiple sector operation across multiple time zones. Dakar (DKR) is 4 hours east of home base ATL, and JNB is a further 2 hours east being 6 hours east of ATL.

Day	Depart (local)	Arrive (local)	Block	FDP	Max FDP	
1	Report <b>1415</b>	ATL 1545	DKR 0440	8:55		<b>12:00</b> Table A
				8:55	10:25	2- pilot crew
Layover 23:20						
3	Report 0430 local or <b>0030</b> base time	DKR 0600	JNB 1635	8:35		<b>11:45</b> Tables C & E
				8:35	10:05	3- pilot crew
Layover 24:05						
4	Report 1710	JNB 1840	DKR 0120	8:40		<b>11:45</b> Tables C & E
				8:40	10:10	3- pilot crew
Layover 23:30						
6	Report <b>0120</b> local	DKR 0250	ATL 0815	9:25		<b>12:15</b> Tables A & D
	Recovery rest on return To base 3 local nights Table F			9:25	10:55	

**ATL-DKR**

On Day 1 the crew reports at home base Atlanta (ATL) and being acclimatised Table A is applicable. Entering Table A with a report time of 1415 a max FDP is obtained for the single sector flight to Dakar Senegal. The time in Dakar is 4 hours to the east of ATL and therefore on completion of duty on arrival at DKR the crew is outside their acclimatised time zone and therefore ceases to be acclimatised on completion of duty after arriving at DKR.

**DKR-JNB**

At report 0430 local, the elapsed time since last acclimatised is 23:20. Figure 1 is entered with this elapsed time and a time zone transition of 4 hours east, and from the matrix it is determined at the time of reporting for duty for the flight to JNB that Table B base time is applicable. The report time of 0430 in DKR equates to a base time back in ATL of 0030, and this time is used to enter Table B where a maximum FDP of 9 hours is derived. This is insufficient for the schedule and therefore the flight must be augmented for the flight to JNB. Figure 2 indicates Table C base time is applicable. Table C is entered with this time and a value of 10 obtained for the single sector flight which is then used to enter Table E (the crew remains unacclimatised as Table A local time does not apply). From Table E a max FDP of 11 ¾ hours for category 1 rest facilities is obtained for 3-pilot crew which is sufficient for the flight.

**JNB-DKR**

At the time of reporting for duty on the third flight from JNB to DKR the elapsed time since last acclimatised is 58 hours. Entering Figure 1 with this value and a time zone transition of 6 hours east a max FDP of 9 hours is obtained from the matrix for a single sector flight. Again the flight requires augmenting, and from Figure 2 a value of 10 is obtained (flight not returning to base). This value is used to enter Table C and the same value derived for single sector flight is used again to enter Table E (crew still not acclimatised). Again a max FDP of 11 ¾ hours is obtained which is sufficient to the return flight to DKR.

DKR-ATL

At report time for duty 92:10 has elapsed since the crew was last acclimatised, and the crew is again 4 hours east of base. From Figure 1 Table A local time is applicable and the crew is now acclimatised. With a local report time of 0120 Table A provides a max FDP of 9 hours, so the flight must be augmented. From Figure 2 Table C local time applies and a value of 10 obtained for the single sector flight which is used to enter Table D (acclimatised crew). For category 1 rest facility a max FDP of 12 ¼ hours is derived.

On return to ATL the crew having transited 4 time zones from DKR is no longer acclimatised and therefore recovery rest on return to base is required as determined from Table F. 3 calculations are required as follows:

1. On arrival DKR at the end of the first leg the elapsed time from departure ATL to arrival back in ATL is 112:30. DKR is 4 hours east of ATL and from Table F 3 local nights recovery are required.
2. On arrival JNB the elapsed time from departure DKR to arrival back in ATL is 78:15. JNB is 6 hours east of ATL and from Table F 2 local nights recovery back at base are required.
3. On arrival DKR the second time the elapsed time from departure JNB until arrival back at ATL is 43:35. DKR is 4 hours east of ATL and from Table F 1 local nights recovery is required.
4. The number of local nights recovery required for crew to be acclimatised to home base is the greatest number calculated above – i.e. three local nights.

The following is a further example of a more complex schedule across multiple time zones over 10 days which is required to comply with duty time limitations for disruptive schedules. The crew ceases to be acclimatised on finishing duty in HKG on the outbound leg. HKG is 4 hours west of AKL and LHR 11 hours west of AKL.

Day	Report	Depart	Arrive	Block	Duty	Max FDP
1	<b>Report 2230 local</b>	AKL 2330	HKG 0645	11:15		<b>13:30 3-pilot crew</b>
	Layover 48:30			11:15	12:45	
4	<b>Report 0745 local</b>	HKG 0845	LHR 1435	12:50		<b>15:30 3-pilot crew</b>
	Layover 53 hours			12:50	14:20	
7	<b>Report 2005 local</b>	LHR 2105	HKG 15:50	11:45		<b>13:00 4-pilot crew</b>
	Layover 48:50			11:45	13:15	
9	<b>Report 1710 local</b>	HKG 1810	AKL 0900	10:50		
	Recovery Rest on return to base 5 local nights Table F			10:50	12:20	

AKL-HKG

From Table A max allowable FDP is 11 hours. Insufficient allowable FDP for basic crew. From Table C value of 11 derived. Enter Table D – Category 1 rest facilities 13 ½ max FDP for 3 pilots and 15 ¾ hours for 4 pilots. First sector AKL-HKG can be completed with a crew of 3 pilots

**HKG – LHR**

Layover time in HKG scheduled 48:30, and HKG 4 hours west of AKL. From figure 1 Table B local time is applicable. As Table A local time not applicable crew is not acclimatised and clearly insufficient FDP is available from Table B. Therefore flight has to be augmented. From figure 2 (4.7.5.1) Table C local time is applicable i.e. HKG time. Local report time at HKG is 0745 and from Table C a value of 13 is derived for the single sector to LHR using a time since last acclimatised not returning to home base of 48:30. As crew not acclimatised Table E entered with value of 13 obtained from table C and a max FDP of 15 ½ is derived which is sufficient to operate this leg as scheduled hours is derived.

**LHR-HKG.**

Layover time in LHR is 53 hours and entering figure 1 with time zone transition from last acclimatised location (11 hours west from AKL) and elapsed time since last acclimatized (i.e. end of duty on AKL-LHR leg) from figure 1 we find that Table A local time is not applicable and crew continues to remain unacclimatised. Entering Figure 2 we derive a value of 10 with which to enter Table C and subsequently Table E (not acclimatised) which gives a max FDP of 11 ¾ hours for a 3-pilot crew and 13 hours for 4-pilot operation. With a schedule FDP of 12:55 for this sector a 4-pilot crew is required to operate the flight.

**HKG-AKL**

Layover time in HKG is 48:50. At time of report for duty in HKG elapsed time since acclimatised is 190:25 and time zone transition from last acclimatised location is again 4 hours. From figure 1 Table A local time is now applicable for the first time since leaving New Zealand, and the crew is now considered acclimatised to Hong Kong time zone. For the return to New Zealand Table A does not allow sufficient FDP to complete this sector with a basic crew, so Tables C and D are entered using a local report time of 1710. From Table C a value of 11 is derived for the single sector, and Table D indicates a max FDP of 13 ½ hours which is sufficient to complete the final leg home.

On arrival in New Zealand the crew has transited more than two time zones outside the last acclimatised location (i.e. HKG), and therefore cease to be acclimatised on arrival back in New Zealand. A recovery period (Table F) before the crew can be considered acclimatised to home base location.

As this schedule contains more than two legs prior to return to base, there are 3 separate calculations which need to be made using Table F to determine recovery time for re-adaptation of the body clock to local time based on elapsed time from arrival in each port until return to home base and time zone transitions between home base and the arrival port.

For this example:

1. On arrival HKG at the end of the first leg the elapsed time from departure AKL until arrival back at AKL is 201:30. HKG has a time zone difference of 4 hours west of AKL. From Table F three local nights recovery are required.
2. On arrival LHR the elapsed time since departing HKG until arrival back at AKL is 140:15. LHR has a time zone difference of 12 hours west of AKL. From Table F five local nights are required on return to home base.
3. On arrival HKG (second time) the elapsed time from departure LHR until arrival back at AKL is 72:55 hours. HKG has a time zone difference of 4 hours west of AKL. From Table F two local nights recovery are required.
4. The number of local nights recovery required for crew to be acclimatised to home base is the greatest number calculated above – i.e. five local nights.

## Appendix 4 to Attachment A.1

### Background & References

#### Introduction

Appendix Four presents a brief account of the derivation of much of the guidance material in Attachment I. Some of the background information comes from the laboratory studies of sleep and wakefulness, which have contributed to our basic understanding of the physiology of individuals during irregular patterns of work and rest. This is supplemented by information from many investigations of the aircrew themselves, including of their sleep, alertness, performance and circadian rhythms, on various types of operation.

#### The basic FDP limits (Table A)

These limits have been derived from a study carried out of aircrew on the Haj operation between Indonesia and Saudi Arabia [1]. In this study, crews were asked to rate their level of fatigue on the seven-point Samn-Perelli (SP) scale [2] on six separate occasions during each duty period. The FDPs were generally between 11 and 11.5 hours, and flights departed at all times of the day and night. The reasons for choosing this study as the basis for Table A were:

- (i) It is the only available study of flights carried out under similar conditions at all times of day. It therefore provides a direct comparison between levels of fatigue on flights starting at different times.
- (ii) The trends in fatigue are consistent with those observed in laboratory simulations of irregular work-rest patterns, which have formed the basis for the mathematical models of alertness that have been developed from the 1980s onwards [3,4].

The data from the initial outward flights, where the aircrew were assumed to be acclimatized prior to departure, have been re-analyzed specifically to derive suitable limits for Table A. An average value of five on the SP scale was chosen as representing a reasonable practical limit. At this level, according to the original report by Samn and Perelli [2], ‘some performance impairment [is] probably occurring. Flying duty [is] permissible but not recommended’.

Based on data collected from over 250 aircrew on long-haul routes between the Far East and both Europe and North America [5], a functional relationship has been derived between the SP scale and the nine-point Karolinska Sleepiness Scale (KSS). The KSS is a measure of sleepiness [6] that has been validated with respect to decrements in performance and objective measures of sleepiness [6,7]. According to the derived relationship, an average score of five on Samn-Perelli corresponds closely to a probability of 10% that both pilots are at level eight or more on the KSS. Scores of eight or more are known to be associated with a high frequency of microsleeps.

With one exception, the single-sector values in Table A have been derived from the time, rounded to the nearest hour, when the trends in the alertness data from the Haj study reach the value of five on the seven-point SP scale. The exception is between the times of 0800h and 1159h, where the derived 14-hour limit has been reduced by an hour to 13 hours. It was considered that an extrapolation to 14 hours, based on duties that rarely exceeded 12 hours, would be difficult to justify.

As an illustration of the impact of the exercise of commander’s discretion, an increase of one hour throughout the table is approximately equivalent to a doubling of the probability, from 10% to 20%, that both pilots are at level eight or more on the KSS.

## **The multi-sector limits**

The correction for multiple sectors has been based on the combined results from three separate studies of short-haul and charter operations [8,9,10]. These studies were carried out with three major short-haul operators based in the UK. The duties involved a maximum of three, five and six sectors respectively, although the large majority of duties included no more than four sectors.

After correcting for all other confounding factors, the increase in fatigue associated with each additional sector was equivalent to approximately 37.5 minutes of extra duty, averaged over all times of day. As the effect of this increase is greater during the night, i.e. between 2200h and 1000h, than during the day, the reduction for multiple sectors has been rounded down to 30 minutes per sector for daytime duties, and rounded up to 45 minutes per sector for night-time duties.

## **Minimum rest**

The basis for the proposed requirement for minimum rest is that sufficient time should be provided to permit an eight-hour sleep period before the start of the following duty. In normal circumstances, allowing for commuting and essential activities such as eating, washing, and so on, twelve hours should be sufficient. If good quality accommodation is provided close to the airport, then this might be reduced by an hour. However, it is unlikely that a further reduction to ten hours would normally provide enough time for a full recovery sleep for the large majority of aircrew.

The 12-hour requirement for minimum rest should apply irrespective of the length of the previous duty, as the length of that duty would not, in itself, extend the requirement for recovery sleep beyond eight hours. However, the timing of the rest period is important. It is well-established that the length of sleep is much reduced during the day due to both physiological and environmental factors [10], and crews are unlikely to achieve eight hours' total sleep even in a daytime rest period of 16 hours. It has therefore been proposed, as a reasonable compromise, to extend the length of minimum rest to 14 hours for a daytime rest period (defined by the extent to which it overlaps the WOCL). The 13-hour limit has been introduced for some rest periods that are mainly during the day, to ensure a smoother transition between 12 and 14 hours.

It is reasonable that the minimum rest after a time-zone transition should depend on the time of day at the departure airport, rather than on the local time of day, as the phase of the body clock is unlikely to have shifted significantly in such a short time. However, for unacclimatised crews, the desynchronisation of the body clock with the local environment will make it more difficult to obtain adequate sleep. In these circumstances, a 'worst case' minimum of 14 hours is recommended.

Some provision, in the form of a weekly rest period, is recommended in order to recover from the cumulative fatigue that tends to build up over consecutive periods of duty [11]. In addition, consecutive night duties are associated with a reduced duration and quality of sleep, and sufficient time should be provided for the recovery of the normal sleep-wake pattern before other flight duties are resumed.

## **Unacclimatised crews**

When crews become unacclimatised to the local environment, an alternative to Table A is required. However, after only a single day in a new location, it is unlikely that the body clock will have adjusted by more than a couple of hours. In that case, it is still reasonable to base the duty limits on the base time of day, as long as a small reduction is applied to Table A to allow for some sleep disruption and for some small shift in the rhythm. This is the reasoning behind the use of Table B, in which a reduction of one hour, to a minimum of nine hours, has been applied to Table A.

After a layover of two days, it is still proposed to use Table B, applied to the base time of day, if the crews are returning to base. This is because, even after a long time-zone transition, crews tend to adjust their work-rest patterns keeping in mind home time, and this appears to limit the extent of their circadian adaptation [12].

The method for calculating the maximum FDP following layovers of any duration is given by the table in paragraph 4.7.3.1. For the longer layovers, there will be a period of great uncertainty, where the circadian phase can change very rapidly and where the amplitude of the circadian rhythm can be greatly reduced. As has been shown both in laboratory simulations of a ten-hour eastward shift [13], and by aircrew following an eight-hour eastward transition [14], individuals may respond by either a phase advance or a phase delay, and their patterns of adaptation may vary considerably.

During this period of uncertainty, the conservative approach, which has been adopted here, is to assume the worst case and limit single-sector duties to the minimum value of nine hours.

The rates of adaptation implicit in the table have been derived from the circadian model underlying the SAFE program [15]. This is based on the output from a forced van der Pol oscillator [16], where the parameters have been chosen for consistency with the results from laboratory and field studies [17,18].

Other features of the table are:

- (i) When the layover is sufficiently long to assume that adaptation is almost complete ('partial acclimatisation'), Table B is applied based on local time. When adaptation is assumed to be complete, Table A is applied based on local time.
- (ii) The table reflects the longer time required to re-adapt after an eastward than after a westward transition [e.g. 19].
- (iii) The layover time bands are deliberately centred on multiples of 24 hours, as this corresponds to the duration of the majority of layover periods.

If a series of duties is undertaken without re-acclimatisation being achieved at any intervening point, then the simple application of the table to the current layover may not be appropriate. The simplified approach that has been adopted is to use the current layover only if the crewmember had at least partially adapted to the previous location. Otherwise the calculation should be based on the location to which the crewmember was last acclimatised, or partially acclimatised.

### **Recovery**

The same methodology used to determine acclimatisation rates on layover, namely the output from the SAFE model, has been used here to estimate rates of recovery on return to base. However, because of the large individual variation, particularly after long time-zone transitions, it should not be assumed that all aircrew will adapt within these times. On the other hand, many will adapt more rapidly.

The values in Table F relate to the re-adaptation of the body clock. In most cases, the sleep-wake pattern will adjust more rapidly than this, and the circadian desynchronisation may not be immediately apparent to the individual concerned. However, unanticipated changes in the structure of sleep, particularly in the balance between REM and non-REM sleep, have sometimes been observed several days after the sleep pattern had apparently returned to normal [13,14]. In addition, after short periods away from home base, the circadian rhythm may recover much more rapidly than the sleep-wake rhythm. Therefore, where the return flight is overnight, at least two nights free of duty are recommended before other flight duties are undertaken.

If the return to base follows layovers in multiple locations, then it may not be sufficient to consider the recovery from only the final stop-over point and the disruption at all previous locations needs to be taken into account.

## Augmentation

A considerable number of studies have been carried out of the in-flight sleep of aircrew during augmented flights. Some of these have involved the polysomnographic monitoring of sleep in the bunk compartments, and these have shown that, in many situations, crews are able to obtain good recuperative sleep [20,21]. Other studies have used subjective data from a large number of different flights to derive predictions for the quantity and quality of bunk sleep, dependent on the time of day and the length of the rest period [22,23].

A recent evaluation of the results from the various studies has led to specific recommendations for the extension of the FDP for augmented crews [24], and these form the basis of the current proposed scheme. Depending on the time of day, it was concluded that crews are generally able to sleep on average for at least 33% of their allotted rest period. This value was adjusted downwards to 25% to allow for the possibility of less restful sleep than the ideal, due to environmental factors such as aircraft noise, turbulence, etc. This amount of sleep would allow for an extension to the unaugmented maximum FDP of 75% of the duration of the rest period. This is on the basis of one hour of sleep enabling two hours of wakefulness (cf. eight hours sleep, 16 hours wake, in 24 hours).

An example will illustrate how this approach has been used to derive the values in Tables D and E. Consider the case of a three-crew operation where the maximum unaugmented FDP is 12 hours. If the augmented duty is 15 hours, and the total time available for the crews to take bunk rest during the flight is 12 hours, then each crew member could be allocated a rest period of four hours. On the basis of the 75% rule, the FDP could be extended by  $4 \times 0.75 = 3$  hours, and an extension from 12 hours to 15 hours is permitted.

An adjustment to this rule is required for aircrew who are unacclimatised, as it has been shown that the recuperative effect of bunk sleep is less pronounced for crews on a return flight after a short layover.

Various adjustments are also required if the rest facilities do not meet the standards of a 'good quality' bunk. There have been some studies that have investigated the extent to which aircrew are able to rest and recuperate in seating accommodation. From these, it has been concluded that rest in a 'normal' business class seat separated from the passengers (Class 2 rest facility) is 75% effective compared with bunk rest [25], and rest in a flight deck seat that meets certain minimal standards (Class 3 rest facility) is 33% effective [26]. No data have been collected from aircrew resting in normal economy seating (Class 4 rest facility), and it is not recommended that any increase in maximum FDP be allowed in that case.

## Cumulative limits

The definition of acceptable limits for periods of 7, 14 and 28 days is difficult because the development of cumulative fatigue will depend on the extent of the physiological disruption arising from the pattern of work. Limits that are appropriate for daytime operations will inevitably be much too generous for schedules that include a large quantity of night flights or flights across multiple time zones.

A further difficulty is the lack of data on which suitable limits can be based. As a result, any attempt to define such limits has to rely on practical experience and is therefore always open to challenge. One published study from the early 1970s used subjective data collected from B-707 operations to derive limits on the flight duty hours of aircrew that are associated with an acceptable sleep pattern [27]. These restrict flight duty over 7, 14 and 28 days to 50, 72 and 120 hours respectively, and are defined by the so-called 'Nicholson Curve'. However, these limits only apply where the schedules involve the continual disruption of sleep and/or circadian rhythms.



Where the schedules involve little or no disruption, there is even less information available, and it is therefore proposed to adopt the existing limits of CAP371, namely 55, 95 and 190 hours, which at least have the advantage that they have been in place for many years. In addition to the categories of ‘disruptive’ and ‘non-disruptive’ schedules, a third category of ‘partially disruptive’ schedules has been defined, with limits mid-way between the other two. The extent of the disruption is determined by the percentage of the duty periods where there is either some form of circadian disruption (i.e. the crews are unacclimatised) or of sleep disruption (i.e. the duties encroach into the WOCL).

### **Consecutive earlies/lates/nights**

The development of cumulative fatigue tends to be increased during consecutive periods of duty, such as early starts, late finishes or overnight duties, that disrupt the normal pattern of sleep [8,10]. It is sensible therefore to limit the number of these consecutive duties to three, at least where they are close to the maximum FDP limits. However, it is reasonable to allow consecutive periods of four or five duties, as long as the duty limits are reduced to compensate for the possible increased levels of fatigue.

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**Committee Recommendation**

Committee A/B recommends acceptance of the proposal contained in IP 09IND063 without change of text or status.

- as proposed -

**POL-STAT 1**

Proposer: Argentina

Seconder: Israel

No discussion

**CARRIED**

**A1.3 MAXIMUM LICENCE AGE AND TERMINATION OF SERVICE****IP 09IND068****Proposed Policy****DELETE** I Manual Chapter 4.7 and renumber subsequent paragraphs.**POL-STAT-1****AMEND** I Manual Chapter 4.7 Maximum Licence Age & 4.8 Termination of Service.  
New text in *bold italics* and deletions ~~struck through~~.**POL-STAT-2**~~**4.7 Maximum Licence Age**~~~~The holder of a pilot's licence, who has attained the age of 60 years, shall not act as pilot of an aircraft engaged in air transport operations.~~**4.8 Termination of Service**~~In cases where a compulsory retirement age for pilots is applicable as part of an agreed pension scheme, *Regardless of Maximum Licence Age*, Member Associations should strive for the implementation of a pension scheme whereby the retirement age is 60 or lower.~~

There should be full protection of the pilot's right to promotions and/or type conversions, on the basis of seniority, in the years immediately prior to retirement, either by guarantee of such promotion or conversion opportunities or by payment of bypass compensation.

**Committee Recommendation**

Committee A/B recommends IP 09IND068 be returned to the Industrial Committee for further development in coordination with the HUPER and Legal Committees.-

Proposer: Germany

Seconder: Bangladesh

No Discussion

**CARRIED****B1 HUMAN PERFORMANCE****B1.1 HUMAN PERFORMANCE COMMITTEE CHAIRMAN'S ANNUAL REPORT AND WORK PROGRAMME****09HUP054****Committee Recommendation**

Committee A/B reviewed the Annual Report of the Human Performance Committee Chairman and endorsed the Work Programme

**B1.2 LICENCES AND RATINGS FOR PILOTS****IP 09HUP055****Proposed Policy****ADD** the following new policy to ICAO Annex 1, Chapter 2 para 2.1.10 as shown in *bold italics*:*2.1.10 Member Associations, recognizing the best interests of their Members, should determine their own policies with regard to Maximum License Age.***POL STAT 1****Committee Recommendation**

Committee A/B recommends IP 09HUP055 be returned to the HUPER Committee for further development in coordination with the IND and LEG Committees.

Proposer: Netherlands

Seconder: Sweden

No Discussion

**CARRIED**

**B2 LEGAL**  
**B2.1 LEGAL COMMITTEE CHAIRMAN’S ANNUAL REPORT AND WORK PROGRAMME** **09LEG018**

**Committee Recommendation**

Committee A/B reviewed the Annual Report of the Legal Committee Chairman and endorsed the Work Programme.

**B3 SECURITY**  
**B3.1 SECURITY COMMITTEE CHAIRMAN’S ANNUAL REPORT AND WORK PROGRAMME** **09SEC021**

**Committee Recommendation**

Committee A/B reviewed the Annual Report of the Security Committee Chairman and endorsed the Work Programme.

**B3.2 ESCORTS** **IP 09SEC022**  
**Proposed Policy**

AMEND IFALPA Annex 17, Appendix 1 as follows (new text in embolden italics):  
**IFALPA POLICY**

**6 ESCORTS FOR DEPORTEES / INADMISSIBLE PERSONS / PERSONS IN CUSTODY** **POL-STAT 1**

**6.1 All escort officers will be under the authority of the aircraft commander.**

6.2 All ~~deportee~~ escorts should be law enforcement officers.

~~6.2 A deportee escort team should always be commanded by a law enforcement officer.~~

6.3 If **a person** other than **a law enforcement officers** acts as **an deportee** escorts (“Escort Officers”), ~~these~~ **such** escort officers should:

- a. be supervised by a law enforcement officer;**
  - b. have attended and passed an officially recognised and appropriate education programme sponsored by their national Authority;
  - c. be officially recognised as Escort Officers by their national Authority and have proper identification to support this; and
  - d. have physical and mental attributes and legal authority appropriate to the task.
- 6.4 a. **All escorts shall** be given frequent **and practical** training in handling “worst case scenarios” and emergency situations. **This training should include aviation-related scenarios.**
- b. **Competence shall be regularly tested.**

Note. – A suitable “Notification to Captain” (NOTAC) form, which in the event of the carriage of Person(s) in Custody / Deportee(s) / Inadmissible(s) ~~should~~ **shall** be completed and signed by an appropriate authority and countersigned by the pilot-in-command, is shown below.

**Committee Recommendation**

Committee A/B recommends acceptance of the proposal contained in IP 09SEC022 without change of text or status.

**B3.3 NATIONAL LEGISLATION**

IP 09SEC023

**Proposed Policy****REPLACE** the IFALPA Annex 17, Preface with the following:**3.7 Methods for obtaining maximum aircrew/public support**

POL-STAT 1

IFALPA is responsible for interfacing with international bodies to develop legislation and policies to counter the threat of unlawful interference and endangerment of aircraft and occupants. Member Associations are encouraged to work at their national level to have their authorities adopt equivalent legislation and policies

**Committee Recommendation**

Committee A/B recommends acceptance of the proposal contained in IP 09SEC023 without change of text or status.

- as proposed -

POL-STAT 1

**B3.4 COUNTER MEASURES**

IP 09SEC024

**Proposed Policy****AMEND** the IFALPA Annex 17, Appendix 2 as follows (new text in embolden italics):Counter-Measures for ~~Anti-Aircraft Missile Attacks~~ ***surface-to-air threats***

POL-STAT 1

Technical/operational measures to counter the possibility of ~~anti-aircraft missile attacks~~ ***surface-to-air threats*** should be investigated and should be considered in relation to the design characteristics of all future aircraft.

**Committee Recommendation**

Committee A/B recommends acceptance of the proposal contained in IP 09SEC024 without change of text or status.

- as proposed -

POL-STAT 1

**B3.5 UNLAWFUL INTERFERENCE**

IP 09SEC025

**Proposed Policy****AMEND** the IFALPA Annex 17, Chapter 5 as follows (new text in embolden italics):**IFALPA POLICY**

IFALPA considers an aircraft subject to Unlawful Interference as an aircraft "in distress". Each Member State ~~should~~ ***shall*** ensure that every assistance is given to an aircraft subject to an unlawful seizure, including the provision of navigational aids, ATC services and permission to land. ***When a Contracting State decides to direct a civil aircraft to land at a specific airport, it shall consider the safety requirements of the flight, as indicated by the Pilot-in-command, with regards to the landing airport.***

POL-STAT 1

**Committee Recommendation**

Committee A/B recommends acceptance of the proposal contained in IP 09SEC025 without change of text or status.

- as proposed -

POL-STAT 1

**B3.6 LANDING OF INTERCEPTED AIRCRAFT**

IP 09SEC026

**Proposed Policy****ADD** the following bullet point to IFALPA Annex 17, Att.2

- ***Airport to land, taking into account safety requirements as indicated by the Pilot-in-Command.***

POL-STAT 1

**Committee Recommendation**

Committee A/B recommends acceptance of the proposal contained in IP 09SEC026 without change of text or status.

- as proposed -

POL-STAT 1

**B3.7 DEFINITIONS****IP 09SEC027****Proposed Policy****REPLACE** IFALPA Annex 17, App 1 with the following:**IFALPA POLICY****POL-STAT 1**

IFALPA believes that the following additions should be made to the ICAO list:

- *Assault, intimidation, menace, or wilful recklessness, which endangers good order or the safety of property or persons,*
- *Assault, intimidation, menace or interference with a crew member in Performance of duties or which lessens ability to perform duties,*
- *Wilful recklessness or damage to an aircraft, its equipment, or attendant structures and equipment such as to endanger good order and safety of the aircraft or its occupants,*
- *Communication of threats, hoaxes or false information causing interference with the safe, orderly or efficient operation of aircraft, airports or technical or safety services to aviation,*
- *Disobedience of lawful commands or instructions for safe, orderly or efficient operations.*

**Committee Recommendation**

Committee A/B recommends acceptance of the proposal contained in IP 09SEC027 without change of text or status.

- as proposed –

**POL-STAT 1****B3.8 SECONDARY FLIGHT DECK BARRIERS****IP 09SEC028****Proposed Policy****ADD** the following policy to IFALPA Annex 17, chapter 4:**4.3.A SECONDARY FLIGHT DECK BARRIERS****POL-STAT 1**

All aircraft which are required to be equipped with a Phase II flight deck door (i.e. ballistic door) should also be equipped with a Secondary Barrier system. An aircraft so equipped can provide additional protection against an attack upon the flight deck as there are inevitably periods of time during flight when the flight deck door is opened, thus exposing the flight deck and crew to intrusive assault from the cabin area.

A Secondary Barrier system should have the ability to delay and deter potential assailant from entering the flight deck from the cabin area during this period of “door transition,” which can be defined as that period of time when the flight deck door remains open due to operational needs and/or crew requirements. Five seconds is considered a reasonable amount of time for “door transition”.

Secondary barriers should also be accompanied by carrier- and government-approved procedures for flight and cabin crews with regard to their operation.

**Committee Recommendation**

Committee A/B recommends acceptance of the proposal contained in IP 09SEC028 without change of text or status.

- as proposed –

**POL-STAT 1**

**B3.9 STOWAGE OF WEAPONS****IP 09SEC029****Proposed Policy****DELETE the last part of IFALPA Annex 17, Appendix 2 as follows:****Stowage of weapons and other Security-removed Items****POL-STAT 1**

Provision should be made on all future aircraft for the secure transportation of passenger weapons and other security-removed items in such a manner that they are not accessible during flight, ~~but are not necessarily placed haphazardly in the cargo hold.~~

**Committee Recommendation**

Committee A/B recommends acceptance of the proposal contained in IP 09SEC029 without change of text or status.

- as proposed –

**POL-STAT 1****B3.10 NEW LARGE AIRCRAFT****IP 09SEC030****Proposed Policy****DELETE item 3 of IFALPA Annex 17, Appendix 2 as follows:****New Large Aircraft (NLA)**

New Large Aircraft should incorporate specially designated areas where unexpected medical cases or unruly passengers can be accommodated safely.

**POL-STAT 1**

1. NLA should have a double-door security system. One toilet and a minimum of one cockpit crew rest facility area should be located forward of the rearmost door. The double-door system should not hinder emergency operation.

2. Existing Large Aircraft should be modified to meet the provisions in 1. above.

~~3. All aircraft required to be fitted with a Phase 2 door should have a secondary barrier system. Such a system should provide a means of preventing access to the flight deck by unauthorized persons when the flight deck door is open.~~

~~4.~~ 3. Any other crew rest facilities should be equipped with lockable doors.

**Committee Recommendation**

Committee A/B recommends acceptance of the proposal contained in IP 09SEC030 without change of text or status.

- as proposed -

**POL-STAT 1**

**Papers IP 09SEC022, IP 09SEC023, IP 09SEC024, IP SEC025, IP 09SEC026, IP 09SEC027, IP 09SEC028, IP 09SEC029, IP 09SEC030 were taken as a block.**

Proposer: Switzerland

Seconder: Mexico

No Discussion

**CARRIED**

**B4 REVIEW OF EXPIRING RESOLUTIONS****IP 09IND064****B4.1 VICTIMISATION****Proposed Policy**

REAFFIRM the following Resolution in IFALPA I Manual, Chapter 1 – Basic Industrial Principal/Standpoints for a further two years.

**1.24 Victimization**

Where a pilot is requested by his national Association to implement IFALPA policy, and as a result is victimised, then such Association should give him full and immediate support and Member Associations and Federation Officers should be prepared to do likewise if requested, in accordance with the provisions contained in Chapter 2, Mutual Assistance.

**RESOLUTION 1****Committee Recommendation**

Committee A/B recommends acceptance of the proposal contained in IP 09SEC064 without change of text or status.

- as proposed -

**RESOLUTION 1****B4.2 ASSISTANCE TO PILOTS STRANDED AWAY FROM HOME BASE****IP 09IND065****Proposed Policy**

REAFFIRM the following Resolution in IFALPA I Manual, Chapter 2 – Mutual Assistance Policies and Joint Action for a further two years

**2.4.4 Assistance to Pilots Stranded Away from Home Base**

All Member Associations should so far as is practicable, assist members of other Associations stranded away from home base. The requesting Association will be responsible for the reimbursement of any costs arising for an assisting Association in this connection.

**RESOLUTION 1****Committee Recommendation**

Committee A/B recommends acceptance of the proposal contained in IP 09SEC065 without change of text or status.

- as proposed -

**RESOLUTION 1**

**Papers IP 09IND064, IP 09SEC065 were taken as a block.**

Proposer: Morocco

Seconder: Canada

**CARRIED**

No Discussion



**Items Originating in Committee C****ACCIDENT ANALYSIS AND PREVENTION, AERODROME & GROUND ENVIRONMENT, AIRCRAFT DESIGN & OPERATION, DANGEROUS GOODS, HELICOPTER, INTERNATIONAL FLIGHT ENGINEERS****Chairman – Captain Ray Gelinis (Canada)****Rapporteur – Captain Brian Greeves, IFALPA Training Consultant**

The Committee Chairman presented the Committee's proposals which were discussed and voted upon as follows:

<b>C1</b>	<b>ACCIDENT ANALYSIS AND PREVENTION</b>	
<b>C1.1</b>	<b>ACCIDENT ANALYSIS AND PREVENTION COMMITTEE CHAIRMAN'S ANNUAL REPORT AND WORK PROGRAMME</b>	<b>09AAP051</b>

**Committee recommendation**

Committee C reviewed the Annual Report of the Accident Analysis and Prevention Committee Chairman and endorsed the Work Programme.

<b>C1.2</b>	<b>NON-PUNITIVE CULTURE</b>	<b>IP 09AAP052</b>
	<b>Proposed Policy</b>	

**ADD** the following new policy as Attachment C to IFALPA Annex 13:

<b>GUIDELINES ON THE ESTABLISHMENT OF A “NON-PUNITIVE” CULTURE TO ENHANCE AVIATION ACCIDENT PREVENTION</b>	<b>POL-STAT 1</b>
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**1. Introduction**

One of the few remaining ways of reducing and preventing aircraft accidents is to establish non-punitive reporting systems. The identification of errors, hazards, potential incidents and serious incidents is a fundamental element of any safety management system. Yet international surveys have revealed that many air incidents go unreported because those involved are fearful of management or the regulatory authority. Reporting systems, as well as other safety initiatives such as FOQA and LOSA, can only be effective in an environment that adopts a non-punitive culture.

The unrestricted flow and exchange of information is vital to improving safety. Criminalisation obstructs this flow. In order for reporting systems to be effective, a non-punitive environment must prevail. Non-punitive voluntary reporting systems are supported and encouraged by all major international aviation safety organisations.

**2. A Non-punitive Culture**

A non-punitive culture starts at the top of an organisation and is a function of the organisational culture at large; it is a culture that needs to be adopted and practised by the organisation as a whole. Every employee, not just those involved in safety, can influence the establishment of a culture. A cornerstone in the creation of a non-punitive culture is the establishment of voluntary open reporting systems. A good reporting culture is one in which personnel have sufficient trust in the system that they are willing to report their errors, thereby providing a valuable contribution to safety. The ICAO Accident Prevention Manual (Doc 9422) contains guidelines for the establishment of both mandatory and voluntary reporting systems. IFALPA strongly endorses the establishment of non-punitive voluntary reporting systems and the development of an airline wide reporting culture.

The primary focus of reporting systems is to prevent accidents and in order to be effective, users of these systems must have complete confidence that they will not face retribution as a result of disclosure. Properly collected and analysed aviation safety information can be a powerful tool, with the potential for great benefit. One of the major concerns, however, is that like any powerful tool, it can cause extensive harm if used improperly. There are various ways in which such information can be misused:

- Job sanctions by employers and/or penalties imposed by government regulators based upon the information.
- Public disclosure of the information
- Criminal sanctions based on the information
- Misuse of the information in civil litigation

### **3. Dealing with Culpability**

Human actions are almost always affected by circumstances outside a person's control and in a non-punitive culture, it must be recognised that errors are consequences rather than causes. These consequences cannot easily be avoided since they were not intended in the first place. If the latent causes of accidents are to be identified and addressed, errors need to be seen as the beginning of investigations and not the end. Only in exceptional circumstances involving criminal action, intentional or gross negligence, should blame be apportioned. The best people can make mistakes given the same circumstances. We need to change the mindset of blame being a useful concept.

Accidents have many causes, both immediate and latent. How can one immediate cause be singled out as "the cause" for an accident? ICAO encourages the investigation of latent and immediate causes so that accidents can be prevented, recognising the system failure resulting in an accident, not an individual's error.

A non-punitive culture does not guarantee immunity from consequence, but does suggest fair treatment of individuals. This works for the individuals and their work colleagues alike. A 'blame free' culture that was seen to be unable to touch a serial offender would have a negative effect on the morale of other staff, just as one that unfairly prosecuted an individual that had made an error trying to do the right thing for the company. When establishing non-punitive reporting systems, a clear distinction must be made between acceptable and unacceptable behaviour, and what constitutes egregious behaviour, for example wrongdoing that is intentional, criminal or grossly negligent, must be clearly defined. Legally, negligence involves bringing about a negative consequence that a 'reasonable or prudent person would have foreseen and avoided.

It would be unacceptable to give blanket immunity from sanction to all personnel that could, or did, contribute to a safety occurrence. A non-punitive culture finds its limits when gross negligence, criminal activity or intent on the part of the reporter is established.

Research has shown that, in general, only about 10% of unsafe acts fall clearly in the culpable category. They include sabotage, substance abuse, wilful negligence, and falsification of records and criminal activities.

It is recognised that human error is inevitable and must be managed. However, employees who report unintentional errors should not suffer retribution or disciplinary action. The reporting of unpremeditated or inadvertent errors should not result in disciplinary action being taken against the reporter. It would be unacceptable to punish all errors and unsafe acts regardless of the origin and circumstances. Punishment has little or no effect on error rates and may well contribute to increased potential for accidents or incidents.

Those occurrences involving dereliction of duty, reckless behaviour, persistent breaches of company standards, or deliberate failure to report, should be handled in accordance with individual company disciplinary procedures. Procedures for dealing with instances of non-compliance must be agreed and established.

#### 4. Conclusion

Aviation safety can be enhanced by the establishment of a non-punitive culture, the focus of which is safety rather than the apportionment of blame. IFALPA encourages Member Associations to work with their companies to establish a non-punitive culture, the objective of which will be the prevention of accidents and incidents through identification of flight safety concerns and implementation of corrective actions.

A non-punitive culture must be permeated throughout airline company structures in order to develop a corporate non-punitive philosophy. To be successful, it should form the basis of all accident prevention initiatives, for example:

- Training, including CRM and human factor training
- Threat and error management
- FOQA
- LOSA
- Reporting systems
- Confidential reporting
- Anonymous reporting systems
- Hazard reporting
- Incident, serious incident and accident investigations
- Safety philosophy, policies and procedures
- Discipline policy

Ideally ICAO must commit to the concept of a non-punitive culture and incorporate it in the ICAO Annex 13 and the ICAO Accident Prevention Manual. States must ensure that legislation is passed that enforces the non-punitive philosophy. Companies and operators must ensure that the policy is endorsed and supported by their executive officers. As part of their accident prevention culture, all stakeholders in the aviation industry should embrace the policies and procedures of a non-punitive culture.

The development of an industry-wide non-punitive culture will significantly facilitate accident prevention thereby, enhancing aviation safety.

#### Committee Recommendation

Committee C recommends acceptance of the proposal contained in IP 09AAP052 with the following editorial amendments:

- as amended -

**POL-STAT 1**

#### 1. Introduction

**FOQA** should read **FOQA/FDA**

#### 2. A Non-punitive Culture

The ICAO Accident Prevention Manual (Doc 9422) should read **The ICAO Safety Management Manual (Doc 9859)**

#### 4. Conclusion

- FOQA should read **FOQA/FDA**

Proposer: South Africa

Seconder: Switzerland

No discussion

**CARRIED**

**C1.3 COCKPIT IMAGE RECORDERS****IP 09AAP057****Proposed Policy**

The existing policies concerning IFALPA Annex 13, Chapter 5 - Cockpit Image Recorders should be reaffirmed by Conference.

**AR-1****The following Statement should be endorsed by Conference:****AR-2**

The 64<sup>th</sup> IFALPA Conference resolves that the international pilot community is absolutely opposed to any image recorders which capture any part of the anatomy of the operating crew. To date the international aviation community has proven that it is unable to provide appropriate protection to recorded information.

**Committee Recommendation**

Committee C recommends acceptance of the proposal contained in IP 09AAP057 without change of text or status.

- as proposed -

**AR-1**

- as proposed -

**AR-2**

Proposer: Morocco

Seconder: Egypt

No discussion

**CARRIED****C2 AERODROME & GROUND ENVIRONMENT****C2.1 AERODROME & GROUND ENVIRONMENT COMMITTEE****09AGE040****CHAIRMAN'S ANNUAL REPORT AND WORK PROGRAMME****Committee Recommendation**

Committee C reviewed the Annual Report of the Aerodrome & Ground Environment Committee Chairman and endorsed the Work Programme.

**C2.2 AIMING POINT MARKING****IP 09AGE041****Proposed Policy**

**INSERT** the following new policy to ICAO Annex 14, Chapter 5:

IFALPA considers that the aiming point marking should be at a constant distance from the threshold, depending on the length of the runway. The ICAO text should therefore be amended to read:

**POL-STAT 1**

5.2.5.4 The aiming point marking shall commence in accordance with the distance indicated in the appropriate column of Table 5-1. If the runway is equipped with a visual approach slope indicator system, the beginning of the marking shall be coincident with the visual approach slope origin.

Note: ILS/MLS glideslope and any visual guidance cues must be calibrated to lead to the same point on the runway, the distance from the threshold shall be in accordance with table 5-1.

**Committee Recommendation**

Committee C recommends acceptance of the proposal contained in IP 09AGE041 without change of text or status.

- as proposed -

**POL-STAT 1**

Proposer: Canada

Seconder: Mexico

No discussion

**CARRIED**

<b>C3</b>	<b>AIRCRAFT DESIGN &amp; OPERATION</b>	
<b>C3.1</b>	<b>AIRCRAFT DESIGN &amp; OPERATION COMMITTEE CHAIRMAN'S ANNUAL REPORT AND WORK PROGRAMME</b>	<b>09ADO041</b>

**Committee Recommendation**

Committee C reviewed the Annual Report of the Aircraft Design & Operation Committee Chairman and endorsed the Work Programme.

<b>C3.2</b>	<b>MLS POLICY</b>	<b>IP 09ADO042</b>
	<b>DELETE</b> the whole of IFALPA Appendix OPS-C of Annex 6 and <b>REPLACE</b> it with the following new policy: <b>OPERATIONAL REQUIREMENTS FOR MLS</b>	<b>POL-STAT 1</b>

**Introduction**

1. Current events and promulgated strategies indicate a transition to a space based navigation solution for civil aviation.
2. Certain areas and operators within the aviation community may still adopt MLS as the preferred precision approach system to replace ILS.
3. It is considered desirable that BALPA / IFALPA have a considered policy statement to cover any implementation of MLS.

**Operational Requirements For MLS**

1. MLS service must comply with or improve upon existing ILS service standards as mandated by ICAO Annex 10.

**Accuracy** is the degree of conformance between the measured or estimated position and the true position of an aircraft at a given time.

**Integrity** is the ability of a system to provide timely warnings to users when the system should not be used for navigation.

**Continuity** is the probability that a system will perform its function within defined performance limits for a specified period of time given the system is operating within the defined performance limits at the beginning of the flight operation.

**Availability** is the fraction of time that the services of the system are usable by the flight crew.

2. MLS service volume should replicate or improve upon existing ILS service volume.
3. Basic / Simple MLS derived capture and tracking guidance should replicate an ILS derived guidance to allow for approach overlay patterns where a transition period from one system to another is planned.
4. Where a complex MLS approach guidance is to be used, the guidance data signal should be constructed and demonstrated to achieve aircraft dynamic capture and tracking performance within the capabilities of existing equipment in service.
5. Complex approaches will be uploaded from the ground to the aircraft using one of the system data words.
6. All MLS approaches should have a defined runway aligned segment to allow a stabilized approach.
7. Where MLS provides guidance during missed approach, it should be demonstrated to provide a useable and intuitively flyable signal throughout the complete manoeuvre. Where vertical guidance is transmitted, this should be constructed to guarantee minimum obstacle clearance height.
8. MLS related phraseology should not replicate other approach terminology.

**Flight Deck Presentation Of MLS Guidance**

1. MLS guidance data should be capable of being displayed on analogue / EFIS heads down CDI presentations.
2. MLS guidance data should be capable of being displayed by HUD.
3. Tuning and continuous identification of an MLS should be clear and unambiguous.
4. The DME and DME(P) component of an MLS shall be selected automatically and incorporated in the system failure logic.

**Operational Procedures**

1. It is desirable that no selection of azimuth or GP has to be made by the pilot for any MLS approach, however the values in use should be displayable.
2. Where missed approach guidance is provided it should be capable of being flown by hand.
3. Where missed approach guidance is provided it should overlay a track or tracks that can be defined and followed by other means should the MLS fail.
4. Should complex MLS approaches be flown, the pilot should be able to confirm his position at key points in the initial and intermediate approach phases. This could be either by reference to an independent raw data navigation aid, or by reference to the map display as updated by means other than the MLS. The RNP of the map display should allow for confirmation with a high degree of certainty.
5. An aeroplane certified for curved MLS approaches shall be equipped with navigation or 3-D displays, to enable the crew to anticipate upcoming path changes.

**Committee Recommendation**

Committee C recommends acceptance of the proposal contained in IP 09ADO042 with the deletion of "BALPA" from Para 4.1

- as amended -

**POL-STAT 1**

**C3.3 NOISE ABATEMENT PROCEDURES**

**IP 09ADO043**

**Proposed Policy**

**REPLACE** IFALPA Annex 16, Part V with the following:

The ICAO text should be amended to read as follows:

**POL-STAT 1**

"Aircraft operating procedures for noise abatement should be developed in consultation with the operators and all other parties concerned that use the aerodrome."

**Committee Recommendation**

Committee C recommends acceptance of the proposal contained in IP 09ADO043 without change of text or status.

- as proposed -

**POL-STAT 1**

**C3.4 APPROACH SEGMENTS FOR NON-PRECISION APPROACH PROCEDURE IP 09ADO044****Proposed Policy**

**AMEND** the IFALPA ANNEX 6, Part I, Chapter 4 as follows (new text in *bold italics*):  
**APPROACH SEGMENTS FOR NON-PRECISION APPROACH PROCEDURE**

**POL-STAT 1**

1. Wherever terrain clearance considerations permit, the final approach segment of a non-precision approach should be at a constant slope, ~~as close as possible to~~ *ideally* 3 degrees, from a height above touch-down of at least 1000 ft. The deriving of a 3 degree glide slope during a non-precision approach should not result in the removal of obstacle data or the minimum terrain clearance stepdown altitudes from the approach chart.

2. Multi-segment step-down profiles should be replaced by one or more continuous segments at constant slope, of which the final segment should be as specified in para. 1

**Note:** The slope of any segment should not exceed a value at which the aircraft can be flown in landing configuration at a constant approach speed.

3. Where it is not possible for the final segment to comply with para. 1, a direct approach should not be permitted unless the pilot is visual from at least 1000 ft. above touch-down. (This limitation may not need to be applied to STOL-type aircraft.)

4. Non-precision approaches shall be flown primarily by reference to raw data information. For aircraft with FMS LNAV and VNAV capability it is recommended that where the applicable non-precision approach is selected from the database, the FMS derived guidance be used to assist in achieving closer adherence to the non-precision approach track and profile. The published navigational aids for the approach ~~should~~ *shall* be used to verify position, altitude and track.

5. ~~Non-precision~~ localizer approaches supplied with FMS-*generated synthetic glide paths* *vertical guidance* are considered as non-precision approaches.

6. All non-precision approach charts must contain the necessary minimum stepdown altitudes to enable proper temperature and wind corrections.

**Note:**

1. All minimum altitudes should be corrected for the reported wind when the altimeter is adjusted to QNH.

2. Where terrain characteristics exist which may cause local low pressure areas at high wind velocities the following correction applies:

- Add 500 ft per 10 knots over 30 knots up to a maximum correction of 2000 ft.

This correction is due to the possibility of local low pressure areas existing when strong winds exist in combination with variations in terrain elevations below/aside of the flight path.

**Committee Recommendation**

Committee C recommends acceptance of the proposal contained in IP 09ADO044 without change of text or status.

- as proposed -

**POL-STAT 1**

**C3.5 ENROUTE ALTERNATES** IP 09ADO045**Proposed Policy**

AMEND IFALPA Annex 6, Part I, chapter 4 as follows:

IFALPA considers that the present state of development of air transport does not warrant any relaxation in the limitations on en-route alternates for ~~twin-engine~~ aircraft, and in some cases they may require a further restriction.

POL-STAT 1

**Committee Recommendation**

Committee C recommends acceptance of the proposal contained in IP 09ADO045 without change of text or status.

- as proposed -

POL-STAT 1

**C3.6 INFORMATION ON RUNWAY STATE** IP 09ADO046**Proposed Policy**

IFALPA Annex 6, Part I, Chapter 4

ADD the following policy:

POL -STAT 1

4.3.5.y Information on runway state should be timely and accurate.

**Committee Recommendation**

Committee C recommends acceptance of the proposal contained in IP 09ADO046 without change of text or status.

- as proposed -

POL-STAT 1

**C3.7 FLIGHT DECK CCTV** IP 09ADO047**Proposed Policy**

AMEND IFALPA Annex 6, Part I, chapter 6 as follows (new text in *bold italics*):

**6.25 FLIGHT DECK CLOSED CIRCUIT TV** POL-STAT 1

There is an operational need for installation of a CCTV (Closed Circuit TV) monitor in the flight decks of transport aircraft. The areas scanned by the system should *at least* include:

**Exterior:**

- Wings, tail, control surfaces, cargo doors, landing gear, *engines*.
- Wing tips and tail for clearance validation from obstructions while taxiing.

**Interior:**

- Outside flight deck door, all cabin zones, upper deck compartments, *cargo holds and areas inaccessible in flight*.

The system should have a resolution that allows assessment of ice/snow accumulation on aircraft wings and control surfaces, allows a clear view of control surface movement, and enables the crew to determine the status of cargo doors. The landing gear view should allow the pilots to assess, in general terms, tyre condition, gear extension, etc. The resolution should be such that smoke and fire can be seen on the monitor.

The preference for such a system would be colour, but high resolution black and white CCTV may be found to be adequate.



**Committee Recommendation**

Committee C recommends that the proposal contained in IP 09ADO047 is amended to Draft Policy without change of text.

- as amended -

**DRAFT  
POLICY 1**

Proposer: Morocco

Seconder: Denmark

No discussion

**CARRIED**

**C3.8 ENGINE-OUT TAXI**

**IP 09ADO048**

**Proposed Policy****ICAO Annex 6, Part I, Chapter 4**

**ADD** the following new policy:

**4.2.3.x Engine Out Taxi (EOT)**

**POL-STAT 1**

**1.** IFALPA acknowledges that one or two engines shut down can help to reduce noise, emissions and fuel use during taxi-in and taxi-out. However, IFALPA strongly opposes any mandatory EOT procedure due to the multiple safety, efficiency and operational factors which vary for every aircraft, airport lay-out, weather conditions, surface conditions and traffic load.

**2.** IFALPA endorses the incorporation of an approved, standardized EOT procedure into the Operations Manual, as part of the taxiing procedures, provided the relevant crew training is performed. The EOT procedure must clearly identify and address any areas of potential confusion like applicability of the MEL, responsibilities and task allocation during start up and shutdown, and criteria for when it may or may not be applied. Moreover, the Operations Manual shall clearly state that the EOT procedure is carried out at the Pilot-In-Command's discretion, after careful consideration of local and operational circumstances. Such circumstances include but are not restricted to:

- MEL items and operational/technical limitations,
- Local airport restrictions on such operations, for example taxiway/ramp surface gradients, manoeuvring space, 180 degree-turns and possibility of FOD due to increased jet blast,
- Compliance with engine warm-up and cool down times for thermal stabilization as laid down by the manufacturer,
- Weather conditions and taxiway/ramp surface status (for example slippery, wet) that may preclude the application of the procedure,
- Operating procedures related to aircraft system monitoring and checklist reading, which must be consistent with a late engine start (during taxi-out) and/or an early engine shut-down (during taxi-in),
- Limitations to the environmental benefit of the procedure due to the increased thrust requirements on the live engine(s) for ground manoeuvres.

**3.** If the Pilot-In-Command elects to carry out the EOT procedure in accordance with the above, the following factors should be taken into account:

**3.1 General considerations**

- Caution must be exercised when taxiing with one (for twin engine) or two engine(s) shut down, to compensate for the possible asymmetric force.
- Slow and/or tight taxi turns in the direction of the operating engine may not be possible at high gross weight.

- Aircraft system operation need to be carefully considered: e.g. pressurization of critical hydraulic systems and anti-ice systems require certain engines to operate.

### 3.2 When taxiing out:

- An engine start procedure requires time and attention, which should not be detrimental to other taxiing duties, such as look-out, systems monitoring and checklist reading,
- Should any mechanical problems occur during start up of the other engine(s), a return to gate would be required for maintenance
- There will be no fire protection from the ground staff when starting the engine(s) away from the ramp.
- There is a potential loss of braking capability and nose wheel steering.

### 3.3 When taxiing in:

- Any engine shut down shall be done in accordance with SOPs and normal system configuration,
- A defined time is required before shutting down the other engine(s) for thermal stabilization, depending, for example, on the use of full reverse thrust during landing.

#### **Committee Recommendation**

Committee C recommends acceptance of the proposal contained in IP 09ADO048 without change of text or status.

- as proposed -

**POL-STAT 1**

## **C3.9 ELECTRONIC FLIGHT BAGS**

**IP 09ADO049**

### **Proposed Policy**

**ADD** the following new Policy to IFALPA Annex 6, Part I, Chapter 11:

#### **1.1.3 Electronic Flight Bags (EFB)**

**POL-STAT 1**

##### **Preamble**

An EFB is an electronic device intended for flight crew functions traditionally accomplished using paper references (e.g., operating manuals, aeronautical charts, performance calculations). In addition, the EFB may host other applications that have no paper equivalent e.g., a video surveillance system.

IFALPA favours the use of fixed installed (either mounted [class 2] or integrated [class 3]) systems on the flight deck. However, an EFB must not have write access to critical aircraft systems.

##### **Availability**

There shall be one EFB system for each flight crew member required by certification. If EFB usage is required by operators SOPs during flight, EFB data shall be available at all times.

Failure cases (Back Up):

- a. Single EFB System Failure

If data cannot be provided by the remaining EFB system to other crewmembers (e.g. direct line of sight, readability), the operator shall provide other means (e.g. backup system, paper charts, printer).

## b. Software Failure / Malicious Update

For software failures, which may occur simultaneously, there shall be means to reuse the last running configuration (e.g. partition prior to update).

**Privacy / Data security**

IFALPA requires "best industry practice" for protection of all data (e.g., generation of data, data transfer, data storage), linked to operation of the aircraft. When this is not possible, the usage of data shall be restricted to data which does not influence operational safety or privacy of the flight crew.

Following actions are suggested, this listing is not terminal:

- Physical, state of the art protection of hardware
- State of the art encryption of data, especially during data transfer
- Creation of elements of a crime in the applicable law, which prosecute the abuse of data.
- Prohibition of Hard- and Software, which enables the abuse of data.

The operator may not record or monitor the individual-related usage or operation by flight crew. Any electronic performance monitoring and/or control of flight-crew behaviour is prohibited.

**Performance Monitoring**

The operator shall ensure the system performance according to its certification of an EFB throughout its lifetime. This includes especially issues of latency and processing time after updates of the applications or the operating system.

**Committee Recommendation**

Committee C recommends acceptance of the proposal contained in IP 09ADO049 without change of text or status.

- as proposed -

**POL-STAT 1**

**Papers IP 09ADO042, IP 09ADO043, IP 09ADO044, IP 09ADO045, IP 09ADO046, IP 09ADO048 & IP 09ADO049 were taken as a block.**

Proposer: Canada  
Seconder: Bangladesh

No Discussion

**CARRIED**

**C4 DANGEROUS GOODS**

**C4.1 DANGEROUS GOODS COMMITTEE CHAIRMAN'S ANNUAL REPORT AND WORK PROGRAMME**

**09DGC037**

**Committee Recommendation**

Committee C reviewed the Annual Report of the Dangerous Goods Committee Chairman and endorsed the Work Programme.

**C4.2 FORBIDDEN FOR TRANSPORT BY AIR**

IP 09DGC032

**Proposed Policy**

AMEND IFALPA Policy, Annex 18, as follows:

(Policy for deletion is shown ~~struck through~~, new policy is shown in ***bold, italics***).

IFALPA believes that the carriage of dangerous goods in limited or excepted quantities should be prohibited. Accordingly, the following new paragraph should be added:

IFALPA is opposed to the carriage of dangerous goods classified as Limited or Excepted Quantities as defined in the Technical Instructions.

*IFALPA believes the text below should be added to paragraph 4.3:*

*Articles and substances in quantities which have the potential to overwhelm aircraft fire suppression systems and cause the loss of the aircraft when mishandled, inappropriately packaged, or damaged, (e.g. lithium metal batteries, oxygen generators) shall not be carried on any aircraft.*

POL-STAT 1

*IFALPA believes that mixtures of substances where one of the substances is forbidden for transport by air should continue to be forbidden if the mixture retains the basic properties of that substance.*

POL-STAT 2

*Note: This policy is intended to preclude the possibility of a shipper adding small amounts of an additional substance to a forbidden substance in order to use an n.o.s. entry and transport the mixture by air.*

**Committee Recommendation**

Committee C recommends acceptance of the proposal contained in IP 09DGC032 without change of text or status.

- as proposed -

POL-STAT 1

- as proposed -

POL-STAT 2

**C4.3 CARRIAGE OF LIVE ANIMALS**

IP 09DGC033

**Proposed Policy**

AMEND IFALPA policy Annex 18 as follows:

(Policy for deletion is shown ~~struck through~~, new policy is shown in ***bold, italics***).

**3.3 PROVISION OF INFORMATION**

The Pilot-in-Command should be ***provided written notification*** ~~advised~~ of the species, location and quantity of all live animals on board the aircraft in a similar way as required for dangerous goods. Such information should include additional handling information, if special requirements are to be met.

POL-STAT 1

**3.4 PACKING**

Animals should ~~only~~ be ***transported only*** ~~accepted~~ in suitable, clean and disinfected containers, which must be leak-, escape- and paw-proof. ***When necessary during the course of transport, these containers must*** ~~and~~ permit handling, feeding, watering and cleaning without risk of animals escaping or harming handling staff and flight crew. Where live animals are not suitable for carriage in a package, stall or similar enclosure, suitable means of restraint should be provided to prevent damage to the aircraft or danger to ~~the crew~~ ***persons***.

POL-STAT 2

**3.5 LOADING**

Live animals ~~should~~ **shall** not be stowed in the vicinity of other cargo which can do them harm, such as ~~shipments packed in~~ dry-ice, cryogenic liquids (very cold liquefied gas), poisons, infectious substances ~~and~~ **or** radioactive materials. **Animals shall also not be stowed** ~~It is also not recommended to stow animals next to substances that are likely to cause~~ **them** irritation.

**POL-STAT 3**

Animals ~~consignments must should~~ **shall** not be stowed in close proximity to food-stuffs during any stage of the journey because of serious risk of contamination

**POL-STAT 4****3.6 HEALTH AND HYGIENE****3.6.1 ANIMALS**

It should be the responsibility of the ~~airline~~ **operator** to arrange for animals injured or having become apparently ill during carriage to receive veterinary treatment.

**POL-STAT 6**

It should be the responsibility of the ~~airline~~ **operator** to make arrangements to remove or separate sick or dead animals from cages carrying more than one animal in transit.

**POL-STAT 7**

Member Associations should urge their national authorities to allow removal of sick or dead animals during transit stops.

**POL-STAT 8****3.6 HEALTH AND HYGIENE****3.6.1 ANIMALS**

It should be the responsibility of the ~~airline~~ **operator** to arrange for animals injured or having become apparently ill during carriage to receive veterinary treatment.

**POL-STAT 6**

It should be the responsibility of the ~~airline~~ **operator** to make arrangements to remove or separate sick or dead animals from cages carrying more than one animal in transit.

**POL-STAT 7**

Member Associations should urge their national authorities to allow removal of sick or dead animals during transit stops.

**POL-STAT 8****3.6.2 PERSONNEL**

It should be the responsibility of the ~~airline~~ **operator to ensure** that all necessary health and hygiene precautions are taken as many ~~all~~ animals, including domestic pets, are capable of transmitting ~~a variety of~~ diseases to humans.

**POL-STAT 9****3.7 SPECIAL ATTENTION**

Any necessity to feed or water animals or give other special attention during flight or during transit stops should be the responsibility of the shipper and **/or operator** ~~airline~~. It should not be the responsibility of ~~the operating~~ cockpit crew **members**.

**POL-STAT 10**

**Committee Recommendation**

Committee C recommends acceptance of the proposal contained in IP 09DGC033 without change of text or status.

- as proposed -	<b>POL-STAT 1</b>
- as proposed -	<b>POL-STAT 2</b>
- as proposed -	<b>POL-STAT 3</b>
- as proposed -	<b>POL-STAT 4</b>
- as proposed -	<b>POL-STAT 5</b>
- as proposed -	<b>POL-STAT 6</b>
- as proposed -	<b>POL-STAT 7</b>
- as proposed -	<b>POL-STAT 8</b>
- as proposed -	<b>POL-STAT 9</b>
- as proposed -	<b>POL-STAT 10</b>

**C4.4 INFORMATION ON THE NOTOC**

IP 09DGC034

**Proposed Policy**

**AMEND** IFALPA Annex 18 Chapter 9 Para 9.2 as follows:

(Policy for deletion is shown ~~struck through~~, new policy is shown in ***bold, italics***).

INFORMATION ON THE ~~NOTOC~~ ~~NOTAC~~

~~When the NOTAC contains more than 10 entries a~~ A summary of the ***NOTOC*** should be provided ~~at the end of the NOTAC~~ ***any time there are more than 10 entries***. This summary ***does not replace the NOTOC, but provides*** ~~should contain~~ an overview of all the dangerous goods on board, ***listing*** ~~whereby~~ the total quantities ~~are given~~ per class and/or sub-divisions for each cargo ***compartment hold***.

POL-STAT 1

**Note.-** In cases of extreme urgency (e.g. when on O<sup>2</sup> / smoke goggles) the main goal is to get the aircraft on the ground as expediently as possible. In these circumstances an overview should be available and would be very useful. ~~This requirement must be seen only in addition to the NOTAC and cannot be used as a substitute.~~

POL-STAT 2

**Committee Recommendation**

Committee C recommends acceptance of the proposal contained in IP 09DGC034 without change of text or status.

- as proposed -	<b>POL-STAT 1</b>
- as proposed -	<b>POL-STAT 2</b>

**Papers IP 09DGC032, IP 09DGC033 & IP 09DGC034 were taken as a block.**

Proposer: Argentina

Seconder: Thailand

No Discussion

CARRIED

**C5 HELICOPTERS****C5.1 HELICOPTER COMMITTEE CHAIRMAN'S ANNUAL REPORT AND WORK PROGRAMME**

09HEL011

**Committee Recommendation**

Committee C reviewed the Annual Report of the Helicopter Committee Chairman and endorsed the Work Programme.

**C6 INTERNATIONAL FLIGHT ENGINEERS**  
**C6.1 INTERNATIONAL FLIGHT ENGINEERS COMMITTEE** **09IFE001**  
**CHAIRMAN'S ANNUAL REPORT AND WORK PROGRAMME**

**Committee recommendation**

In his report the IFE Chairman recommended that the IFE Committee Work Programme for 2009 should be suspended due to the lack of membership. Committee C recommends that the Executive Board reviews the situation pertaining to the IFE Committee.

**C7 REVIEW OF EXPIRING RESOLUTIONS**  
**C7.1 ETOPS**

**IP 09ADO067****Proposed Policy**

**IFALPA Annex 6, Part I, Chapter 5, Paragraph 5.2.12 Long-Range Operation of Twin-Engined Aircraft**

**RE-AFFIRM** the Resolution for a further two years.

**RESOLUTION 1****Committee Recommendation**

Committee C recommends acceptance of the proposal contained in IP 09ADO067 without change of text or status.

- as proposed -

**RESOLUTION 1**

Proposer: South Africa  
 Seconder: Hong Kong

No discussion

**CARRIED**





**Items Originating in Committee D****AIR TRAFFIC SERVICES, REGIONAL and IMPLEMENTATION****Chairman – Captain Ian Getley (Australia)****Rapporteur – Miss Carole Couchman, Technical Officer Montreal**

The Committee Chairman presented the Committee's proposals which were discussed and voted upon as follows:

**D1 AIR TRAFFIC SERVICES**

**D1.1 AIR TRAFFIC SERVICES COMMITTEE CHAIRMAN'S ANNUAL REPORT AND WORK PROGRAMME** **09ATS085**

**Committee recommendation**

Committee D reviewed the Annual Report of the Air Traffic Services Committee Chairman and endorsed the Work Programme.

**D1.2 PANS-OPS TRANSITION ALTITUDE** **IP 09ATS087****Proposed Policy****PANS-OPS VOL I, PART III, SECTION 1, CHAPTER 2**

**ADD** the following new policy shown in *bold italics* and **Amend** the policy, deleted text is shown ~~struck through~~:

IFALPA is in agreement with the evident underlying intent throughout section 2.1.2 to eventually establish common transition altitudes over wide areas of the world. However, IFALPA also finds that the language of many of the sub-sections of 2.1.2 has an effect counter to the underlying intent, in that it supports the wide diversity of transition altitudes around the world. This diversity is operationally unsatisfactory for IFALPA as it, gives rise to serious flight operational problems and even airmisses.

*IFALPA also believes that the ICAO provision in para.2.1.2.4, stating that the transition altitude shall be as low as possible, is obsolete. It increases workload in a critical phase of flight and fails to reflect the performance and navigational capabilities of current aircraft.* **POL-STAT 1**

IFALPA recommends the establishment of a common transition altitude within each State and, where possible, within each ICAO region. Given that standardisation is an essential goal in itself and having regard to the basic requirement to apply the standard altimeter setting of 1013.2 HPa in the maximum possible airspace, a standard transition altitude must, of necessity, take account of appropriate terrain configuration, availability of reliable area QNH, character of air traffic and performance characteristics of modern aircraft. To reduce diversity and introduce a rational system that respects the performance and modes of operation of present aircraft equipment, the choice of transition altitudes should be limited to 10,000 or **18,000** ~~20,000~~ feet. **POL STAT 2**

IFALPA recommends the following revision to Section 2.1.2 as indicated below.

2.1.2.1 Each State shall specify a single common transition altitude for the airspace over which the State exercises jurisdiction.

~~2.1.2.1.1 Where two or more closely spaced aerodromes located in different States require co-ordinated procedures, a common transition altitude shall be established. This common transition altitude shall be the highest of the transition altitudes that would result for the States if separately considered.~~ **POL-STAT 3**

2.1.2.1.2— As far as possible a common transition altitude should be established:	POL-STAT 4
a) <del>on the basis of an agreement, for adjacent States, States of the same flight information region, of two or more adjacent flight information regions or one ICAO region, and</del>	
b) <del>for States of two or more ICAO regions when agreement can be obtained between these regions.</del>	
<b>2.1.2.1.2 The height of the transition altitude shall be above the minimum safe altitude, taking into account cold temperatures.</b>	POL-STAT 5
2.1.2.1.3 The common transition altitude shall be either 10,000 feet (3,050 metres), or <b>18,000 feet</b> <del>20,000 feet (5,490 6,100 metres).</del>	POL-STAT 6
2.1.2.1.4 The height of the transition altitude <b>shall be above all altitudes</b> —in the approach procedures within the area concerned. <del>take into consideration the highest terrain within the airspace over which the State exercises jurisdiction.</del>	POL STAT 7
2.1.2.1.5— <del>The height of the transition altitude above the highest aerodrome of a State shall normally be not less than 900 m (3,000 ft.).</del>	POL-STAT 8
2.1.2.2— <del>Transition altitudes shall be published in aeronautical information publications and shown on the appropriate charts.</del>	POL-STAT 9

### Committee Recommendation

Committee D considered the proposal contained in IP 09ATS087 without change of text or status.

- as proposed -	POL-STAT 1
- as proposed -	POL-STAT 2
- as proposed -	POL-STAT 3
- as proposed -	POL-STAT 4
- as proposed -	POL-STAT 5
- as proposed -	POL-STAT 6
- as proposed -	POL-STAT 7
- as proposed -	POL-STAT 8
- as proposed -	POL-STAT 9

### D1.3 Annex 2 – Communication Failure VMC IP 09ATS088

#### Proposed Policy

#### ICAO Annex 2, chapter 3 para 3.6.5.2.1

ADD the following new policy shown in *bold italics*

*If in visual meteorological conditions, the aircraft shall:* POL STAT 1

- a) *complete an IFR flight in accordance with 3.6.5.2.2;*
- b) *if considered advisable, continue to fly in visual meteorological conditions; land at the nearest suitable aerodrome; and report its arrival by the most expeditious means to the appropriate air traffic control unit.*

### Committee Recommendation

Committee D recommends acceptance of the proposal contained in IP 09ATS088 without change of text or status.

- as proposed -	POL-STAT 1
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**Papers IP 09ATS087, IP 09ATS088 were taken as a block.**

Proposed: Germany  
Seconder: Lebanon

No Discussion

**CARRIED**

**D2 REGIONAL AND IMPLEMENTATION**

**D2.1 CRITICALLY DEFICIENT AERODROMES/AIRSPACES AND SPECIAL MEASURES TO BE APPLIED IN THE AFI/MID REGION IP 09REG117**

**Present and Proposed Policy**

**Annex 19 Part 3. See Attachment 1**

**PRESENT POLICY**

The airspace within the area of applicability as defined in the IATA In-flight Broadcast Procedure on 126.9 MHz is deemed to be critically deficient.

**CRITICALLY DEFICIENT, BLACK [Apr 2008]**

ACCRA FIR	Significant communications improvements have been implemented
ADDIS ABABA FIR	
ALGER FIR	Not applicable in Alger and Tripoli FIRs North of latitude 30°N
ANTANANARIVO FIR	
ASMARA FIR	
BEIRA FIR	
BRAZZAVILLE FIR	
BUJUMBURA FIR	
DAKAR FIR	
DAR ES SALAAM FIR	
ENTEBBE FIR	
JOHANNESBURG OCEANIC W OF 5°E	Not applicable in Johannesburg Oceanic airspace South of a line 27°30' South 10° East to 20° South 10° West
KANO FIR	
KHARTOUM FIR	
KIGALI FIR	
KINSHASA FIR	
LILONGWE FIR	
LUANDA FIR	
LUSAKA FIR	
MAURITIUS FIR	
MOGADISHU FIR	
N'DJAMENA FIR	
NAIROBI FIR	
NIAMEY FIR	
ROBERTS FIR	
TRIPOLI FIR	
WINDHOEK FIR	

**Special Operating Measures:**

**AR 2008**

In-flight Broadcast procedure (IFBP) should be applied in all FIRs within the region defined.

**NOTE.** With the designation of most of the African FIRs as Critically Deficient, Black Star, IFALPA recognises that this classification does not acknowledge the individual states where the infrastructure is acceptable or even good. The need for the application of the IATA In-Flight Broadcast Procedures even in those countries, due to the inefficient ground-to-ground communications facilities to neighbouring states, justifies the designation of the area as Critically Deficient, Black Star. It should be emphasised that VHF communications are necessary and that HF is insufficient for this airspace.

**PROPOSED POLICY from the AFI/MID Regional Meeting in October 2008**

No change to Critically Deficient status. Editorial Amendments: Delete ANTANANARIVO FIR, BEIRA FIR, BUJUMBURA FIR, DAR ES SALAAM FIR, ENTEBBE FIR, KIGALIA FIR, LILONGWE FIR, MAURITIUS FIR, NAIROBI FIR. Add ZIMBABWE FIR.

**AR-1**

**PRESENT POLICY**

ANGOLA

**LUANDA (FNLU) (LAD)**

**CRITICALLY DEFICIENT BLACK [APR 2008]**

AGA (1)	RWY 23 surface in poor state Heavy rubber deposits in touchdown area and accretion. Runway markings unclear.	Repair and repaint as necessary.
AGA (4 & 5)	RWY and taxiway lighting inadequate	Repair or replace
AGA (6)	Jet blast affecting parked aircraft	
AGA (6)	Apron littered	Programme in hand
COM (1) & (2)	Tower VHF & Approach VHF	Frequency sharing is unacceptable with congestion.
COM (3)	Both Luanda and Kinshasa share the same frequency which often results in calls being blocked out.	
COM (7)	Unserviceable NAVAIDS not published by NOTAM	
NAVAIDS (4)	NDBs unreliable	
RAC (2)	Non-standard RT often used which results in calls being blocked out.	
RAC (3)	ATC arr/dep procedures unsafe for wide-bodied jets	
MET (1, 2 & 3)	Inaccurate weather information. METEO not available on departure.	
SECURITY	Animal and Human hazard on Runway and Apron.	

**Special Operating Measures:****AR 2008**

1. Special vigilance required as airport is not secure of animals and humans.
2. Non transponder equipped aircraft operating into this airport! exercise extreme caution. Maintain a high situational awareness when operating here.

**PROPOSED POLICY from the AFI/MID Regional Meeting in October 2008**

**NO CHANGE TO CRITICALLY DEFICIENT STATUS. EDITORIAL CHANGES: DELETE AGA (4&5), COM (1) & (2), COM (3) AND RAC (3). THESE DEFICIENCIES HAVE BEEN RESOLVED.**

**AR-2****PRESENT POLICY**

MALAWI

**BLANTYRE (FWCL) (BLZ)****CRITICALLY DEFICIENT BLACK [APR 2008]**

General	Theatre of operation is a high risk. (CFIT Risk assessment high.) Mountainous/high terrain within close proximity to the east of airfield No published minima on The Circling Approach. Frequent thunderstorms and associated poor weather	
AGA (1)	Circling approach often required onto RWY 28. Crews revert to Non-precision approach, (5 times the risk of a precision approach The African accident rate being around eight times the world average.) Potential for visual illusions as the runway is narrow. The runway is short, and often wet. Landing Runway off Non Precision Approach has a .95% down hill slope.  Runway slippery when wet.	
COM (7)	Unserviceable NAVAIDS not published by NOTAM.	
NAVAIDS (4)	Non-radar environment.	
RAC (2) (3)	Non standard RT often used resulting in erroneous instructions by ATC.	

**Special Operating Measures:****AR 2008**

1. CAUTION HIGH CFIT RISK!
2. Crews should be familiarized with the airfield prior to actual operations into field
3. Be wary of erroneous ATC instructions

**PROPOSED POLICY from the AFI/MID Regional Meeting in October 2008**

**NO CHANGE TO CRITICALLY DEFICIENT STATUS.**

**AR-3**

**PRESENT POLICY****BURKINA FASO****OUAGADOUGOU (DFFD) (OUA)****CRITICALLY DEFICIENT BLACK [APR 2008]**

BIRD CONTROL	Slaughterhouse situated near runway 04 resulting in large concentrations of birds en route from nesting areas to feeding point (slaughterhouse). Flight lines cross approach/departure area on a constant and not seasonal basis. This is a direct hazard to aircraft in critical phase of flight on final approach or just after lift off. Very serious bird strikes have already occurred and a major disaster is very likely. The slaughterhouse must be relocated to a position that will not encourage flight lines across the airport, its departure or approach zones.	
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**Special Operating Measures:****AR 2008**

1. Extreme caution is needed as bird flight lines cross approach/departure areas on a constant and not a seasonal basis

**PROPOSED POLICY from the AFI/MID Regional Meeting in October 2008**

No change to Critically Deficient status.

**AR-4****PRESENT POLICY****LAGOS/MURTALA MUHAMMED (DNMM) (LOS)****CRITICALLY DEFICIENT BLACK [APR 2008]**

AGA (5)	Taxiway lighting inadequate	
AGA (7)	Taxiway markings inadequate require refurbishing	
COM (1)&(2)	Comms band-boxed and used for all functions during evening/night hours	Quality poor
COM (2)	App. Freq. 124.3	Quality poor – frequency congested and cause delays.
COM (6)	ATIS 123.8 range limited.	Poor quality transmission and language. Not updated. Often not in use.
COM (7)	Unserviceable NAVAIDS not published by NOTAM	
NAVAIDS (4)	Terminal Surveillance. Radar congestion	Radar inoperative only procedural control
RAC (2)	ATC competency inadequate	

**Special Operating Measures:****AR 2008**

1. Aircraft operations critical at all times, particularly at night
2. Aerodrome not reliable as an alternate
3. Extra fuel strongly recommended in all circumstances

**PROPOSED POLICY from the AFI/MID Regional Meeting in October 2008**

No change to Critically Deficient status.

**AR-5**

Add AGA (5), RAC (1) Improper taxi instructions relayed to crews

**PRESENT POLICY****SIERRA LEONE****FREETOWN/LUNGI (GFL) (FNA)****CRITICALLY DEFICIENT BLACK [APR 2008]**

AGA (1)	Runway surface rough.	RWY should be resurfaced
AGA (2),(5)&(6)	Inadequate approach, taxiway and apron lighting.	
AGA (9)&(10)	Unreliable primary and standby power supplies.	
COM (7)	Unserviceable NAVAIDS not published by NOTAM.	NOTAMs required regarding NAVAIDS status
NAVAIDS (2)	NDB U/S	

**Special Operating Measures:****AR-2008**

Suitable for daytime VFR operations only. UN operations in force with extensive uncoordinated helicopter activity.

**Remarks:**

1. No direct monitoring of navaids – only remote sensors; therefore, no indication in ATC when ground equipment unserviceable.

**PROPOSED POLICY from the AFI/MID Regional Meeting in October 2008**

No change to Critically Deficient status.

**AR-6****PRESENT POLICY****STRAIT OF HORMUZ****CRITICALLY DEFICIENT BLACK [Apr 2008]****Remarks:**

Due to the presence of a large number of naval units from various States and the apparent failure of States to give ICAO the support necessary to ensure the safe passage of civilian aircraft, the following special Measures should be applied in this airspace.

**Special Measures:****AR 2008**

Avoid the Strait of Hormuz when NOTAMS advising of intensive military air activity within that airspace are in force.

**PROPOSED POLICY from the AFI/MID Regional Meeting in October 2008**

No change to Critically Deficient status.

**AR-7****Committee Recommendation**

Committee D recommends the acceptance of the proposals contained in IP 09REG117.

- as proposed -	<b>AR-1</b>
- as proposed -	<b>AR-2</b>
- as proposed -	<b>AR-3</b>
- as proposed -	<b>AR-4</b>
- as proposed -	<b>AR-5</b>
- as proposed -	<b>AR-6</b>
- as proposed -	<b>AR-7</b>

**D2.2 CRITICALLY DEFICIENT AERODROMES/AIRSPACES AND SPECIAL MEASURES TO BE APPLIED IN THE ASIA/PAC REGION IP 09REG118**

**Present and Proposed Policy**

Annex 19 Part 3. See Attachment 1.

**PRESENT POLICY****AFGHANISTAN****Kabul (OAKB)****CRITICALLY DEFICIENT BLACK [Apr 2008]**

AGA (1)	Runway surface rough	
AGA (3)	No VASIS RWY 11/29	Install VASIs both RWYs
NAVAIDS (1)	No ILS RWY 11/29	ILS required for jet traffic

**Remarks:** Class 3 due to absence of static free NAVAID to allow safe instrument approach and absence of glideslope guidance RWY 11/29

**SPECIAL OPERATING MEASURES:****AR 2008**

Operations should be restricted to daylight VMC only

**PROPOSED POLICY from the ASIA/PAC Regional Meeting in November 2008**

**NO CHANGE TO CRITICALLY DEFICIENT STATUS**

**AR-1**



## PRESENT POLICY

**Kabul FIR****CRITICALLY DEFICIENT BLACK [Apr 2008]**

COM (3)	Air/ground communications unreliable	There is a steady improvement with the reliability. It is however necessary to call Kabul 10 minutes prior to the FIR boundary. The IFBP should be used if communications are not established. Pilots shall continuously monitor the VHF emergency frequency 121.5 MHz and shall operate their transponder at all times during flight.
RAC (1) (2)	<b>Flight safety risks and compliance with AIP procedures</b>  There are ongoing military operations in Afghanistan and non-military flight operations could be at significant risk.  There are continuing reports of indiscriminate small arms attacks on aircraft operating in Afghanistan.  Operators undertake flights within the Kabul FIR at their own risk.  Due to the nature of operations within the Kabul FIR, some deviations from ICAO Standards, Recommended Practices and Procedures may not be detailed in this AIP.	Compliance with the procedures published in the Afghanistan AIP is mandatory. It is imperative for aircraft flight safety that the procedures within this AIP are strictly followed and that operators check all current NOTAMS issued by the Airspace Control Authority regarding flight operations in the Kabul FIR.  It is the aircrew's responsibility to read all NOTAMS prior to flight. NOTAMS pertaining to this AIP can be found on the RAMCC website. Operators are advised that NOTAM publishing during weekends and holidays is limited.  See Special Operating Measure #4
NAV (6)	En Route holding will be used in Kabul FIR when needed to expedite the flow of traffic. There are no established holding patterns in the En Route structure.	See Special Operating Measure #2
NAV (6)	RNP-10 All airways are 20 NM wide (10 NM either side of the airway centreline) with no additional protected airspace. Only aircraft that are on established airways will be given IFR separation. Aircraft that need to deviate off the high altitude airways will enter Class G airspace and will receive advisory service only.	See Special Operating Measure #3

**Special Operating Measures:****AR 2008**

1. Flight level changes should not be initiated except in an emergency – as long as Kabul ACC has not become operational and high level airways have not been reclassified as Class A airspace.
2. Additional fuel is required to cover possible en-route holdings, rerouting or airspace entry denial.
3. RNAV equipment should be operated so as to give a warning well before the RNP 10 criteria.

4. Pilots should check the RAMCC website (<http://ramcc.dtic.mil>) before every flight to check the latest edition of the AIP and NOTAMS.  
The NOTAMS can be obtained from the site by selecting “Links” and “NOTAMS” and entering OAKX in the box provided.  
One of the current NOTAMS (A0084/05) indicates that artillery fire capability of coalition forces may enter Airway A466 in the vicinity of Salerno at anytime and that civil aircraft are advised to monitor guard frequency 121.5 while in the vicinity of Salerno.

It is noted that there are continued improvements being made in Afghanistan.

**PROPOSED POLICY from the ASIA/PAC Regional Meeting in November 2008**

**NO CHANGE TO CRITICALLY DEFICIENT STATUS**

**AR-2**

**PRESENT POLICY**

**INDIA**

**Mumbai Bombay/Chatrapati Shivaji Int (VABB)**

**CRITICALLY DEFICIENT BLACK [Apr 2008]**

RAC (1)	Additional workload posed for arriving aircraft during a critical phase of descent having to coordinate descent clearances with Pune Military Control while monitoring Mumbai.	
RAC (2)	Recently built ATC tower infringes safety zones runway 14/32.	
COM (8)/MET (6)	No VOLMET available	

**Special Operating Measures**

**AR 2008**

Pilots should not accept runway 14/32 as long as the fixed obstacle is present due to the infringement of the safety zones.

**PROPOSED POLICY from the ASIA/PAC Regional Meeting in November 2008**

No Change to Critically Deficient Status,

**AR-3**

Delete RAC (1) and COM (8)/MET (6). Amend RAC (2) by deleting “Recently built” and insert No Transgression zone instead of safety zones. Add to Action required/remarks – ATC Tower due for demolition in 2010. Amend Special Operating Measures by inserting No Transgression zone instead of safety zones

**PRESENT POLICY****MYANMAR [Burma]****Yangon FIR****CRITICALLY DEFICIENT BLACK [Apr 2008]**

RAC (2)	Flight plan details are seldom received by Rangoon ATCC	Lapse is due to lack of co-ordination and implementation of ATS direct speech circuit between adjoining States in Bay of Bengal area.
COM (3)	VHF Communications coverage insufficient and inconsistent in the South West sector of Yangon FIR.	Certain areas in the south have selectively been improved. Coverage does not extend to FIR Boundaries.
COM (4)	HF Communications unreliable, very poor and inconsistent	The Communications network is currently being upgraded and that in the meantime pilots should note the existence of the IATA recommended In Flight Broadcast Procedure.

## Note

Rangoon/Calcutta – action in hand to implement ATS direct speech with satellite technology.

Rangoon/Dhaka – after installation of tone calling system, tests awaited to implement the circuit.

Improvements have been made in technology and ATC Training.

**Special Operating Measures****AR 2008**

- 1 Flight level changes should not be initiated except in an emergency
- 2 The Authorities should be urged to publish appropriate warnings in the National AIP.

**PROPOSED POLICY from the ASIA/PAC Regional Meeting in November 2008**

No change to Critically Deficient status.

**AR-4**

Editorial Changes: Delete RAC (2) Add to COM (3) Published Data Link address intermittent. IFBP still in use due to unreliability of VHF/HF Communications.

**PRESENT POLICY****FIJI****Suva Nausori (NFNA)****CRITICALLY DEFICIENT BLACK [Apr 2008]**

AGA (1)	RWY width only 30m	
AGA (2)	No approach lighting on either RWY	
NAVAIDS (4)	No ILS	ILS required due to frequent adverse weather
RAC (3)	VOR/DME approach procedure inadequate for jet aircraft in marginal conditions	

**Special Operating Measures:****AR 2008**

1. Jet aircraft operations should be restricted to VMC in daylight
2. Extreme caution required due to narrow runway.

It is noted that plans are being developed to rectify the deficiencies in the near future.

**PROPOSED POLICY from the ASIA/PAC Regional Meeting in November 2008**

No change to Critically Deficient status

**AR-5****PRESENT POLICY****NEW ZEALAND****Queenstown (NZQN)****CRITICALLY DEFICIENT BLACK [Apr 2008]**

AGA (1)	<ol style="list-style-type: none"> <li>1. No Runway End Safety Areas.</li> <li>2. Earth Bund on 05 Threshold and a Steep Terrace off the 23 Threshold.</li> <li>3. Runway surface deterioration in the area of the main wheel tracks causing water pooling during rain.</li> </ol>	Endangers aircraft overrunning and undershooting the runway.
AGA (2)	Visual illusions in poor visibility due to surrounding mountainous terrain and the runway being higher than the ground under the final approach with no approach lighting.	
RAC (3)	<p>The non-precision approach requires high descent rates over mountainous terrain.</p> <p>High terrain infringes the circling area.</p>	

**Remarks:** Due to the proximity of steep mountains in nearly all directions, some turbulence is experienced in most wind conditions. In strong south to Southwest airstreams frequent turbulence and windshear occur on approach.

**Special Operating Measures:****AR 2008**

Exercise extreme caution due to dangerous runway end areas and lack of runway end safety areas.

**PROPOSED POLICY from the ASIA/PAC Regional Meeting in November 2008**

No change to Critically Deficient status

**AR-6**

Editorial Changes: Add to Action Required/Remarks for AGA (1) Poor braking action when wet. Add AGA (2) (4) There are neither runway or approach lights. Add to RAC (3): RNP (AR) Approach designs have not had mountainous terrain factoring as per ICAO PANS-OPS. Extreme caution is needed especially with turbulent conditions and with strong South Westerly winds. Add to Special Operating Measures: The runway environment is not conducive to low minima approaches. The runway is only 30m wide and the runway strip width is only 150m and infringed by a light aircraft taxiway.

**PRESENT POLICY****Taupo (NZAP)****CRITICALLY DEFICIENT BLACK [Apr 2008]**

RAC (2)	UNICOM is withdrawn	Introduce ATC.
COM (1)	Local aircraft may be present that make inadequate or no position reports, or monitor other than published frequencies despite a Mandatory Broadcast Zone in place.	Introduce ATC. Make Taupo airspace transponder mandatory to the surface.
NAVAIDS (5)	NDB step-down approaches do not provide adequate protection against CFIT.	Disestablish NDB approaches. Use the published RNAV/GNSS approaches. Introduce ATC with MSAWS capability.

**Special Operating Measures:****AR 2008**

1. IFR aircraft should be fitted with operative TAWS prior to operations in IMC into Taupo due to the increased risk of CFIT.
2. Pilots should not consider NDB final tracking guidance on any NDB approaches to be accurate due to the inherent limitations in the NDB e.g. coastal refraction, terrain shielding and signal reflections, and night effect. Use of NDB/DME BRAVO approach in particular should be avoided unless by day, reported conditions indicate VMC will be encountered before commencement of final approach.
3. NORDO VFR aircraft may operate right up to the cloud base near an IFR final approach course. There is an unusual mix of scheduled and non-scheduled (up to B737) IFR, VFR, military, and recreational aviation movements including floatplanes on Lake Taupo adjacent to the aerodrome, balloons, and major parachuting operations. All aircraft heavier than 5,700kg MCTOW, or have more than 9 seats, should be fitted with an operative ACAS due to the increased risk of mid-air collision.
4. **WARNING:** Gliders, scenic flights, helicopters, and agricultural aircraft may all be operating contrary to best practice on the crossing runway 11/29 while IFR aircraft are on approach to runway 17/35. Take-offs on RWY 11 are not authorised due to lack of visibility of RWY 17/35, but this does not stop local operators from using it. They may not make any radio calls.
5. **WARNING:** Aircraft at the threshold of RWY 17 cannot hear radio transmissions from aircraft at the threshold of RWY 29 and vice-versa.
6. **WARNING:** Some local aircraft may be operating on another frequency and/or operating without transponders.
7. When departing, once runway has been entered do not delay take-off.
8. Sufficient fuel to divert to an adequate and suitable aerodrome should be carried on all flights operating into Taupo. In addition, extra holding fuel for 20 minutes should be carried over and above that otherwise required by law and operator's fuel policies. Taupo should not be planned for use as an alternate aerodrome.
9. Aircraft should not commence any instrument approach into Taupo until any preceding aircraft on an instrument approach have reported 'visual' and that they are landing.
10. Extreme caution is required when parachuting operations are in progress. Pilots of Jump aircraft should call two minutes prior to jump in accordance with local operating agreements, but this should not be relied upon. A typical time for descent from 10,000ft to landing is 6 minutes. Delay take-off until all jumpers are down. More than 50 canopies from multiple aircraft may be in descent at any one time. Jumpers may descend in and through cloud.
11. Pilots in command of scheduled IFR operations should consider the increased risk before making the decision to operate into Taupo.

**Remarks:**

1. Taupo Aerodrome requires steep IFR arrival profiles from the south to avoid active volcanoes and military operational areas. Use the promulgated airways rather than direct routing under radar.
2. Arrivals from the south are required to make no less than five frequency changes coincident with transitioning from controlled airspace into uncontrolled airspace (Ohakea ACC(R), Christchurch ACC(R) (Bay Sector), Christchurch FIS, Taupo AWIB and Taupo UNICOM). Expect very high flight deck workload and decreased ability to maintain good situational awareness.

**PROPOSED POLICY from the ASIA/PAC Regional Meeting in November 2008**

No change to Critically Deficient status.

**AR-7**

**PRESENT POLICY**

**Wellington Intl. (NZWN) 41.20S 174.48E**

**CRITICALLY DEFICIENT BLACK [Apr 2008]**

AGA (1)	Runway-End Safety Areas RWY 16/34 inadequate	To implement the planned improvements at each end of the RWY.
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**Note** Each end of the single RWY [16/34] has an embankment. At the northern end this leads to a roadway with a gas main running parallel and trolley-bus wires above. The southern end has a sea-wall surmounted by a wave trap.

**Special Operating Measures:**

**AR 2008**

Exercise extreme caution due to dangerous runway end areas and lack of Runway End Safety Areas.

Work on the southern end RESA is underway. Work on the northern end RESA is expected in the near future.

**PROPOSED POLICY from the ASIA/PAC Regional Meeting in November 2008**

No change to Critically Deficient status.

**AR-8**

**Committee Recommendation**

Committee D recommends the acceptance of the proposals contained in IP 09REG118

- as proposed - **AR-1**
- as proposed - **AR-2**
- as proposed - **AR-3**
- as proposed - **AR-4**
- as proposed - **AR-5**
- as proposed - **AR-6**
- as proposed - **AR-7**
- as proposed - **AR-8**

**D2.3 CRITICALLY DEFICIENT AERODROMES/AIRSPACES AND SPECIAL MEASURES TO BE APPLIED IN THE CAR/SAM REGION IP 09REG119**

**Present and Proposed Policy**

Annex 19 Part 3. See Attachment 1.

**Attachment 1 to IP 09REG119**

**PRESENT POLICY**

**PRESENT POLICY**

**COLOMBIA**

**Barranquilla/Ernesto Cortissoz (SKBQ)**

**CRITICALLY DEFICIENT BLACK [Apr 2008]**

AGA (1)	Extensive cracks in the runway	
AGA (4)	Deficient Illumination of holding point RWY 04 No Centre Lights No Touch Down Zone Lights	
AGA (5)	Taxiway shoulders and safety zones partially contaminated. Deficient FOD program	Extensive cracks in the taxiways. Weeds need to be removed. Exercise Caution due to FOD
AGA (7)	RWY 04 Touch Down Zone Centre Marks poor condition due to rubber contamination. Non-Standard signal panels.	

**Special Operating Measures:**

**AR 2008**

Extreme caution is needed as there is intense bird activity in the vicinity of the airport on a constant basis due to inadequate garbage collection. Immediate action is required by the authorities to improve this situation together with the introduction of a Bird Control Unit.

**PROPOSED POLICY from the CAR/SAM Regional Meeting December 2008**

No change to Critically Deficient status.

**AR-1**

**PRESENT POLICY****Bogota/Eldorado (SKBO)****CRITICALLY DEFICIENT BLACK [Apr 2008]**

AGA (1)	Runway 13L and 31R Threshold not prepared against blast erosion. FOD. Runway 13R RESA not prepared for heavy aircraft. Runway 13L Holding Point dimensions not for wide body aircraft.	
AGA (1)	Runway 13L – 31R Runway surface not flush with the safety areas. Obstacles present in the landing strip and RESA.  In adequate grass cutting for both the landing strip and RESA.	Bogota river crosses 300 metres from 13R Threshold – recommend EMAS.
AGA (5)	Some taxiways have poor illumination.	
AGA (6)	Parking areas – FOD programme deficient. Poor markings	
AGA (8)	Insufficient ARFF personnel for the airport capacity. There is no square crash map of the airport and vicinity in the control tower and the fire station.	
RAC (2)	Standard Phraseology not used. No proficiency in English. English not always used despite international traffic. ATC procedures are causing confusion.	
RAC (3)	ATC procedures are causing confusion due to SID's restrictions.	There are significant differences between Jeppesen and LEGIS (Colombian publication).
SECURITY	Many types of ID could lead to unauthorised personnel in restricted areas.	

**Special Operating Measures:****AR 2008**

Pilots should exercise extreme caution when operating here; ATC procedures combined with non standard phraseology can cause confusion leading to poor situational awareness. Crews should also note that there is also a problem with insufficient ARFF personnel.

**PROPOSED POLICY from the CAR/SAM Regional Meeting December 2008**

No change to Critically Deficient status.

**AR-2**

Editorial changes: Add to AGA (1) Heavy runway contamination on RWY 13L. Add AGA (5) (7) Taxiway markings are poor.



**PRESENT POLICY****CUCUTA/Camilo Daza (SKCC)****CRITICALLY DEFICIENT BLACK [Apr 2008]**

AGA(1)	RWY 02-20 undulations in some parts of the runway. Poor drainage capability in both runways. Presence of stones, FOD.	
AGA(4)	Centre lights required TDZ lights required. Some Runway edge lights are missing, and some are covered by scrub.	
AGA(7)	Non standard Signal Panels	
AGA(8)	Not enough personnel. No direct phone line at fire station. No actualized squared map of the airport and the vicinities, in control tower or fire station. Fire station design does not allow quick exit of the vehicles.	
RAC(2)	No Radar, unwanted mix of VFR and IFR traffic Lack of personnel after 18:00 UTC. No proficiency in English.	
COM(3)	Silence cone between 8500ft and 12.500ft Radial 300°, beginning at 20 Nm.	
MET(1)	Unreliable meteorological information	,

**Special Operating Measures:****AR 2008**

1. Exercise extreme caution, airport operation critical at all times.
2. Beware unauthorized personnel crossing restricted areas (Strip)
3. Due to obstacles (high terrain) close to the airport, restrict circling to RWY's 32 - 20 - -2 operations to daylight VMC only.

Note: Intense bird activity

**PROPOSED POLICY from the CAR/SAM Regional Meeting December 2008**

No change to Critically Deficient status.

**AR-3**

Editorial changes: Change "undulations" to "considerably uneven" in AGA (1).

**PRESENT POLICY****Pereira/Matecaña (SKPE)****CRITICALLY DEFICIENT BLACK [Apr 2008]**

AGA (1)	Runway surface poor and not flush with the safety areas. No RESA	
AGA (8)	No squared crash map of airport and vicinities in the control tower and the fire station. Insufficient ARFF personnel.	

**Special Operating Measures:****AR 2008**

There is no efficient drainage on the runway causing standing water; operations are not advisable after heavy rain.

**PROPOSED POLICY from the CAR/SAM Regional Meeting December 2008.**

Delete Special Operating Measures and remove Critically Deficient Status.

**AR-4****PRESENT POLICY****Rio Negro/Jose Maria Cordova (SKRG)****CRITICALLY DEFICIENT BLACK [Apr 2008]**

AGA (1)	RWY 36 touchdown zone rough. Poor braking action RWY 18 strip not levelled RWY shoulders not flush with the surface in some areas. Poor runway markings	
AGA (8)	Inadequate exit for RFF vehicles. No medical services at night. Inadequate manning for Category.	

**Special Operating Measures:****AR 2008**

1. Due to topographical features non-precision approaches should only be flown in VMC daylight operations.
2. Surrounding terrain obstacles not lit.

**PROPOSED POLICY from the CAR/SAM Regional Meeting December 2008****NO CHANGE TO CRITICALLY DEFICIENT STATUS****AR-5**

Editorial changes: Add to AGA (1) RWY 36 is uneven and the surface is rough. Add AGA (5) (7) Taxiway markings are poor.

**PRESENT POLICY****San Andres/Sesquicentenario (SKSP)****CRITICALLY DEFICIENT BLACK [Apr 2008]**

AGA (1)	RWY 06 RESA Available but not levelled. RWY safety zones need cleaning of weeds, rubbish, etc. No FOD program.  Poor areas of pavement along RWY. Uneven RWY surface.  Poor drainage. Large puddles after rain.  RWY 24 REIL mounted on concrete obstacles.	Exercise extreme caution due to FOD.    Runway requires resurfacing.
AGA (4)	Centerline lights required due to especial operating conditions. Runway edge lights are bi-directional and not omni-directional as recommended.	
AGA (8)	Poor maintenance of RFF vehicles and equipment. Poor water-refilling facilities for the vehicles. Inadequate RFF equipment for airport category. Emergency rescue boat U/S Inadequate location of airport fire station. No squared crash map or airport and vicinities in Control Tower or Fire Station. No medical or first aid services.	
SAR (1)	SAR facilities in doubt  Poor medical services on the island	
MET (3)	Forecasts are given from Bogotá	
SECURITY	Boarding area not separated from check-in area.  Deficient passenger baggage screening	

**Note:** Unobstructed, uncontrolled and unrestricted access of vehicles, persons and animals to the runway of the airport.

**Special Operating Measures:****AR 2008**

1. Airport operations critical at all times, particularly at night.
2. Beware unauthorised vehicles/personnel crossing the RWY.

**PROPOSED POLICY from the CAR/SAM Regional Meeting December 2008****NO CHANGE TO CRITICALLY DEFICIENT STATUS****AR-6**

Editorial changes: Delete Security.

**PRESENT POLICY****Santa Marta (SKSM)****CRITICALLY DEFICIENT BLACK [Apr 2008]**

AGA (7)	Rough, uneven runway surface which requires a RESA	
MET (1)	Inaccurate wind indications due to the location of the anemometer.	

Remarks: Airport recently become available for International Operations

**Special Operating Measures****AR 2008**

Operators need to exercise extreme caution when operating here with inaccurate wind indications and a short runway with no RESA.

**PROPOSED POLICY from the CAR/SAM Regional Meeting December 2008**

No change to Critically Deficient status.

**AR-7**

Editorial changes: Add to MET (1) inaccurate wind indications could be due to the proximity of terrain

**PRESENT POLICY****Colombia FIRs****CRITICALLY DEFICIENT BLACK [Apr 2008]**

NAVAIDS (2)	Infrastructure is not enough for – NE – E – SE – W Regions	
RAC (2)	Lack of personnel. Unwanted mix between VFR and IFR due to Class D airspace classification in most TMA's. Update in airspace classification required. Lack of English proficiency in ATC functions. English language training required.	

**Special Operating Measures****AR 2008**

Pilots should exercise extreme caution when operating in most TMA's. ATC does not separate VFR from IFR traffic, only gives information, Pilots must request separation when ATC gives traffic information. (Except in Bogotá Area).

**PROPOSED POLICY from the CAR/SAM Regional Meeting December 2008**

No change to Critically Deficient status.

**AR-8**

**VENEZUELA****PRESENT POLICY****Maiquetia/Simon Bolivar (SVMI)****CRITICALLY DEFICIENT BLACK [Apr 2008]**

AGA (1)	RWY 09/27 inadequate for large aircraft.	RWY surface deteriorated.
AGA (3)	No VASIS or PAPIS on RWY 27. PAPI on RWY 09 unreliable.	
AGA (6)	Apron surface very uneven and poorly lit.	Resurfacing and more lights required.
AGA (7)	Runway and Taxiway signs poor, Apron Markings poor.	Refurbish and repaint as necessary
RAC (1)	Deficient ATM	Controllers require additional training to facilitate high density traffic.
RAC (2)	English not always used despite international traffic. ATC instructions are unclear.	This is because the language spoken is a local language. Standard phraseology in English is recommended for this airport.
COM (1)	Intense frequency congestion additional frequencies are required.	
NAVAIDS (1)	ILS on RWY 09 very unstable on final approach.	

**Special Operating Measures:****AR 2008**

1. Airport not reliable as an alternate.
2. Extreme caution should be exercised due to short runway length.
3. Extreme caution, high speed approaches.

**Note:** At present a taxiway that was formerly a runway is again being used as the runway. This means the approach aids are not lined up. There is also some confusion with the runway markings with the out of use runway and the in use runway.

**PROPOSED POLICY from the CAR/SAM Regional Meeting December 2008****NO CHANGE TO CRITICALLY DEFICIENT STATUS.****AR-9**

Editorial changes: Delete AGA (3). Amend RAC (2) to read Standard Phraseology is not used in either English or Spanish making situational awareness very difficult.

**PRESENT POLICY****Maracaibo/La Chinita (SVMC)****CRITICALLY DEFICIENT BLACK [Apr 2008]**

AGA (3)	No VASIS RWY 20	
AGA (8)	Fire equipment inadequate.	
NAVAIDS (1)	ILS inoperative RWY 02 ILS no outer marker	
NAVAIDS (4)	Poor standard of radar control.	Primary only – no secondary
AGA (1)	RWY 09 requires grooving on first 1000m.	
AGA (8)	Inadequate fire/crash equipment.	
COM (1) & (2)	Poor English phraseology.	English language training required.
MET (1-6)	All weather information inadequate.	
RAC (3)	No published SIDs and STARs	

**Special Operating Measures:**

Night operations are critical due to poor illumination.

**AR 2008****PROPOSED POLICY from the CAR/SAM Regional Meeting December 2008****NO CHANGE TO CRITICALLY DEFICIENT STATUS.****AR-10**

Editorial changes: Delete AGA (1) and NAVAIDS (1)

**Committee Recommendation**

Committee D recommends the acceptance of the proposals contained in IP 09REG119

- as proposed -
- as proposed -
- as proposed -
- as proposed -
- as proposed -
- as proposed -
- as proposed -
- as proposed -
- as proposed -
- as proposed -
- as proposed -

**AR-1**  
**AR-2**  
**AR-3**  
**AR-4**  
**AR-5**  
**AR-6**  
**AR-7**  
**AR-8**  
**AR-9**  
**AR-10**

**D2.4 CRITICALLY DEFICIENT AERODROMES/AIRSPACES AND SPECIAL MEASURES TO BE APPLIED IN THE EUROPEAN REGION IP 09REG120**

**Present and Proposed Policy**  
**Annex 19 Part 3.** See Attachment 1.

**ATTACHMENT 1 TO IP 09REG120**

**PRESENT POLICY**

**CYPRUS**

**PALPU**

**Northern Portion of Nicosia FIR and the adjacent Ankara FIR**

**CRITICALLY DEFICIENT BLACK [Apr 2007]**

RAC (1&2)	Clearances issued by ERCAN not co-ordinated with adjacent centres, especially Nicosia, Beirut and Damascus.	Member Associations operating in the area should bring the maximum amount of pressure on the Authorities concerned by ensuring that <b>every</b> ATC incident is reported to the appropriate ATC centre and copied to IFALPA.
COM (7)	Lack of adequate ATS communications.  Numerous ATC incidents due to conflicting FL allocations by the ATC centres involved.	The Principal Officers should use every available means to draw attention to the critical deficiencies in the airspace concerned and their effect on the level of safety.

**Special Operating Measures:**

**AR 2008**

All Member Associations should inform their members as well as other national pilots by the most suitable means of the of the existing critical deficiencies, so that Flight Safety within the Northern portion of NICOSIA FIR and adjacent airspace can be assured.

- a) All pilots intending to enter the Nicosia FIR from Ankara FIR should establish communications with Nicosia Control at least 10 minutes before crossing the Ankara/Nicosia FIR boundary. For practical purposes such communications should be established before crossing over AYT or MUT.
- b) In all cases pilots should maintain contact with Nicosia ACC throughout the duration of their transit in the Nicosia FIR.
- c) Pilots are reminded that, due to hazardous conditions still in existence, when intending to operate in the Northern portion of the Nicosia FIR, coming from or flying into Ankara FIR, they should contact "ERCAN" for information purposes only. This is in addition to the normal ATC contact with Nicosia ACC.
- d) Pilots' requests for re-clearance should be addressed to the Nicosia ACC and in no circumstances should they accept clearances, instructions, flight level changes, etc. from the "ERCAN" Station without approval by the Nicosia Centre.
- e) When entering Nicosia FIR aircraft should maintain their current transponder code. If no transponder code was previously assigned, aircraft should use code 2000 until otherwise instructed by Nicosia ACC.

**PROPOSED POLICY from the ECA Conference November 2008**

**NO CHANGE TO CRITICALLY DEFICIENT STATUS**

**AR-1**

**PRESENT POLICY****FRANCE****SNPL****Nice (LFMN)****CRITICALLY DEFICIENT BLACK [Apr 2008]**

AGA (1) (5)	Inverted use of runway pair, with taxiway patterns creating runway incursion hotspots	
AGA(2)	Inadequate approach lighting of the "Saleya" 22R/L procedure.	Be aware of the High CFIT risk, particularly at night
RAC 2	Mandatory visual approach. The "Saleya" procedure for runways 22R/L consists of a non precision VOR-DME approach, followed by a visual segment starting 5 NM from the runways, with two turns at low altitudes over water area.	<b>ALTHOUGH NOT REQUIRED YET BY THE AUTHORITIES, SIMULATOR TRAINING DEEMED NECESSARY PRIOR TO USING THIS HIGHLY UNUSUAL PROCEDURE.</b>
NAVAIDS (1)	"RIVIERA" VORDME 04L indirect approach used preferentially for noise abatement and global airport development reasons, where an ILS is available Use of tailwind beyond the ICAO 5kts recommendation, to avoid numerous configuration switching due to frequent wind shifts (up to 4 changes each day on average), but also to give priority to the Riviera approach Unavailability of ILS glideslope indication during RIVIERA approaches due to taxiway pattern	
NAVAIDS (1)	Visual glidepath indicator of 04L inadequately calibrated (far too steep, even for heavy aircraft).	
AGA (1) (5)	Inverted use of runway pair, with taxiway patterns creating runway incursion hotspots	

**Special Operating Measures****AR 2008**

Until it becomes mandatory, simulator training is strongly recommended before flying into Nice. If impossible, extensive familiarization is necessary.

Extreme vigilance necessary when flying the "Saleya" visual approach for runways 22R/L, because of high CFIT risk, particularly at night.

Extra holding fuel strongly recommended, especially under westerly wind conditions, since airport might be closed if the "Saleya" weather minimums are not met.

Nice should not be considered as an alternate unless the crew has had previous experience of this airport and its operational restrictions.

**PROPOSED POLICY from the ECA Conference November 2008****NO CHANGE TO CRITICALLY DEFICIENT STATUS****AR-2**



**PRESENT POLICY****NORTH SEA****EUROPE**

**Airspace East of Median Line and below 10,000 ft.  
within the Norwegian Sector**

**CRITICALLY DEFICIENT  
BLACK [Apr 2008]**

COM (7)	Too little information concerning HEL traffic on low level charts <b>Note:</b> No clear areas of responsibility between Government Agencies	
RAC (2)	No controlled airspace in areas around the busiest offshore terminal areas or along helicopter main routes.	In the Ekofisk area along (400 sq. nms) there are 100,000 movements a year

**Special Operating Measures:****AR 2008**

1. Extreme caution should be taken when operating in this area.

Note: It is recognised that the Authorities are working together to try and resolve the issues.

**PROPOSED POLICY from the ECA Conference November 2008**

**NO CHANGE TO CRITICALLY DEFICIENT STATUS.**

**AR-3****PRESENT POLICY****NORWAY****PRESENT POLICY**

**Airspace Offshore Norway,  
NORWEGIAN FIRS BELOW FL 100**

**CRITICALLY DEFICIENT  
BLACK [APR 2007]**

RAC (2)	The airspace south of Statfjord CTA and north of this area up to abeam Bodø is Critically Deficient, Black Star. This is due to the fact that this is uncontrolled airspace where the pilots themselves are responsible for adequate separation from all other traffic.  <i>Note: The phrase "Radar Contact" in G airspace below Statfjord CTA while in contact with Gullfaks Information is inappropriate as Gullfaks radar is operated by unauthorised (non ICAO PANS ATM compliant) radar operators.</i>	
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**Special Operating Measures:****AR 2008**

1. The failure of the National Aviation Authorities concerned to make adequate use of the different ICAO airspace classifications, and their failure to provide standard air traffic services make this an operationally dangerous area. Consequently extreme caution should be exercised.

Note: It is recognised that the Authorities are working together to try and resolve the issues.

**PROPOSED POLICY from the ECA Conference November 2008****NO CHANGE TO CRITICALLY DEFICIENT STATUS.****AR-4**

Editorial changes: Add to Note, Two new radars are expected to be operative in 2009 at Heidrun (Haltenbanken), and at Ekofisk. One new radar is also being installed south of Stavanger to improve offshore radar coverage towards Ekofisk area.

**Committee Recommendation**

Committee D recommends the acceptance of the proposals contained in IP 09REG120

- as proposed -

**AR-1**

- as proposed -

**AR-2**

- as proposed -

**AR-3**

- as proposed -

**AR-4**

**Papers IP 09REG117 IP 09REG118, IP 09REG119, IP 09REG120 were taken as a block.**

Proposed: Morocco

Seconder: Argentina

No Discussion

**CARRIED**

**D3 REVIEW OF EXPIRING RESOLUTIONS**  
**D3.1 SYSTEMS FOR COLLISION AVOIDANCE**

**IP 09ATS086****Proposed Policy**

**RE-AFFIRM** the **RESOLUTION** for a further two years.

**IFALPA POLICY****IFALPA Annex 2 Chapter 3.2****4) Systems for collision avoidance**

The ATC system should provide the basic service of separation between aircraft. States should strive to establish an adequate ATC system as defined in IFALPA Annex 11, Chapter 1, where such a system is not yet implemented, and to continuously improve this service.

**POL-STAT 2001**  
**(REAFFIRMED**  
**2006)**

This does not prohibit short term or local air traffic separation based solely on the cockpit display of information (CDTI) in accordance with the limitations laid down in Annex 2 (RAC), Attachment C (IFALPA).

**DRAFT POLICY**  
**1995**  
**(REAFFIRMED**  
**2006)**

To prevent collisions as a result of technical failures or human errors, the carriage of independent airborne collision avoidance systems should be mandatory on a world-wide basis.

**POL-STAT 1995**  
**(REAFFIRMED**  
**2006)**

There should be no reduction of separation minima as a result of the implementation of airborne collision avoidance systems, as these last resort back-up systems only complement the ATC system, but do not substitute the adequate ATC separation service.

**POL-STAT 2001**  
**(REAFFIRMED**  
**2006)**

IFALPA at international level and Member Associations at national level should make every effort to ensure that there should be no reduction or erosion of standard separation minima as a result of the operational availability of an airborne collision avoidance function and that this function remains independent and is used for collision avoidance only.

**RESOLUTION**  
**2001**  
**(REAFFIRMED**  
**2007)**

**Committee Recommendation**

Committee D recommends the acceptance of the proposals contained in IP 09ATS086 without change of text or status.

- as proposed -

**RESOLUTION 1**

Proposer: Bangladesh  
Seconder: Hong Kong

No discussion

**CARRIED**



**Items Originating in Committee E****SUBSCRIPTIONS, CONSTITUTION & BY-LAWS, ADMINISTRATION & MEMBERSHIP**

Chairman –

Rapporteur – Mrs Donna Fogden,  
Senior Technical and Professional Affairs Assistant

The Committee Chairman presented the Committee's proposals which were discussed and voted upon as follows:

<b>E1</b>	<b>CONSTITUTION/BY-LAWS AMENDMENTS</b>	
<b>E1.1</b>	<b>CHANGES TO THE CONSTITUTION AND BY-LAWS</b>	<b>IP 09A&amp;F010</b>
	<b>– SECTION V – FEDERATION OFFICERS</b>	

**Present Policy**

IFALPA Constitution &amp; By-Laws Section V

**Proposed Policy**The changes to the Constitution and By-Laws are reflected as follows: (deletions are shown ~~struck through~~, new text in ***bold italics***)

- |                |   |                              |
|----------------|---|------------------------------|
| <b>1.5</b>     | <b>FEDERATION OFFICERS</b>  |                              |
| <b>1.5.1</b>   | <b>Officers</b>   |                              |
| 1.5.1.1        | The Officers of the Federation are:   | <b>CA-1</b>                  |
|                | Executive Officers  |                              |
|                | <b><i>Regional Vice-Presidents</i></b>  |                              |
|                | Standing Committee Chairmen   |                              |
| <b>1.5.4</b>   | <b><i>Regional Vice-Presidents</i></b>  |                              |
| <b>1.5.4.1</b> | <b><i>Where Regions determine Regional Vice-Presidents (RVPs) are required to assist the Executive Vice-President (Region) in delivering the core functions of the Federation, RVPs shall be elected at the Regional Meetings, held at Annual Conference, by the Member Associations of the Region.</i></b> | <b>CA-2</b>                  |
|                | <b><i>Where a Region determines not to elect RVPs, alternative arrangements may be agreed between that Region and IFALPA. Where such arrangements are agreed they will be included in the Protocol between the Region and IFALPA.</i></b>   |                              |
| <b>1.5.4.2</b> | <b><i>Except as otherwise provided for under paragraphs 1.5.1.2 and 1.5.4.1, nominations and elections of the Regional Vice-Presidents shall be at two-yearly intervals. The order of election shall be as follows:</i></b>   | <b>CA-3</b>                  |
|                | <b><i>Odd Years</i></b>   |                              |
|                | <b><i>RVP AFI/South</i></b>   | <b><i>RVP MID/East</i></b>   |
|                | <b><i>RVP AFI/West</i></b>  | <b><i>RVP NAT</i></b>        |
|                | <b><i>RVP Asia/East</i></b>   | <b><i>RVP NOP</i></b>        |
|                | <b><i>RVP CAR/East</i></b>  | <b><i>RVP SAM/South</i></b>  |
|                | <b><i>RVP EUR (1)</i></b>   |                              |
|                | <b><i>Even Years</i></b>  |                              |
|                | <b><i>RVP AFI/North</i></b>   | <b><i>RVP MID/West</i></b>   |
|                | <b><i>RVP AFI/East</i></b>  | <b><i>RVP CAN/ARCTIC</i></b> |
|                | <b><i>RVP Asia/West</i></b>   | <b><i>RVP SAM/North</i></b>  |
|                | <b><i>RVP CAR/West</i></b>  | <b><i>RVP US/CEP</i></b>     |
|                | <b><i>RVP EUR (2)</i></b>   | <b><i>RVP EUR (3)</i></b>    |

		Reference and Status
1.5.4.3	<i>Regional Vice-Presidents shall take office immediately after the close of Conference and hold office until a successor has been elected or appointed.</i>	CA-4
1.5.4.4	<i>Vacancies Where a vacancy occurs due to the election of a Regional Vice-President to the Executive Board, a successor shall be elected for the remainder of the term of office vacated. The election shall take place either after the election of the Executive Vice-President (Region), or, in the case of election to the Executive Committee, at Plenary, but without the need for the prior notice required under paragraph 2.5.2.1.1 of the By Laws.</i>	CA-5
1.5.4.5	<i>Terms of Reference The general terms of reference for the Regional Vice-Presidents shall be to work with their Executive Vice-President (Region) in undertaking the IFALPA core activities for the Region.</i>	CA-6
2.5.4	<i>Renumber existing paragraphs Regional Vice-Presidents</i>	AR-1
2.5.4.1	<i>Where Regions determine to elect Regional Vice-Presidents a preliminary list of nominees indicating the candidate's preparedness to assume office on appointment must be submitted in writing to the Administrative Office up to 42 days before the Annual Conference. The lists will be circulated to Member Associations with the Conference Agenda.</i>	ABL-1
2.5.4.2	<i>The list may be amended or added to prior to 15.00 hours on the day preceding the elections. All nominations require a proposer and seconder.</i>	ABL-2
2.5.4.3	<i>In the event of a vacancy in any Regional Vice-President's position during the term of office the Executive Board may, with due regard to paragraph 1.5.1.4, and any provisions contained in a protocol signed between IFALPA and a Regional body, immediately appoint a qualified successor to the vacant position to complete the term of office.</i>	ABL-3
2.5.4.4	<i>Terms of Reference Specific terms of reference for the Regional Vice-Presidents are: To work with the Executive Vice-President (Region) in undertaking the core activities for the Region as defined in paragraph 2.5.3.3. These will include maintaining contact with the Member Associations in the Region, and advising the Executive Vice-President (Region) of any problems or situations where IFALPA can offer assistance. Assisting the Executive Vice-President (Region) in establishing contact with all pilot groups of the Region and encouraging their affiliation with the Federation. Representing the Federation at international meetings taking place in the Region as requested by the Executive Vice-President (Region,) in coordination with the IFALPA Regional Officer. Attending IFALPA Conferences and Regional Meetings and undertaking specific tasks at these as assigned by the Executive Board.</i>	ABL-4
	<i>Renumber existing paragraphs</i>	AR-2

**Committee Recommendation**

Committee E recommends acceptance of the proposals contained in IP 09A&F010.

- as proposed -	CA-1
- as proposed -	CA-2
- as proposed -	CA-3
- as proposed -	CA-4
- as proposed -	CA-5
- as proposed -	CA-6
- as proposed -	AR-1
- as proposed -	AR-2
- as proposed -	ABL-1
- as proposed -	ABL-2
- as proposed -	ABL-3
- as amended -	ABL-4

## 2.5.4.4 Terms of Reference

Specific terms of reference for the Regional Vice Presidents are:

~~To work~~ *Assist* with the Executive Vice-President (Region) in undertaking the core activities for the Region as defined in paragraph 2.5.3.3.

In 2.5.4.4 add a further sentence at the end:

These terms of reference may be modified in the protocol between the Federation and the Regional Body provided the changes are consistent with 1.5.4.5 of the Constitution.

The voting requirement for CA is: THREE QUARTERS MAJORITY

The voting requirement for ABL is: TWO THIRDS MAJORITY

The voting requirement for AR is: SIMPLE MAJORITY

**E1.2 CHANGES TO THE CONSTITUTION AND BY-LAWS  
APPENDIX 5 – PROCEDURES AND CRITERIA  
GOVERNING STRUCTURAL TRANSITION PERIOD**

IP 09A&amp;F011

**Present Policy**

IFALPA Constitution & By-Laws Section Appendix 5

**Proposed Policy**

Delete current Appendix 5 and replace with a new Appendix 5

AR-1

*Insert new Appendix titled “Basic Regional Structure”*

AR-2

*The role of this Regional Board is to develop and coordinate activity within the Region.*

*In Regions where a protocol has not been signed, a Basic Regional Structure will be created that will remain until a protocol defining a specific structure has been agreed between IFALPA and the Region. The Basic Regional Structure will consist of a Regional Board comprising of the Executive Vice-President (Region) and the Regional Vice-Presidents. The Regional Board will meet for up to one day, twice a year, once at the Annual Conference and once at the Regional Meeting held in the Region and be chaired by the Executive Vice-President (Region).*

**COMMITTEE RECOMMENDATION:**

Committee E recommends acceptance of the proposals contained in IP 09A&F011.

AR-1	- as proposed -	AR-1
AR-2	- as amended -	AR-2

*Add new Appendix titled "Basic Regional Structure"*

*In Regions where a protocol has not been signed, a new Regional Structure will be created that will remain until replaced, as required by a protocol between IFALPA and the Region. The Basic Regional Structure will consist of a Regional Coordination Group (RCG) comprising of the Executive Vice-President (Region) and the Regional Vice-Presidents. The RCG will meet for up to one day, twice a year, once at the Annual Conference and once at the Regional Meeting held in the Region and be chaired by the Executive Vice-President (Region). The role of the RCG will be to coordinate activity within the Region.*

The voting requirement is: SIMPLE MAJORITY

E1.3	<b>CHANGES TO THE CONSTITUTION AND BY-LAWS SECTION III AND SECTION V – EXECUTIVE BOARD AND EXECUTIVE COMMITTEE</b>	IP 09A&F012
	<b>Present Policy</b>	
	IFALPA Constitution & By-Laws Section III and Section V	
	<b>Proposed Policy</b>	
	The changes to the Constitution and By-Laws are reflected as follows: (deletions are shown <del>struck through</del> , new text in <b><i>bold italics</i></b> )	
1.3	<b>ORGANISATIONAL STRUCTURE</b>	
1.3.2	<b>Executive Board</b>	
1.3.2.2	<i>Except when Conference is in session</i> , the Executive Board shall constitute the executive authority <del>and direction of all the activities of the Federation during those times of the year that no Conference is in session</del> , and shall be collectively responsible to the Conference for the execution of that authority. <del>and direction since the previous Conference.</del> <b><i>The Executive Board shall undertake those functions as set out at 1.3.2.1 and shall delegate to the Executive Committee the day to day operations of the Federation, including the activities of the Standing Committees of the Federation, and such other tasks as directed by the Annual Conference and/or the Executive Board.</i></b>	CA-1
1.3.3	<b>Executive Committee</b>	
1.3.3.2	The Executive Committee is responsible for <del>overseeing</del> the day to day operations, <b><i>including the activities of the Standing Committees of the Federation</i></b> , and such other <b><i>tasks</i></b> as directed by the Annual Conference and/or the Executive Board.	CA-2



1.5	<b>FEDERATION OFFICERS</b>	
1.5.2	<b>Executive Officers</b>	
1.5.2.3	<b>Powers and Responsibilities</b>	
1.5.2.3.1	<p>Except when Conference is in session, the Executive Board shall constitute the executive authority <del>and direction of all the activities of</del> the Federation, <i>and shall be collectively responsible to the Conference for the execution of that authority. The Executive Board shall undertake those functions as set out at 1.3.2.1 and shall delegate to the Executive Committee the day to day operations of the Federation, including the activities of the Standing Committees of the Federation, and such other tasks as directed by the Annual Conference and/or the Executive Board.</i></p> <p><b>COMMITTEE RECOMMENDATION:</b></p> <p>Committee E recommends acceptance of the proposals contained in IP 09A&amp;F012.</p> <p style="text-align: center;">- as amended -</p>	CA-3
	<p>1.3.2.2 The Executive Board shall undertake those functions as set out at 1.3.2.1 and shall delegate to the Executive Committee the day to day operations of the Federation, including the activities of the Standing Committees of the Federation, and such other tasks as directed by the Annual Conference. <del>and/or the Executive Board.</del> <i>The Executive Committee shall report on their activities at each Executive Board Meeting.</i></p> <p style="text-align: center;">- as proposed -</p> <p style="text-align: center;">- as amended -</p>	CA-1
	<p>1.5.2.3 Powers and Responsibilities</p> <p>1.5.2.3.1 Except when Conference is in session, the Executive Board shall constitute the executive authority <del>and direction of all the activities of</del> the Federation, and shall be collectively responsible to the Conference for the execution of that authority. The Executive Board shall undertake those functions as set out at 1.3.2.1 and shall delegate to the Executive Committee the day to day operations of the Federation, including the activities of the Standing Committees of the Federation, and such other tasks as directed by the Annual Conference. <del>and/or the Executive Board.</del></p>	CA-2
		CA-3
	<p>The voting requirement is: THREE-QUARTERS MAJORITY</p>	
E1.4	<p><b>CHANGES TO THE CONSTITUTION AND BY-LAWS</b></p> <p><b>SECTION VIII - FINANCE</b></p> <p><b>Present Policy</b></p> <p>IFALPA Constitution and By-Laws Section VIII</p> <p><b>Proposed Policy</b></p> <p>The changes to the Constitution and By-Laws are reflected as follows: (deletions are shown <del>struck through</del>, new text in <i>bold italics</i>)</p>	IP 09A&F016
1.8.3	<b>Federation Funds</b>	
1.8.3.1	<p><del>In both the construction of the Federation's annual budget and during the budget year, up to 15% of the Federation's projected and actual subscription shall be used to fund the Contingency Fund.</del></p>	CA-1

~~1.8.3.2~~  
**1.8.3.1** Investment Policy Statements (IPS) shall be established and maintained for all Federation funds. The basis for investment of such funds shall take full account of the possibility of a serious diminution, inadequacy or exhaustion of normal income.

CA-2

**2.8.3 Federation Funds**

~~2.8.3.1~~ The Contingency Fund shall be divided into two sub funds: the Special Projects Fund and the Operating Fund. At least 25% of each year's budgeted and actual amounts for the Contingency Fund shall be allocated to the Special Projects Fund. The Executive Board may, at their discretion, increase annual funding of the Special Projects Fund above 25%. The remainder of the Contingency Fund shall be allocated to the Operating Fund.

ABL-1

*The level of the General Fund and the Contingency Fund as shown in the audited accounts at the end of each year shall be as described in the A manual 9.2.4.1.*

~~2.8.3.2~~ To meet the costs described in paragraph 1.8.3, re-appraisal should be made each year of the amount required to provide up to eight weeks of the Federation's current annualized revenue.

ABL-2

**COMMITTEE RECOMMENDATION:**

Committee E recommends acceptance of the proposals contained in IP 09A&F016.

- as proposed - CA-1
- as proposed - CA-2
- as proposed - ABL-1
- as proposed - ABL-2

The voting requirement for CA is: THREE QUARTERS MAJORITY

The voting requirement for ABL is: TWO THIRDS MAJORITY

**E1.5 CHANGES TO THE CONSTITUTION AND BY-LAWS SECTION VI - POLICY**

IP 09A&F017

**Present Policy**  
IFALPA Constitution and By-Laws Section VI

**Proposed Policy**

The changes to the Constitution and By-Laws are reflected as follows: new text is shown as *bold italics*)

Add to **SECTION VIII 1.6.1 POLICY DETERMINATION**

**1.6.1 POLICY DETERMINATION**

The Policy of the Federation is determined as:

Policy Statements (POL-STAT)

Draft Policy

Position Paper/*Statement*

CA-1

Amend **SECTION VIII 2.6.1 POLICY DETERMINATION**

**Add** the Preamble below for clarification, new text is shown as *bold italics*:

## 2.6.1

**POLICY DETERMINATION**

*Preamble: The existing, formalised, information management system shall in no way exclude or hinder the quick free flow of information within the Federation, if required.*

## 2.6.1.1

**Policy Statement (POL-STAT)**

A Policy Statement represents defined and realistic objectives of the Federation and meets the following criteria:

- (a) has been developed by the relevant Standing Committee and presented to Conference for adoption;
- (b) has been adopted by a simple majority of the votes cast;
- (c) will be incorporated in the appropriate Annex/Manual;
- (d) will not be approved for discussion at Conference for at least two years, except as provided for in 2.6.4.3.

Member Associations are expected to implement the policy within their State/Region to the fullest extent possible.

Member Associations shall have the right to declare non-ratification as set out in 1.6.9.1 and follow the procedure as set out in 2.6.9.1.

Those Member Associations that declare non-ratification of the Policy Statement shall not publicly express disapproval of the Policy Statement.

## 2.6.1.2

**Draft Policy**

A Draft Policy represents defined and realistic objectives of the Federation and meets the following criteria:

- (a) has been developed by the relevant Standing Committee but requires further study before being presented to Conference for adoption as a Policy Statement;
- (b) has been adopted by a simple majority of the votes cast;
- (c) will be incorporated in the appropriate Annex/Manual and remain on the relevant Standing Committee Work Programme for the purpose of further study;
- (d) may be submitted to the next Conference, if necessary, for any amendments as Draft Policy;

The Executive Board shall have the authority to enact Draft Policy in exceptional circumstances which requires immediate action by the Federation. Such Draft Policy shall remain in effect until submitted for approval at the next Annual Conference. (see 1.7.2.1 of the Constitution)

Member Associations should implement the policy within their State/Region if possible.

Draft Policy does not require a declaration of non-ratification.

## 2.6.1.3

**Position Paper/Statement**

A Position Paper/*Statement* represents the opinion of the appropriate IFALPA experts on a particular subject or *hot* topic but which has not been the subject of review and adoption by Member Associations as IFALPA policy at an Annual Conference. A Position Paper/*Statement* can be developed in order for the Federation to be able to address or respond to a situation where neither a relevant Policy Statement nor a Draft Policy exists or where an existing policy is irrelevant. *It can be developed for use by the Executive Board to deal with industry, the general public and media in regard to issues arising in the aviation world where neither a relevant Policy Statement nor Draft Policy exists.* In addition, a Position Paper/*Statement*:

- (a) *is developed by request of the Executive Board or within the respective Standing Committee;*
- (b) is subject to the approval of the Executive Board before its distribution to Member Associations or presentation to external organisations.
- (c) should be communicated as expeditiously as possible to Member Associations;
- (d) should be presented to the next Annual Conference for adoption as either a Policy Statement or Draft Policy in accordance with the procedures contained in 2.6.4.1 of the By-Laws *or in the case of Position Statement developed into Policy within two years;*
- (e) can be enacted as Draft Policy by the Executive Board as per 1.7.2.1 of the Constitution.
- (f) should be time limited as determined by the Executive Board.
- (g) *is listed in the respective IFALPA Annexes, kept in the database and displayed in a Position Statement folder on the website.*
- (h) *is referenced to and maintained by the respective Standing Committees*

**COMMITTEE RECOMMENDATION:**

Committee E recommends acceptance of the proposals contained in IP 09A&F017.

- as proposed - CA-1
- as proposed - ABL-1
- as proposed - ABL-2

The voting requirement for CA is: THREE-QUARTERS MAJORITY

The voting requirement for ABL is: TWO THIRDS MAJORITY

**Papers IP 09A&F010, IP 09A&F011, IP09A&F012, IP 09A&F016 & IP 09A&F017 were taken as a block.**

Proposer: Mexico  
Seconder: Canada

No Discussion

**CARRIED**

<b>E2</b>	<b>MEMBERSHIP</b>	
<b>E2.1</b>	<b>APPLICATIONS FOR MEMBERSHIP</b>	
<b>E2.1.1</b>	<b>APPLICATION FOR MEMBERSHIP UKRAINIAN AIR LINE PILOT'S ASSOCIATION</b>	<b>IP 09ADM035</b>

**Present Policy**

IFALPA Constitution & By-Laws, Section II, paragraphs 1.2.2 and 2.2.2

**Proposal**

To consider the Application for Membership in IFALPA submitted by the Ukrainian Air Line Pilot Association

**MEMBERSHIP  
APPLICATION  
VOTE**

**Committee Recommendation**

Committee E recommends acceptance of the Application for Membership submitted by the Ukrainian Air Line Pilot Association as contained in IP 09ADM035.

- as proposed -

**MEMBERSHIP  
APPLICATION  
VOTE -1**

The voting requirements is: THREE-QUARTERS MAJORITY

Proposer: Germany

Secunder: Morocco

No Discussion

**CARRIED**

<b>E2.2</b>	<b>REMOVALS/EXPULSIONS FROM MEMBERSHIP</b>	
	Nil	

<b>E3</b>	<b>ADMINISTRATION AND FINANCE</b>	
<b>E3.1</b>	<b>A&amp;F COMMITTEE CHAIRMAN'S ANNUAL REPORT AND WORK PROGRAMME</b>	<b>09A&amp;F015</b>

**Committee recommendation**

Committee E reviewed the Annual Report of the A&F Committee Chairman and endorsed the Work Programme.

<b>E3.2</b>	<b>AUDITED ACCOUNTS – IFALPA 2008</b>	<b>IP 09ADM029</b>
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**Present Policy**

By-Laws, Section IX, paragraph 2.9.2.3.3 (iv).

**Proposed Policy**

That the Audited Accounts and Balance sheet for IFALPA for 2008 as contained in Attachment 1 of this Introductory Paper be accepted.

**AR-1**

**Committee Recommendation**

Committee E recommends acceptance of the Audited Accounts and Balance Sheet for 2008 contained in IP 09ADM029.

- As proposed -

**AR-1**

The voting requirement is: SIMPLE MAJORITY

Proposer: Ukraine

Secunder: Israel

No Discussion

**CARRIED**

**E3.3 REVISED BUDGET 2009, PROPOSED BUDGET, SUBSCRIPTION RATES FOR 2010, PRELIMINARY BUDGET FOR 2011; INCOME AND EXPENDITURE INDICATIONS FOR 2012 AND 2013** IP 09ADM030

**Present Policy**

Constitution, Section VIII, paragraphs 1.8.1.2 and 1.8.2.1; By-Laws, Section VIII, paragraphs 2.8.1 and 2.8.2; Administration Manual, Chapter 9.

**Proposed IFALPA Policy**

That the Revised Budget for 2009 and the Proposed Budget for 2010 as contained in the Attachment to the Introductory Paper be approved.

**BUDGET  
APPROVAL-1**

That the per capita Subscription rates remain unchanged for 2010 as follows:-

**SUBSCRIPTION  
VOTE-1**

	£
First 250 members	18.1535
Next 250 members	17.7904
Next 250 members	17.4273
Next 250 members	17.0644
Next 250 members	16.7013
Next 250 members	16.3382
Next 250 members	15.9751
Next 250 members	15.6121
All remaining members	15.2490

That the current Subscription indexing system be adopted for the Year 2010 subscription calculations.

**SUBSCRIPTION  
VOTE-2**

That the Preliminary Budget for 2011, as contained in the Attachment to this Introductory Paper, be approved.

**BUDGET  
APPROVAL-2**

That the Income and Expenditure Indications for 2012 and 2013, as contained in the Attachment be approved.

**BUDGET  
APPROVAL-3**

**COMMITTEE RECOMMENDATION:**

Committee E recommends acceptance of the proposals contained in IP 09ADM030.

Revised Budget for 2000 and Proposed Budget for 2010

- as proposed -

**BUDGET  
APPROVAL -1**

Preliminary Budget for 2011

- as proposed -

**BUDGET  
APPROVAL -2**

Budgetary Indications for 2012 and 2013

- as proposed -

**BUDGET  
APPROVAL -3**

Subscription rate for 2010 remains unchanged

- as proposed -

**SUBSCRIPTION  
VOTE -1**

Subscription Indexing System for 2010 remains unchanged

- as proposed -

**SUBSCRIPTION  
VOTE -2**The voting requirement is: **THREE-QUARTERS MAJORITY**

Committee E in its deliberations at the Auckland 2009 IFALPA Conference noted the increasing trend of IFALPA Member Associations either not or only partially paying their membership fees. Notwithstanding the recognition of the difficult financial circumstances Committee E urges all IFALPA Member Associations to make every effort to comply with their financial obligations to enable the Federation to fulfil its obligations and represent the interests of its members.

Proposer: India

Seconder: Germany

No Discussion

**CARRIED****E3.4 NOMINATIONS OF AUDITORS 2009****IP 09ADM031****Present Policy**

By-Laws, Section V, paragraph 2.5.2.3.3 (a) (iv).

**Proposed Policy**

That IFALPA retains the services of Baker Tilly as Auditors for the 2009 financial year.

**AR-1****Committee Recommendation**

Committee E recommends acceptance of the proposal contained in IP 09ADM031.

- as proposed -

**AR-1**The voting requirement is: **SIMPLE MAJORITY**

Proposer: Austria

Seconder: USA

No Discussion

**CARRIED**

**E3.5 VENUE OF 2011 CONFERENCE – CYPRUS****Present Policy**

Constitution & By-Laws, Section IV, paragraphs 1.4.3.1 and 2.4.3.1

**Proposed Policy**

That the invitation submitted by PALPU (Attachment 1 to this IP) to convene the 66th IFALPA Conference in Limassol in 2011, be accepted.

**AR-1****Committee Recommendation**

Committee E has reviewed the invitation and financial implications and recommends that Conference votes between Cyprus and Thailand

- as proposed -

**AR-1**

The Voting Requirement is: SIMPLE MAJORITY

**E3.6 VENUE OF 2011 CONFERENCE – KOREA****IP 09ADM033****PAPER WITHDRAWN****E3.7 VENUE OF 2011 CONFERENCE – THAILAND****IP 09ADM034****Present Policy**

Constitution & By-Laws, Section IV, paragraphs 1.4.3.1 and 2.4.3.1

**Proposed Policy**

That the invitation submitted by THAIPA (Attachment 1 to this IP) to convene the 66th IFALPA Conference in Chiang Mai, Thailand in 2011, be accepted.

**AR-1****Committee Recommendation**

Committee E has reviewed the invitation and financial implications and recommends that Conference votes between Cyprus and Thailand

- as proposed -

**AR-1**

The Voting Requirement is: SIMPLE MAJORITY

**Papers IP 09ADM032 & IP 09ADM034 were discussed and voted on during Plenary****E3.8 COMPENSATION FOR THE PRESIDENT****IP 09A&F008****Present Policy**

There is no present policy.

The changes to the Constitution and By-Laws and the A Manual are reflected as follows: (deletions are shown ~~struck through~~, new text in ***bold italics***)

***CONSTITUTION SECTION V******1.5.4 COMPENSATION******1.5.4.1 PRESIDENTIAL COMPENSATION***

***The President shall be eligible for compensation as provided in the Administration Manual Chapter 9 Appendix 1.***

**CA-1**



**Renumber existing paragraphs****AR-1****A MANUAL  
CHAPTER 9 Appendix 1****1.10 Compensation for time spent on IFALPA business, e.g., Flight pay loss**

The Federation does not undertake to make good any financial losses which an individual may incur as a result of his non-availability for flight or other duties with his airline. Neither can IFALPA compensate for potential earnings or other financial benefits which may have been available to the individual if he had not agreed to be an Officer or Representative. There are several reasons for this.

~~First, such a system could not be made to work fairly in practice, since each Association and airline has its own arrangements for payment for flight and other duties. There are huge differences in contractual arrangements between airlines and pilots throughout the world, wide variations even within one airline and Association, and even from individual pilot to pilot. This fact, together with such things as variations in currency values, would mean that the Federation would have to obtain from every actual and potential Officer and Representative a statement of how much he or she would charge IFALPA for his/her services. Obtaining and verifying such a statement would be an extremely difficult task, and one that most individuals and Member Associations might well regard with distaste. Inevitably, the consequence could be that IFALPA may make appointments not only on the basis of finding the most suitable individual for any task, but also what their cost would be.~~

**AR-2**

~~Second, because of its unpredictable and varying nature it would be very difficult to calculate how much such compensation would cost the Federation in any given year. As a result, construction of a budget would be extremely complicated and probably very inaccurate. However, it can be stated without any doubt that it would be an extremely expensive proposition, since the total number of days for which the Federation currently pays expenses is equivalent to full time employment for seven people more than the current full time executives. We could therefore anticipate that a subscription increase on the order of 25% to 50% might be needed to support such a system.~~

~~Third, it is impossible to make a realistic assessment of how much an individual might have lost as a result of accepting an IFALPA task rather than, for example, a Management position in his airline, a training appointment, or a change of aircraft type or pilot status. It is certainly true that there are many situations where an individual has to choose between two or more incompatible options, but to require that the Federation make financial compensation for the individual's choice of activity is totally unacceptable.~~

~~Therefore, IFALPA cannot entertain claims from any individual for loss of such actual or potential income or other benefits. The Federation recognises that all of its Officers and Representatives, and their families, make large sacrifices on behalf of their fellow pilots, but IFALPA is not in a position to provide financial compensation for this situation.~~

**1.11****PRESIDENTIAL COMPENSATION**

*Notwithstanding paragraph 1.10, the President shall be eligible for compensation for loss of earnings in accordance with the following:*

- 1. The compensation for loss of earnings shall be a maximum of £20,000 annually.*
- 2. The President shall submit a claim for compensation to the Presidential Compensation Review Committee (PCRC) for review.*
  - a. Within 60 days of the election to President.*
  - b. Annually on the anniversary date of the election to President.*
  - c. As circumstances may dictate during his term of office.*
- 3. Presidential Compensation Review Committee (PCRC).*
  - a. A Presidential Compensation Review Committee shall be formed consisting of the Executive Vice-President Finance and Administration, the Chairman of the Administration & Finance Committee, and the Chairman of the Industrial Committee. If one of the above is a member of the President's Member Association, the Deputy President shall serve on the PCRC in their stead. If more than one is a member of the President's Member Association, the Executive Committee shall appoint the other replacement(s).*
  - b. All financial documentation presented to the PCRC shall be treated on a confidential basis. The PCRC may request additional documentation as deemed necessary to fulfil its obligation.*
  - c. Within 30 days of the receipt of the claim, the PCRC will review the claim of the President. If the claim is deemed appropriate by the PCRC it will submit its recommendation to the Executive Board for approval prior to its next Executive Board Meeting. If the claim is not approved by the PCRC, it will notify the President that the claim has been denied.*
  - d. The President shall not participate in the approval process.*
- 4. Upon approval of the claim, a credit note(s) up to a maximum of £20,000 annually shall be provided by the IFALPA finance department to the Member Association of the President to compensate him for his loss of earnings.*

Re-number existing paragraphs

**AR-4**

**Committee Recommendation**

Committee E recommends acceptance of the proposals contained in IP 09A&F008

- As proposed -

**CA-1**

The voting requirement is: **THREE-QUARTERS MAJORITY**

- as proposed -

**AR-1**

- as proposed -

**AR-2**

- as proposed -

**AR-3**

- as proposed -

**AR-4**

Proposer: Morocco

Seconder: Lebanon

Abstention: Germany

No Discussion

**CARRIED**



There were updates from **Lebanon** who thanked IFALPA and US, NZ & Australian ALPAs for all their assistance during their recent negotiations and reported that they had recently secured a success for pilots to be able to send in postal votes during elections. Previously if pilots were on duty away from their country they had no means of voting.

**Algeria** reported they had a new Board, the company were leasing aircraft from Turkey and they were grateful for the assistance the Legal Committee had given them in dealing with which FTL to follow. However, they were now facing problems with their FTL in general and would be in contact with Rick Brennan to seek ways to resolve this.

**South Africa** reported that the recent RVSM implementation had eased congestion in several of their routes. They had experienced a slowdown in traffic in general although COMAIR were continuing to report profits. SAA were experiencing several problems some in management and a strike in the other union affecting clerical workers and some cabin staff had turned violent with several pilots being attacked and property vandalised

**Tanzania** updated the meeting on the ICAO audit which had resulted in the AOC being revoked at the end of 2008 but this had resulted in major improvements and the AOC was now reinstated. The airline was still only operating domestically with no international flights it was hoped that the Chinese Company investing in the airline and new aircraft ordered would show an improvement for conditions later.

**Kenya** reported they had a new CLA and the Association were providing input into the FDM for the company. They were still awaiting the translation of the accident report from the Cameroon accident.

The letter from **Ethiopia** was read out and the meeting noted that the Executive Board would continue to review the situation there and assist where possible.

**Morocco** had recently moved to a new office and had a new logo. They had a new CEO for the company and they held their first talks last week. They were operating in a punitive environment and the new FTL scheme was also detrimental to safety. It was hoped that the new standard in the ICAO Annex 6 would help resolve this and they would be in contact with Rick Brennan for assistance in finding a way forward.

**Tunisia** reported that despite the financial crisis their company was still recruiting and training, there were updates concerning the new airport which the Association were involved in as well as the ICAO audit which would occur later in the year. They were also very involved in assisting the pilots in the Tuniter accident, they would meet with the Legal Chairman to discuss this further, the first ruling from the trial would be next week.

**Egypt** reported they had a new Chairman and that the new CEO for Egypt Air was a pilot and it was hoped this would be beneficial. The new terminal in Cairo would accept the first flight in April and be at full capacity in June.

**Israel** presented their report which had previously been submitted and they would look into obtaining voting rights for their pilots when elections in the country occurred.

Gideon Ewers made a presentation on the new IFALPA website explaining the various components and how the Associations could not only access the information but also use it to their advantage to promote the Region and activities.

The next AFI/MID Regional Meeting will be held in Pretoria, South Africa 1-3 October 2009.

## Asia & Pacific

Chairman: Captain Stu Julian

### SYNOPSIS OF MEETING

There were 53 Delegates from 16 Member Associations in attendance representing both the ASIA and PACIFIC Regions and observers from other Member Associations and 3 observers from the IATA, IFATCA and the Alpha Omega Club, as well as the Standing Committee Chairmen from the Legal Committee.

The EVP and RVPs from the Region presented their Annual Report. The EVP highlighted the success of raising the IFALPA profile within the Regions, which had been accomplished despite the difficult political, economic and commercial environment faced by many Member Associations. It was gratifying to see that despite these factors, so many Member Associations were represented at the meeting and the high attendance by the delegates.

The RVP Asia East explained about the website that allowed pilots to view user friendly graphics of the NOTAMS at various airports. He also described the difficulties that had arisen as a result of countries, within the Region, having different “effective times of change” for AIREPs. These were normally predicated on UTC, but because countries in this Region are anywhere can be many hours ahead (e.g. NZ UTC+11), some had decided to adopt different times with respect to UTC e.g. Korea UTC-9 hours and Japan UTC + 15 hours; this resulted in this case of a 24 hour time difference, which could affect the change overtime of the FMS database of an aircraft operating between those countries on the same day.

The RVP Asia West gave a presentation outlining the issues that faced him as a new RVP and the countries within his area. However, he was pleased to report that Captain Tanvir Khurshid (BAPA) and Captain Siddharth Marwah (IPG) were already enthusiastically engaged in making their associations more active both nationally and internationally through IFALPA. There was a need to train IFALPA directors and this could perhaps be done by running familiarisation courses in Chertsey, similar to those given to the RVPs. He also recommended that IFALPA provide CRM training for both the States and the pilots and have an IFALPA “team” to visit and assist the Member Associations.

The RVP NOP reported on some of the issues affecting the Region, including the implementation of PBN and the lack of understanding of these procedures by pilots as well as others within the industry. Most States had different approaches to PBN, whilst many pilots did not know the difference between RNP and RNAV. The Member Associations must become involved in the PBN implementation with their National Authorities, but in order to do this, they must be knowledgeable. The RVP NOP has discussed the possibility of producing educational material for the MAs with the ATS Chairman. The EVP explained that he had produced a presentation for his own association, NZALPA, and clearly differentiated between Precision Approaches, Approaches with Vertical Guidance and Non Precision Approaches.

In response to a question from HKALPA, he advised that the CDPLC implementation target date was 2012; though there it was unlikely that HF would be replaced in the near future.

RVP SOP explained about the increase in PBN approaches within the area, which had started with Queenstown. In answer to a question from HKALPA, he explained that these approaches were “private” rather than public (e.g. a VOR) and therefore had to be authorised for individual operators. There were commercial, as well as safety implications in their approval and use.

The RVP US SEP explained that HF is the back-up for ADS-B and should be tested on the ground before flight to avoid being unable to use ADS-B on route. The JCAB is particularly insistent that this is understood. Attempts are being made to allow the use of the SATCOM, which has not been allowed as it may constitute a single point of failure.

Turbulence reports will hopefully be available through CDPLC.

SLOP procedures are not widely used on the Pacific with the exception of the NOPAC routes. It has been determined that SLOP procedures are only used for 1% of flights within the Oakland FIR.

Paper trials are complete and now moving to operational trials which widens the scope, as it involves more carriers, who may wish to utilise different routings.

Member Associations updates followed.

All the reports reflected the present economic crisis and the effect that it was having both nationally and in terms of the individual carriers. In addition, many of the Member Associations reported adverse political climate and poor or non-existent labour legislation. There was a general decline in both passengers and freight and this was causing airlines to reduce capacity by eliminating routes and grounding aircraft. As a result, airlines were grounding pilots, not renewing contracts and/or terminating employment.

ALPA-Japan and the RVP NOP thanked IFALPA and its Member Associations for their support in the case of JAL 907. 168 letters had been received from 39 Member Associations. Japan had filed differences for ICAO Annex 13. On January 30 2009, pilots and air traffic controllers from all over Japan, together with Captain Julian and Mr. Shallies (IFATCA) and total of 220 members had carried out a “demonstration walk down the Ginza”, in downtown Tokyo that two air traffic controllers should be not guilty and establishing the appropriate accident investigation following Annex13 is necessary.”

All groups also called upon The Japan Transport Safety Board (JTSB), The National Police Agency and the Ministry of Land, Infrastructure, Transport and Tourism (MLIT) to adhere to the internationally agreed provisions of Annex 13.

NZALPA recognised the outstanding contribution of Captain Stu Julian, EVP-Asia Pacific. The Association had a very busy year organising the Conference, dealing with industrial and technical issues, and more recently the tragic A320 accident off the French coast near Perpignan. The NZALPA president outlined the problems and opportunities of the Trans-Tasman cooperation with AUS-ALPA, including the introduction of JetStar into NZ. The appointment of a full-time Executive Director had not only helped to ease the workload, but had also focused the association on its priorities and strategies to deal with them.

APG was not able to attend the meeting due to difficulties in Indonesia, so the report was given by the RVP Asia/ East on its behalf. The highlight was the establishment of the Civil Aviation Transformation Team (CATT) and the accompanying legislation that had been fast tracked through parliament. The main issue now is to have this legislation implemented.

HKALPA explained that the banks in Hong Kong were relatively robust and were not exposed to too much “toxic debt”. Likewise, all Cathay Pacific had reported a loss; this was partly due to the accountancy standards that required the fuel hedging for three years to be included. Although, Cathay Pacific had made a loss, both it and Dragonair were in a relatively good position.

Dragonair was now wholly owned by Cathay Pacific and HKALPA would now look towards how to merge the two seniority lists, in order to be ready if that eventuality arises.

The real concern was with two Hong Kong based carriers that, whilst operating under separate AOCs, were effectively a single company owned by a PRC airline and with a Singaporean management. Many of the experienced expatriate crews had either left or been sacked. Two recent incidents had highlighted the safety concerns, whilst the pilots were too scared to speak up, as it might result case of dismissal. HKALPA would write formally to the DGCAD.

The good news was that the evaluation and planning process for a third runway had begun and HKALPA/IFALPA were actively involved. The airspace coordination with the PRC should be resolved in 2012 and this would allow not only operations from a third runway, but would substantial improve the present STARS and SIDS.

AUS-ALPA hoped to extend its membership to some of the smaller carriers, not yet represented by the umbrella organisation. The new AIPA Board was looking for improved cooperative working relations with the new Qantas management. Qantas mainline was feeling the effect of the global economic crisis. There will be more cooperation between AIPA and AFAP in the technical and safety areas. There would also be cooperation with CASA and its new head. One of the successes was the AIPA is the first Australian non-government organisation to enter into a formal aviation related co-operation agreement with the ATSB (only the Department of Defence, Airservices Australia and the Civil Aviation Safety Authority (CASA) currently have aviation MoU agreements with the ATSB). Additionally, AIPA appears to be the first major flight crew union to enter into a formal agreement with a national aviation safety investigator to provide the expertise and experience of members to safety investigations. In this context the agreement is a substantial recognition of the professionalism and high regard for Australian airline transport category flight crew.

ALPA-Singapore reported that the economic situation had affected Singapore substantially, as it was an "Island State". SIA passengers' bookings were down 25% and SIA had responded by reducing fares and thus the yield. It was also going to reduce capacity by 11% by grounding 17 passenger aircraft and 2 cargo aircraft.

Although voluntary no-pay leave had been offered, the conditions were bad, as they contained none of the basic benefits e.g. medical cover. The Company had paid "lip service" to any negotiations on this issue.

Expatriate contracts were not being renewed, even though most of these pilots had excellent records of service with the company.

BAPA explained that its pilots had donated 30% of their pay to the company. They were still trying to maintain the right to industrial action. The positive was BAPA was involved in the committees to re-brand the airline and on the aircraft replacement programme. BAPA was now making every effort to become involved in IFALPA and volunteered to host the next Regional Committee meeting of 2009 in Dakar.

PALPA was obviously affected not only by the global economic crisis, but by the perception of Pakistan created by the terrorists' attacks etc. This was having a huge adverse effect on the airlines and the pilots. One success, however, was the establishment of a pilot loss of licence scheme and it was possible that this might be offered in the Region.

The Mongolian pilots explained that the association only represented the main carrier at this moment, but was hoping to expand membership to the other two airlines. It had an active, though small board and had identified some key areas, including establishing a proper insurance scheme for its members, improve the ATC services with Mongolia, provide training for its members and reach a collateral agreement. The EVP congratulated Mongolia on its efforts.

THAIPA used the opportunity of the occupation and temporary closure to carry out a liaison visit to Suvarnabhumi airport, at the invitation of the DoA (Department of Aviation) and the AoT. The THAIPA team carried out a survey of the runways, taxiways, apron, RFF unit and control tower, using the appropriate IFALPA Airport Liaison Representative programme checklists, and has reported that Runway 19R was ready for operations.

The Thai DCA had conducted a test-trial for ICAO's English Proficiency requirements late last year and they have reported that they should be ready for the official tests to start in the first quarter of 2009.

Finally, THAIPA will continue to support IFALPA on a number of the Standing Committees and will host the AAP and Safety Seminar later this year.

IPG thanked the IFALPA EB and Captain Stu Julian, in particular, for their support and assistance. Despite the various difficulties, the IPG had recently increased its membership by 40 pilots. It was now working hard to form an umbrella organisation that could attract a further 1700 pilots.

The MPL scheme had been side lined as there was no longer a shortage of pilots. In fact a large number of Indian pilots were unemployed and yet 550 foreign pilots remained employed.

Two pilot FTL duty remained a concern with pilots doing predominantly night time departures with a duty times of 14 hours or more.

Fiji ALPA apologised for the lack of a written report, but gave a verbal report instead. The effect of coup that had replaced the government over two years ago was having significant effect on tourism and thus the airline industry. Air Fiji, the domestic carrier, was particularly badly affected with a 50% decline in traffic, although both Air Pacific and Pacific Sun were also suffering. There are around 130 members, but only 3-4 active Board Members. Despite this Fiji offered to host the Regional meeting in 2010.

ALPA-Korea apologised profusely for not submitting a written report, but explained that due to internal problems, within the Association, it had nearly proved impossible to attend at all. On a positive note, ALPA-Korea advised that there were still jobs available with the main carriers in Korea.

*(Note: The EVP advised that the A+F Director was developing a presentation that would help MAs to manage their administrative and financial affairs and highlight areas that needed special attention and/or oversight)*

Mr Anthony Houston (IATA) and Mr Scott Shallies (IFATCA) were also invited to give short briefings on their organisations and responsibilities.

The EVP gave a brief presentation on the new IFALPA website.

In closing, Captain Stu Julian congratulated the RVPs on their re-election and thanked all present for their contributions to a very successful meeting.

Elections were held under the supervision of the Voting Certification Committee. The results were as follows.

**EVP ASIA/PACIFIC**

Captain Stu Julian

Proposed by New Zealand

New Zealand

Seconded by Australia

**RVP ASIA/East**

Captain Korn Mansumitchai

Proposed by Singapore

Thailand

Seconded by Malaysia

**RVP NOP**

Captain Tsutomu Ishiyama

Proposed by Japan

Japan

Seconded by Thailand

**MEETING RECOMMENDATION:**

1. Produce IFALPA educational material on Performance Based Navigation approaches.

The next Asia/Pacific Regional Meeting will be held in Dhaka, Bangladesh, subject to the Executive Board's approval.



## **Caribbean & South America**

Chairman: Captain Salvador Gayón

### **SYNOPSIS OF MEETING**

There were 3 Member Associations present representing Argentina, Bahamas, and Mexico. In addition there were observers from Caribbean ALPA, NAM, SEPLA, SNPL, BALPA and Boeing. Captain Fernando Alvarez, RVP CAR/West sent his apologies since he had to leave the conference due to a personal emergency. Apologies were also received from RVP SAM/North and RVP SAM/South.

This would be Captain Gayon's last conference and thanked the CAR/SAM region for all their support. He presented his Annual Report emphasising that the Member Associations need to continue to communicate and assist each other and to also recruit volunteers to attend meetings within the region. This was a challenge but they needed to share their concerns and problems.

On the technical issues affecting the region, the EVP informed the meeting that ICAO is trying to modify the procedure to calculate the TLS regarding the large height deviations after the RVSM implementation in the CAR/SAM region. It was noted that we need to keep a close eye on this to prevent any change that may affect safety. Captain Miguel Marin briefed the meeting about other important technical issues affecting the region. Captain German Diaz-Barriga informed the meeting about his participation in the GASR meetings.

The RVP Annual reports were reviewed. It was reported that RVP CAR/West who is also the President of FLAP had included his activities in his report. FLAP has now signed a protocol with IFALPA. The RVP CAR/West also attended the GREPECAS and ASB meetings in the region. It was highlighted that these were important meetings to attend and 2 or 3 people should be present to cover all the agenda items.

The RVP CAR/East apologised for not being able to attend the CAR/SAM Meeting last December. He updated the meeting on his activities in the CAR/East Region. RVP CAR/North and RVP CAR/South Annual Reports were presented and gave updates in their current situations.

Member Association updates were received from Argentina, Bahamas, Jamaica, Leeward Islands and Mexico.

It was noted that Member Associations such as Chile, Brazil and Paraguay consisted of many companies/unions instead of just having one main union to represent everyone. It was noted that APLA have managed to incorporate all companies/unions in Argentina under one Union and have found it to be very successful. Argentina now has its own certified training centre which includes courses on SMS and CRM's. It was also highlighted that the premises could be used by IFALPA for training purposes, especially for the CAR/SAM region. Argentina thanked New Zealand ALPA for all their support whenever they had requested assistance.

Bahamas highlighted in their report that they were 100% unionised. Mandatory drug screening policy has been removed and now have random drug screening every 6 months. There are initial plans in place to replace the fleet. Despite the global economic recession they have not experienced any significant changes in passenger loads although they are feeling the effects of the downturn in the US economy. Bahamas asked the members for their experience in including Charter pilots in their Association. Charters are competition but by including them into the Association it could improve the situation between the pilots. ASPA de Mexico, US-ALPA and BALPA (UK) offered to provide details on how their Associations have dealt with Charter companies.

Air Jamaica continue to face management difficulties, they have already reduced their fleet and starting to consolidate their routes. JALPA are in talks with the government and will continue to fight this matter. There is a shortage of pilots which may affect operations in the summer. The global economic recession is already affecting Jamaica with a severe reduction in tourism expected by the end of 2009.

The LIALPA report was received and it was highlighted that they continue to face difficulties with the Stanford Group and the government have now become involved.

It was mentioned that Trinidad & Tobago were negotiating to become a recognised Member Association again. This matter is going through the Supreme Courts. They hope to streamline the CLA and get the pilots working under one contract.

ASPA de Mexico provided a written report and highlighted the points. The meeting was informed that Mexicana Airlines management is taking some action against ASPA de Mexico, regardless of the conditions granted by the pilots. Therefore ASPA de Mexico has formally requested a letter from the Executive Board to support the actions taken by ASPA against the company.

The meeting thanked Captain Gayon for all his support and effort with the CAR/SAM Region and wished him well for the future.

Elections were held in the presence of the Voting Certification Committee representatives. The results are as follows by acclamation:

EVP CAR/SAM

Captain German Diaz-Barriga

Proposed: Bahamas

Seconded: Argentina

RVP CAR/East

Vacant

RVP SAM/South

Captain Alejandro Lopez Camelo

Proposed: Argentina

Seconded: Uruguay

Captain Salvador Gayón concluded by advising that the next CAR/SAM Regional Meeting would take place in the Cayman Islands 3-5 December 2009.

## **Europe**

Chairman: Captain Henk de Vries

### **SYNOPSIS OF MEETING**

There were 50 delegates and observers from 19 European Member Associations in attendance, and also observers from Singapore, Ukraine and the United States.

The EVP Europe, Captain Henk de Vries presented his report. He explained that this year he had used his report to highlight the work of the IFALPA Strategic Review Group to the IFALPA Member Associations. Captain de Vries also gave an update on the work so far of the ECA long term review group which had recently held its first meeting. The work of this group so far is posted on the ECA website as the process of the LTRG should be transparent to all ECA MA's. An explanation was given that the group was thinking "outside the box" on some issues and that Member Associations should not be alarmed by this in this early stage. Finally Captain de Vries dealt with the important issue of crewing the European Boat in the President's Cup Race.

There was an update from ECA and discussion on two important European issues. These were:

Flight Time Limitations (FTL) – Captain Fran Hoyas gave an update on the European situation with regard to FTL. This is focussed at present on ensuring that the recently completed EASA Scientific Review is incorporated as swiftly as possible into the regulation. At present it looks as though any change through an EASA process would not take place until 2012 and this is not satisfactory. The ECA will therefore go back to the Commission and urge for action on the issue. Concern was also expressed that EASA would not address the "black holes" issue and these areas of regulation would still be left to the national authorities. A further concern is that operators are viewing Fatigue Risk Management Systems (FRMS's) as a way of escaping compliance with the regulation. In order to further the efforts of ECA in moving forward, a statement of support from IFALPA was approved by the meeting for tabling in Plenary and the ECA is asking for the support of all delegates for this.

EASA – Captain Regis Fusenig assisted by Captain Heinz Fruehwirth gave an overview of the workings and organisation of EASA. They then went on to explain the enormous challenge that ECA is facing with the new proposed NPA-OPS which will replace EU-OPS in due course. This first draft of this document is now out for consultation but it is a mammoth task as it contains over 1000 pages and the timeline is tight. In order to meet this challenge the ECA has assigned different sections to different MAs that have the necessary expertise.

### **MEETING RECOMMENDATION:**

Conference is requested to endorse a statement in support of the scientific review of EU-OPS Sub Part Q Flight Time Regulation.

## North America

Chairman: Captain Dan Adamus

### SYNOPSIS OF MEETING

There were 23 delegates from both the Member Associations in attendance and several observers from New Zealand, UK, Germany, Singapore, France, the International Society of Women Pilots, and the Professional Helicopter Pilots Association.

The EVP NAM and RVPs presented their reports for 2008 highlighting the ongoing issues of Strategic Lateral Offset Procedures (SLOP), SMS implementation, regional restructuring and globalisation. No comments were received on the reports.

There were updates from the airline representatives of FED-EX, United, Alaska Airlines, Air Transat, Air Canada Jazz, ExpressJet, Continental, Delta, and American Eagle. There was also a brief overview given of Canadian airlines without representatives attending.

There was discussion on the current economic situation and its effects on the industry, such as financial restraints, furloughs, aircraft options, salaries, downsizing of companies, mergers and airline bankruptcies. It was highlighted to the delegates that a number of Canadian airlines are using the foreign worker program in Canada for competitive advantages rather than what it was intended for and that is to fill a labour shortage. Through this program there are currently 3 airlines in Canada that are employing foreign pilots at sub standard wages while there remains to be a number of unemployed Canadian pilots.

There was a presentation on the merger of Delta and Northwest Airlines and how the pilot groups were merged to create an airline combining over 12,000 pilots.

Captain Bob Perkins (AGE Chairman) advised the delegates of updated reduced visibility departure operations in Canada.

Ana McAhron Schulz (IFALPA Industrial Adviser) gave a presentation addressing the Economy and the Industry challenges facing the Region, highlighting that high fuel fund hedging by airlines will be a contributing factor in predicted first quarter results.

Mr Seth Rosen (IFALPA Industrial Advisor & Director of the IPSC) discussed his role in President Obama's Transition Team.

ALPA International President Captain John Prater gave an update on the new administration in the United States as it pertains to labour and the piloting profession. He was optimistic that finally after 8 years labour would be listened to and be allowed to exercise their rightful right to self help through the National Mediation Board.

The delegates were briefed on a proposed joint venture between United Airlines and Aer Lingus and the steps being taken by both pilot groups to mitigate any job loss.

Elections were held in the presence of the Voting Certification Committee representatives. The results were as follows.

NAM RVP Can/Arctic	
Captain Ray Gelinis (Canada)	
Proposed USA	Seconded Canada

NAM RVP NAT	
Captain Mark Seal (USA)	
Proposed Canada	Seconded USA

I would like to thank the attendees for their attentiveness and input and to our rapporteur Sacha Whitehead for keeping us on track.

**Regional Vice-Presidents Annual Reports**

The following reports from the Regional-Vice Presidents were noted by the Conference and at each of the Regional Meetings:

<b>AFI/East</b>	Captain Arif Jinnah	09REG104
<b>AFI/North</b>	Captain Sabreddine Salaa	09REG102
<b>AFI/South</b>	Captain Carl Bollweg	09REG103
<b>AFI/West</b>	Captain Souhaïel Dallel	09REG105
<b>ASIA/East</b>	Captain Korn Mansumitchai	09REG106
<b>ASIA/West</b>	Captain Babar Zaheer Ahmed	09REG107
<b>CAN/Arctic</b>	Captain Ray Gelinat	09REG142
<b>CAR/East</b>	Captain Kevin Burke	09REG108
<b>CAR/West</b>	Captain Fernando Alvarez	09REG109
<b>SAM/North</b>	Captain Mauricio Carlos Akl	09REG113
<b>SAM/South</b>	Captain Alejandro Camelo	09REG114
<b>MID/East</b>	Captain George Dib	09REG110
<b>MID/West</b>	Captain Ika Brandt	09REG111
<b>NAT</b>	Captain Mark Seal	09REG139
<b>NOP</b>	Captain Tsutomu Ishiyama	09REG112
<b>SOP</b>	Captain Ian Getley	09REG115
<b>US/CEP</b>	Captain Greg Wolfsheimer	09REG116



## **SEMINAR SESSIONS**

This session was held on Saturday, 21<sup>st</sup> March.

### **Safety Seminar – Managing Pilot Fatigue**

Drawing on the resources with the Member Associations of the Federation, the aim of this session was to provide delegates and observers with an overview of the state of the aviation industry around the world.

#### ***Speakers:***

Dr Curt Graeber – Boeing Commercial Airplanes (retired)

Malcolm Christie – Australian Civil Aviation Safety Authority

Rick Brennan – IFALPA Professional Affairs Consultant

Captain Greg Fallow – NZ ALPA

This session was held on Monday 23<sup>rd</sup> March

### **Industrial Seminar**

#### **Consolidation, Mergers and Acquisitions**

Captain Georg Fongern, EVP Professional Affairs

Mr Stephen Jones, Air New Zealand

Mr Adam Nicholson – NZ ALPA's Legal Officer – presentation on the integration of Freedom Air Pilots into New Zealand

#### ***Speakers:***

Mrs. Ana McAhron-Schulz – Industrial Advisor & Director of Economic & Financial Analysis, US-ALPA

Mr Seth Rosen – Director of the International Pilots Services Corporation, IFALPA Industrial Advisor

Captain Henk de Vries – EVP Europe, Chairman of SRG

Mr Rick Brennan, Industrial Advisor

Captain Dirk Polloczek, VC

Captain Rick Dominuez and Captain Mike Pinho - Delta Airways

Captain Martin Chalk, President of ECA

## **Awards Presented at the 64th IFALPA Conference**

### **Polaris Award**

A Polaris Award was presented during the evening of Saturday 21<sup>st</sup> March 2009 by the IFALPA President to:

**Captain Dion McMillan (New Zealand)**

**First Officer Ross Haverfield (New Zealand)**

### **Presidential Citations**

A Presidential Citation was presented on Monday 23<sup>rd</sup> March by the IFALPA President to:

**Captain Gordon Vette**

A Presidential Citation was presented on Saturday 21<sup>st</sup> March by the IFALPA President to:

**FEO Graeme Cleary**

### **Scroll of Merit Award**

A Scroll of Merit Award was presented during the evening of 21<sup>st</sup> March by the IFALPA President to

**Captain Masayuki Ando (Japan)**

**Captain David Moore (UK)**

**Captain Frank Müller-Nalbach (Germany)**

**Captain Zvi Rosenberg (Israel)**

### **Jim Collins Memorial Award**

The Jim Collins Memorial Award for 2008 was presented posthumously by Catherine Carter, the eldest daughter of Captain Jim Collins, on Monday 23<sup>rd</sup> March to:

**The Honourable Justice Peter Thomas Mahon**

This award was accepted by Mrs Margarita Mahon, Justice Mahon's widow.



**APPENDICES****Appendix A****Annual Report of the President for 2008****Captain Carlos Limón**

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I would like to begin my report by thanking all the people who have been giving me their support and assistance in carrying out my duties as President during the past year. Without this capable assistance I could not have accomplished the many obligations required of this office.

The past year has not been very different from previous years and it was very challenging for IFALPA in several aspects. I will look at the progress made on some of the challenges in this report as well as the actual status of the Federation.

**IFALPA Structure**

We are still going through the transitional period to the structural changes proposed by the PWG. As any other big change, some issues have arisen and we are in the process of making the proper amendments according to suggestions and requests from some of the regions.

Even that the new Regional Structure has been a great success, some regions consider it very important to retain the RVP figure as long as this is the only way of having a proper representation in some regional and IFALPA meetings.

The new structure improved in a very significant way regional communications, and having an Executive Vice President they encompass some very dedicated IFALPA Officers to deal with urgent problems and requests.

The European and NAM Regions have signed a Protocol with the Federation and in the CAR SAM Region good progress in this respect has been developed.

**Administration Issues**

The Presidential Work Group for Restructuring (PWG), continue to provide great support reviewing the restructuring changes and making the necessary amendments. They are also reviewing the Federation's Administration Manual and the Constitution & By-Laws and rewriting those parts that need to be re-written in accordance with the new structural changes.

The Strategic Review Group (SRG) has been providing a lot of work and a great vision about the way we should move in the near future. At this moment we are working in the best way to implement the different projects the group has developed in several areas.

I would like to express my gratitude for the dedication, commitment and continuous support from all the members of both groups.

**Communications**

It must be one of our goals to increase the visibility of the Federation, and continue the efforts to raise our profile as the Global Voice of Pilots. I believe that effective communications play a very important role in the work of the Federation. We are continuously working to improve this area and you will see that there have been some improvements in our publications.

The IFALPA Daily News will now be produced in house and this will not only allow us to have a better product, but as result we will have significant savings cancelling the subscription we had with Air Transport Intelligence (ATI).

We are developing internal policies to respond in time and effectively with media releases when necessary and the way we are dealing with the media when they want to know our policy or position about relevant safety, security, industrial or technical subjects.

### **Information Technology**

The Executive Board convened an IT Group to review the Federation's needs for Information Technology and to ensure that these needs are being adequately addressed.

The Group will soon bring their proposals to the Executive Board, not only about the appropriate equipment for the Federation as our servers are very close to reaching their limits. These proposals will also include what new software is required and what is necessary to update our web page and improve our communications with our MA's and if possible downward to the line pilots level.

### **The Federation's Finances**

The Federation continues to remain financially sound; we had an overall surplus at the year end. We consider this area as one as most of the important and our goal is to use the resources of the Federation in a cost effective way.

There has been a light increase in the membership for the year to come, but unfortunately even the fact that there are a lot of improvements in CHALPA's registration, we will need to wait a little bit longer in order to finish the registration process.

Due to our good financial health there has not been a membership increase for a number of years, but after reviewing the projections for the years to come and even that today we have a very healthy financial position the A&F Committee decide to propose a subscription increase of 1% for 2009 to avoid drawing down our Reserves to undesirable levels.

We have made great progress in terms of financial stability the past few years, and we will continue our efforts to tighten the budget in a very cost effective way without stopping to invest in areas that I consider as a priority, like communications and training.

### **The Federation's Staff**

I must say that the IFALPA Staff continue doing an excellent job in every respect. They work in a very dedicated and professional manner and their efforts help our volunteers to establish IFALPA as a credible key player in our industry.

I am very proud of the dedication and the professional way our staff work for IFALPA and I am certain that without them our goals could not be accomplished.

### **Overview**

In 2007 the good news was that the industry showed a great recovery and some airlines were starting to announce very important profits, but the bad news is that over capacity and excessive oil prices could slow down or revert this possible recovery. In some regions the recovery has been slower and unfortunately some airlines ceased operations affecting directly some IFALPA MA's.

At this moment and as result of this recovering we are experiencing a shortage of pilots worldwide, especially in Asia and the Middle East. Due of this situation we are experiencing new challenges like MPL and the suggestion of implementing the Single Cruise Pilot concept.

About MPL, HUPER as the leading committee on the issue formed a task group that developed policy and guidelines for the MA's. We are in the process of hosting seminars in order to help our MAs to deal with this subject in the best possible way and avoid the misuse of MPL.

As result of the concern showed by several MAs about the Single Cruise Pilot issue, the relative committees under the lead of ADO were asked to review and discuss this subject. All of them conclude that this concept is totally unacceptable and the main manufactures have assured us that at this moment there is not a serious intention to develop this concept, we will continue liaising with them to be sure this model does not move up and at the same time make our position very clear.

About Flight Time Limitations, we will continue lobbying to get appropriate protection based on scientific studies. Some improvements have been made in Europe thanks to ECA's efforts and with ICAO, with the support of our representative. The shortage of pilots is also affecting this area and some regions are already increasing the flight times, reducing resting periods and misusing the augmented crew where they are not counting the total time of the journey in order to increase the pilots monthly flying time.

We must improve our efforts to organise pilot groups as a major strategic goal of the Federation. We have been involved in different safety meetings and activities in the Gulf Area that in a near future could help us to represent pilots from that part of the world.

### **Criminal Liability of Pilots (CLOP)**

This continues to be a major issue that pilots are still facing all over the world. The most recent case is the GA 200 accident in Yogyakarta, Indonesia. Some advances had been made with the publication of ICAO's Annex 13 Attachment E, but we still have a long road to transit before we can convince most of the countries that just culture is the only way to improve safety. IFALPA Committees are continuously working on this issue and Legal Committee produced some guidelines that will be distributed very soon.

### **Low Cost Carriers**

This is a serious issue of concern as long as this model continues growing and new airlines are proliferating all over the world. In most of the cases it is an unfair competition as they do not have the same level of safety and training as the Legacy Carriers and they are pushing the working conditions to the limit.

Recent news suggests that there will be some consolidations in this sector as well. We will continue dealing with this important issue on the different committees.

### **Technical Issues and Training**

The advance of the technology is constantly bringing new topics for discussion. The A380 recently started operations and in the near future the B787 and the A350 will follow with new technologies and new challenges for us, like the possibility of implementing the Single Cruise Pilot concept.

There are other areas where we are expecting big developments like ATC Systems and procedures, airports, UAV's, Human Factors, etc.

IFALPA reputation is based mainly on its technical work which is produced by its volunteers on the different committees. I am confident that with IFALPA's capacity, dedication and knowledge we will be able to response to any challenge that the future could bring us.

In 2006 the IFALPA training program was implemented and since that time a lot of pilots have had the opportunity to attend some of the different seminars we are offering.

For me training in all the different disciplines (Technical, Industrial and Administration) is a priority and it will be a personal commitment for me to work very hard to assure that we can improve our training year by year and try to reach as many pilots as possible according our possibilities.

### **Activities**

#### *March*

21	6 <sup>th</sup> Executive Committee and Executive Board Meetings	Dubrovnik, Croatia
30	APPLA's Aviator's Day	Estoril, Portugal

#### *April - May*

10 - 11	ASPA ICAO Safety Seminar	Mexico City
12	FLAP Foundation General Assembly	Mexico City
23	Speaker on CENMA Safety Seminar	Mexico City
25 - 7	Normal Business at IPH	Chertsey, UK
9 - 10	Singapore's Aviation Academy IAC Meeting	Singapore
11 - 17	Normal Business at IPH	Chertsey, UK
28	Meeting with CHALPA and Minister Yang	Beijing, China
30	Meeting with PWG	Chertsey, UK

**June - July**

1 - 6	Normal Business at IPH	Chertsey, UK
8	Gulf Safety Committee Meeting	Dubai, UAE
10 -11	Normal Business at IPH	Chertsey, UK
13 -14	ECA Regional Conference	Brussels, Belgium
25 -26	Normal Business at IPH	Chertsey, UK
28 -30	7 <sup>th</sup> Executive Committee and Executive Board Meetings	Brussels, Belgium
2 - 6	Normal Business at IPH	Chertsey, UK
9 - 10	Caribbean ALPA Annual Meeting	Bridgetown, Barbados
14	Meeting with Mr. Kobeh, ICAO's President of the Council	Mexico, City
16	Colegio de Pilotos' Foundation Day Ceremony	Mexico, City

**August**

3	ASPA's Foundation Day Ceremony	Mexico, City
6 - 9	ALPA Safety Week	Washington, DC
11 - 23	Normal Business at IPH	Chertsey, UK

**September - October**

13 -15	8 <sup>th</sup> Executive Committee and Executive Board Meetings	Montreal, Canada
17 -18	ICAO Assembly	Montreal, Canada
25 - 2	Normal Business at IPH	Chertsey, UK
3	Columbian's Senate Forum	Bogota, Colombia
8 - 10	AAC, Conference Liaison Visit	Bogota, Colombia
15 - 18	IND and A&F Meetings	Mexico, City
24 - 26	NAM Regional Conference	Herndon, VA, USA
29 - 31	AFI MID Regional Conference	Algiers

**November - December**

5 - 9	LEG, ATS and ACI Meetings	Buenos Aires, Argentina
10 - 12	CAR SAM Regional Conference	Buenos Aires, Argentina
28 - 29	ASIA PAC Regional Conference	Hong Kong
3 -5	Morocco Conference Liaison Visit	Marrakech, Morocco

**January - February**

18 - 26	Normal Business at IPH	Chertsey, UK
28 - 30	Air Europa Safety Seminar	Madrid, Spain
4 - 8	9 <sup>th</sup> EC, EB and Chairmen's Meeting	Weybridge, UK
13 - 14	COPAC Safety Seminar	Madrid, Spain
17 - 18	Singapore Air Show	Singapore

**Conclusion**

This has been a very busy year and we have continued to give representation and support to our Member Associations. The Committees have been doing a great job producing policies for us and with the new structure; the Regions have been more actively involved in IFALPA work.

I want to thank you for giving me the privilege and honour to serve you as your President. I also want to thank the staff for their dedication and all of you for your continuous support; I want to reiterate my commitment to do my best for the welfare of the Federation.

**Appendix B****Annual Report of the Deputy President for 2008****Captain Paul Rice**

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**Overview**

As I have said and written many times since New Year's Eve of 2002 (in the immediate aftermath of the terrorist events of 9/11/2001), "This next year has to be better than last year!" And, while in some respects each year has been a bit brighter, the year 2008 has had its many challenges, difficulties, and setbacks. But it has also given us opportunities and, most importantly, hope. Hope for a new political viewpoint within the United States, hope for a more balanced labour/management equation, hope for our profession, and hope for a more stable world in the New Year. To accomplish all that is possible it will take the efforts of our entire IFALPA team – the Executive Committee and Executive Board, our Secretariat, staff, consultants and advisors of our Member Associations and each individual pilot member of those MAs – working together and working smartly. I thank each of you for the efforts you make on a daily basis throughout the year.

The support of our home MA and of our families is regularly mentioned but most often is taken for granted. Rarely are they really thanked for the support that allows all of us to perform our duties to our required standard. Permit me to take a moment and thank my fellow national officers of ALPA-I, my friend and brother Captain Dan Adamus, my immediate family, Maxine, Jordan, and Vickie for their unwavering support. Without this fine group of people encouraging, assisting and tolerating me, I could not serve as the IFALPA Deputy President. I thank each of you.

**January**

As the New Year dawned, my dual roles as the IFALPA Deputy President and the ALPA-I First Vice-President promised to keep me busy for the second year in a row. This promise has certainly been kept...

January saw me immediately plunged into a series of meetings planning, coordinating, and strategizing a variety of issues; airline mergers, international pilot relations, local union council flare-ups, ALPA-I Executive Council preparations, ECA and ETF discussions.

A productive SRG meeting was hosted in Washington, DC at the offices of ALPA-I followed by a quick trip to the new addition to the Smithsonian Museum's Air & Space Museum.

An ALPA-I Executive Council meeting followed the next week. The meeting had an emphasis on monetary issues affecting the Association in North America. This theme would reoccur through the remainder of the year. A trip to Chicago the next week to meet with the United Airlines Master Executive Council (UAL-MEC) and more coordination calls with BALPA's BA Company Council regarding the proposed OpenSkies Airline rounded out a month that signalled the beginnings of a busy year.

**February**

The month of February began with a meeting between ALPA-I, ECA, and the ETF at the ECA offices in Brussels. Among the many items of discussion was the Social Working Group to be formed from the agreement reached in the First Stage of the US/EU Air Services Agreement. The beginning of the Second Stage of negotiations (in May '08) for the same Agreement, and the building of improved working relationships between the ECA/ETF/ITF/ALPA-I. The first full week of the month was spent in Weybridge at the 9<sup>th</sup> ECM/EBM (4<sup>th</sup> – 7<sup>th</sup>) where more than 150 agenda items were processed, followed by the Standing Committee Chairmen's meeting on the 8th. Captain Brian Greeves, IFALPA Training Consultant gave a presentation to the Committee Chairmen and Federation Officers on e-learning and its many advantages. The following week I worked from my Washington, DC office and had a meeting with Mr. Poetranto of the Transportation Affairs Department at the Indonesian Embassy in Washington. We had a fruitful and productive discussion about Garuda 200 and the Indonesian aviation system. On the 19<sup>th</sup>, I participated in a meeting at ASPA de Mexico headquarters in Mexico City focused in strengthening the tri-lateral relationship between Canadian/US/Mexican pilots.

The three pilot groups have signed an updated document of mutual support and we all look forward to continuing this growing relationship. The last week of February was spent training and educating the newly elected local council officers of the 43 airlines represented by ALPA-I while holding strategy sessions for preparations of support for BA pilots represented by BALPA.

### **March**

March was focused on mostly ALPA-I duties upon which I will touch briefly. At the beginning of the month I gave a number of interviews on the pending pilot shortage both from the US perspective as well as the global (IFALPA) view. I also spoke on an FAA panel on pilot supply and the training “pipeline” required to sustain the required amount of new pilots entering the workplace. Ironically, by month’s end, I was giving interviews about 100+ USD barrels of oil, airlines shutting down, furloughed pilots and the cessation of pilot hiring in the US! Additionally, I participated on a panel discussion about global environmental issues at a users symposium in Washington, DC organized by ALPA-I. It was the first symposium of its kind in the US and was very successful.

On Saturday, March 15<sup>th</sup> pilots across the United States picketed against the treatment of our brother and sister pilots at British Airways.

As you all are aware, BA management has created a new airline called OpenSkies and plans to fly from Continental Europe to the US using BA planes but not BA pilots.

This is completely unacceptable! While nearly 1000 BA pilots marched in London, we coordinated picketing in New York, Washington, Seattle, San Francisco, and Los Angeles, including a live web-based video feed from JFK to the BALPA rally site in London!

Throughout the month, the Officers of ALPA-I worked alongside volunteer pilot members and staff to thwart the raid by a rival pilot union at US Airways and America West Airlines. The National Mediation Board conducted an election among the pilots of the two groups (now one airline as they have merged). Ballots opened and closed on 20<sup>th</sup> March and the votes were counted on 17<sup>th</sup> April.

### **April**

The first week of April saw me in Chertsey at IPH. Initially the SRG was meeting and we were successful in moving forward on many of our Project Plans. After the SRG meeting days, I was able to work with Captain Carlos Limon, Bruce D’Ancey, and Heather Price (among other staff) to iron out a number of small details regarding Conference. While at IPH, we also coordinated a number of training items stemming from the ongoing work of Brian Greeves.

Lastly, along with President Carlos Limon and Mr. Rick Brennan, we had the opportunity to meet with the Chairman, Captain Ian Saunders and Senior Vice-Chairman, Captain Lynne Clark of BALPA; I met with the BA Company Council Chairman, Captain Dave Smith (with whom we coordinated ALPA-I and BALPA efforts with regard to OpenSkies); and I spent a wonderful evening with ECA President, Captain Martin Chalk (and family) discussing issues common to ECA and IFALPA. The week of April 7<sup>th</sup> was spent in Washington attending the ALPA-I Executive Council meeting.

As many of you are aware, on April 17<sup>th</sup> (the day of the Opening Reception for our 63<sup>rd</sup> Conference) the National Mediation Board in Washington, DC conducted and announced the results of the representational election between ALPA-I and the US Airline Pilots Association, USAPA. ALPA-I lost the representational rights for both the US Airways and the America West Airlines pilots; approximately 5500 pilot members. Among the loss of so many volunteers within the Association’s structure, we lost the chairman of our International Safety Structure, Captain Terry McVenes, and our Vice-President of Finance/Treasurer of many years, Captain Chris Beebe. The loss of these fine gentlemen are but two examples of many volunteers that are no longer able to work within ALPA-I on behalf of their fellow pilots. The remainder of April was spent working with the remaining ALPA-I officers and staff to begin to forge a new plan to move ALPA-I forward.

**May**

May began on a great note for the Rice family as we attended our son Jordan's university graduation. Jordan, in his infinite wisdom, saw the coming downturn in the US airline industry and decided to stay in school and teach flying full time rather than sign on with any of the Express airlines that had offered an interview.

Jordan began his Masters program in September in Air Safety & Human Factors. The university offered to pay for his tuition and for his Multi-engine Flight Instructor license; this is not normally done ... does anyone need a good negotiator?

May continued with more ALPA-I work; a bargaining seminar at our Herndon, Virginia offices for our 40 carriers, negotiations between Polar Air Cargo and Atlas Air (two freight carriers) pilots regarding their company merger, more budget planning, and the election of a new Vice-President of Finance/Treasurer, Captain Randy Helling. At the ALPA-I Executive Board meeting, my officer speech concentrated on CLOP, IFALPA, and BA's OpenSkies airline. As was true at Conference, the pilot leadership enthusiastically endorsed supporting BALPA pilots in their struggles with management.

IFALPA work in May took me to Barcelona for an AAP (Accident Analysis and Prevention) Committee meeting. The meeting was well attended (Bombardier was there for the first time, welcome!), well hosted by SELPA (naturally!), and much good work was done. Additional work included final preparations for the upcoming SRG and IND Committee meeting in Chicago.

**June**

The first week of June saw many IFALPA pilots in Chicago for the SRG and the IND Committee meetings. An enjoyable evening was held on one of our last nights with two events ... one a local "house party" in support of Democratic Presidential Candidate, Senator Barack Obama, the other a dinner aboard a ship anchored in Lake Michigan overlooking the City of Chicago skyline. Wonderful!

As June continued, oil prices took off into the stratosphere. Eos, MaxJet, ATA Airlines, Aloha Airlines, Champion Airlines, Skybus, Skyways, and Kitty Hawk Airlines all closed their doors and shut down. Frontier Airlines and Gemini Air Cargo filed for Chapter 11 protection under the US Bankruptcy Code. Four or five additional airlines began negotiations with their lenders and their employees to restructure their costs. Most remaining airlines announced a series of cutbacks in service and the resultant lay-offs/furloughs. My own carrier, United Airlines, will lay off all pilots hired within the last decade. Oil prices continued to skyrocket.

As ALPA-I First Vice-President, I gave multiple radio and television interviews and appeared on Capitol Hill to address Congress on the effects of energy prices on the US economy and our global profession. More work was done to try to craft a balanced budget for ALPA-I in 2009.

With steeply declining revenues projected from the loss of so many members the sad decision was made again to cut staff at Herndon and across the Association. (We have cut nearly 25% of staff since 9/11/2001.) We said goodbye to many long time dedicated members of our family; they will be missed.

Further IFALPA work should have seen me in Luxembourg covering the ADO and AGE Committee meetings for Captain Woodward but at the last moment a special meeting of the ALPA-I officers was called to deal with the worsening crisis in North America. I was able to get to LUX a few days late and enjoyed a spirited AGE meeting. Who knew that "techies" had so much fun!

**July**

Throughout the United States a great celebration of Independence is held each year on the Fourth of July. Family and friends gather, food and drink are consumed, parades are marched and, as darkness falls, fireworks light up the skies from coast to coast and border to border. And so it was this year, however, early the next morning I boarded a flight to take me to Jakarta, Indonesia for the 12<sup>th</sup> ECM/EBM meetings.

Immediately after arriving back in the States following the 12<sup>th</sup> ECM/EBM meetings, I tried to take a week's holiday (for the first time in six years). It didn't work out that way. ALPA-I work concerning strategic planning and the worsening financial condition of the Association consumed most of the week followed by a trip to Chicago the next week to work with the United Airlines Master Executive Council (UAL MEC). A trip to ICAO to coordinate work on the search for a Montreal based Technical Officer was cancelled due to a lack of applicant responses to possible interview dates. The last week of the month saw more work with the Atlas Air (AAI) and Polar Air Cargo (PAC) negotiating teams (the two airlines are involved in a merger), strategic planning relating to pilot organizing, ALPA-I 2009 Budget preparations, IFALPA Subscription and Member Declaration determinations, updating staff and pilot volunteers on new federal lobbying laws, and the initial development of an aviation policy briefing paper for the Obama Presidential Campaign.

### **August**

August began with an interview by a Japanese author interested in the American political system and the unique way in which funds are raised to support campaigns. Then, as is increasingly common among IFALPA EB members this past year, I had an unexpected trip to the hospital – in my case it was severe pain caused by kidney stones! Although I had two days when I was completely out of commission I am now, knock wood, fine.

The week of 11<sup>th</sup> August was filled by the ALPA-I Safety and Security Week – an unqualified success! Good attendance by industry, government, and IFALPA was once again achieved along with a house guest on a long lay-over at KLAX. In true volunteer form, Captain Julian flew across the continent to attend the ASSW events at minimal expense to all but to maximum enjoyment by all.

The following week saw me in Ottawa, Canada (CYOW) attending the ALPA-I Executive Council meeting. The meeting's focus was on the financial condition of the Association and the approval of the Fiscal Year 2009 budget. Many hard (and unpleasant) decisions were made due to the declining revenue stream and the expected further industry downturn.

Decisions were made to terminate another 30+ employees (making the downsizing 100+ employees since 9/11/2001) and to continue to re-engineer costs out of the Association.

The last week of the month included more medical tests (see the beginning of August), work on Cargo Security issues, IFALPA financial discussions with the President and Finance Director, planning for the October ALPA-I Board of Directors (BOD) meeting, and University Board of Advisor work for my alma mater.

### **September**

Labor Day is celebrated on the first Monday of September in the United States. Although only 12% of working people in my country belong to labor unions (7% in non-government positions) *everyone* takes the day off from work to relax and celebrate. It is a shame that most people don't realize what they are celebrating!

In early September more work was completed on the ALPA-I Aviation Policy paper for the Obama campaign. More detailed work ensued on the financial condition of ALPA-I and discussions took place between the IFALPA President, Executive Director, Finance Director and myself about a possible alleviation request from US-ALPA for 2009, and planning for the ALPA-I BOD meeting continued.

The second week of August included the ALPA-I Executive Council and Executive Board meetings, the IFALPA NAM Regional meeting, and planning for a speech to the Airports Council International (ACI) meeting later in the month in Boston, Massachusetts. The ALPA-I Executive Board approved plans for the upcoming (in October) BOD meeting and signed off on the 2009 budget by passing new policy regarding funding.



Although the second week was tiring, the third week held much promise as we were scheduled to hold the IFALPA Helicopter (HEL) Committee meeting in Montreal (at the ICAO offices), hosted by ALPA-Canada. And the week did not disappoint! Through the great work of Sacha Whitehead, Captain Glenn Christiansen, Mr. Paul McCarthy, and Captain Butch Grafton (Professional Helicopter Pilots Association, PHPA) a rewarding and fruitful meeting took place to the benefit of all involved, including those employed at ICAO! Relationships were built that, hopefully, will lead to a resurgence of the IFALPA HEL Committee.

Immediately following the IFALPA HEL Committee meeting I flew to Chicago to meet with my ALPA-I policy team and we met with key advisors to Senator Obama at campaign headquarters. Two successful meetings in a week can rejuvenate one's spirit!

The last week of the month was divided between Boston at the ACI meeting and in Amsterdam at a regular meeting of the IFALPA Strategic Review Group (SRG). At the ACI meeting I represented IFALPA on a panel concerning industry consolidation and restructuring – one labor member in a sea of 2700 management types! Our points were made and we were thanked for our views and attendance. I suspect more invitations will follow. In Amsterdam the SRG continued its work and we defined Conference 2009 as the hoped for wrap up date for this Group.

### **October**

Ah, October. A time to enjoy the last days of summer, cool nights and autumn's colourful leaves. Well, that may be true for some but not for pilot volunteers!

The first week was filled with rushed meetings finalizing the plans for this year's ALPA-I BOD meeting, IFALPA Security (SEC) and Dangerous Goods (DG) meetings held in San Francisco and hosted by US-ALPA, a rally in Milwaukee, Wisconsin to protest the dismantling of a fine airline, Midwest, by pure low-cost labour substitution, a 50<sup>th</sup> Anniversary celebration of the Federal Aviation Administration (FAA), more discussions with the IFALPA President and Executive Director, and coordination with the European Cockpit Association (ECA) on an upcoming joint meeting of the ECA and ALPA-I.

Week two was filled with meetings with the ALPA-I Collective Bargaining Committee (CBC) discussing goals, strategies, and tactics, more involvement with AAI and PAC negotiations, and a trip to Montreal to interview a prospective candidate for the Montreal based Technical Officer position. While in Montreal, the Executive Director and the IFALPA Representative to ICAO and I spent some time discussing the worsening global financial crisis, possible effects on our industry and the Federation. While our thoughts leaned toward "dark" views of the near future, events in the financial markets and the closing of additional airlines in recent days seem to have borne out some of our concerns.

After a day at home to repack my suitcase I was again airborne – this time to Las Vegas, Nevada for the ALPA-I BOD meeting. The meeting is preceded by many of our 37 MEC's holding meetings – a good time to visit the individual pilot groups and discuss common goals and issues. After a week of MEC meetings interspersed with an ALPA-I Executive Council meeting, a briefing call with the US Department of State (DOS, more on this later), and various BOD prep meetings, the 42<sup>nd</sup> Biannual ALPA Board of Directors meeting kicked off on Monday, 20<sup>th</sup> October.

The goal of this BOD meeting was to re-couple the membership – especially the elected local council leaders – with their international union. The entire Board, all 230+ Delegates took place in the development of a strategic plan for our union. Taking into account the enormity of such a task, it appears that the meeting was a tremendous success! The process and the intermediate results are quite similar to the work of the IFALPA SRG – a validation of the process we have employed within IFALPA. Guests and contributors to the ALPA-I BOD meeting included the IFALPA President, EVP CAR/SAM, Executive Director, and the ECA President.

Immediately following the conclusion of the ALPA-I BOD meeting I headed to Istanbul, Turkey for an International Air Transport Association (IATA) meeting. Unlike most IATA meetings this one did not include the Airlines but rather included select, "liberal" States. States that are interested in further "liberalization" of their aviation policies including ownership and control statutes.

The US DOS and Department of Transportation (DOT) invited ALPA-I to attend in order that other States in attendance could hear labour's views regarding "liberalization." The meeting went well, many contacts were made, and numerous requests were made from States and IATA regarding closer work with ALPA-I and IFALPA (attendees understood the dual roles in which I serve).

My thanks go to the US DOS and to IATA for the opportunity to attend and participate in these industry discussions.

As soon as the IATA meeting ended I flew to Frankfurt, Germany to attend a meeting of the Global Cargo Pilot's Alliance (GCPA). The GCPA is comprised of pilots that fly under the DHL brand. The meeting was kindly hosted by Vereinigung Cockpit (VC), German-ALPA. In the US, DHL has made a corporate decision to shut down two airlines that carry DHL cargo and give their business to UPS. AStar and Airborne Express are the two airlines destined for extinction if their employee groups cannot stop the common employer, Deutsche Post World Net from destroying their airlines, their livelihoods, and their careers. As in other pilot alliances, the pilots of the world are banding together to marshal resources and fight the good fight.

After the meeting in Frankfurt I returned home for two days in the office before heading to ... Beijing.

### **November**

The 13<sup>th</sup> ECM and EBM were held the first full week of November in Beijing, China. In addition to completing our work and enjoying the superb hospitality of ChALPA many of us were able to take in a bit of sightseeing. While we visited the Great Wall the citizens of the United States elected a new President, Senator Barak Obama. The shift in direction of the US Government with regard to labour should be clearly evident as soon as the Obama Administration takes office on 20<sup>th</sup> January 2009. Many within US-ALPA have been actively engaged with the Obama Transition Team on labour and aviation issues since mid-summer 2008.

Immediately upon my return to Washington, DC from Beijing a series of meetings – in person and by phone – ensued to finalize a planned for busy time in Amsterdam the week of the 17<sup>th</sup> November. Working closely with the leadership and Secretariat of the European Cockpit Association we crafted the first leadership meeting of the principle pilot associations in Europe with US-ALPA. This meeting's purpose was to explore the changing legal landscape that European pilots find themselves in with the recent decisions of the European Court of Justice in various labour disputes. After the successful one day meeting at the VNV offices, the IFALPA Strategic Review Group held a three day meeting in preparation for Conference 2009 and the completion of the Group's work. This meeting was also held at the kind invitation of VNV. Lastly, in the same week (!) and through the weekend an IFALPA Negotiations Training seminar was held. Again VNV provided the meeting facilities and 42 pilot leaders from around the globe contributed to a very successful seminar.

I returned home to the States in time for our annual holiday of Thanksgiving. Thanksgiving is a time for the gathering of family and quiet reflection.

While the holiday was quiet at home it was anything but quiet in Bangkok or Mumbai – for it was on our holiday that the citizens of Mumbai were attacked by terrorists. Many flight and cabin crews were housed at the two primary targets of the terrorists (two hotels) and through using our ALPA-I and IFALPA resources we were able to ensure the safe passage out of India for all crews. Just days earlier chaos had consumed the airport in Bangkok as demonstrations throughout Thailand disrupted the beginnings of the normally busy travel season.

On Thanksgiving morning a friend and fellow United Airlines captain and his crew were still stranded in Bangkok among many other crews from various MAs. Thai-ALPA and the entire IFALPA Asia Pacific Regional team (under the coordination of EVP Captain Stu Julian) performed beautifully and lent assistance wherever needed. Again, all crews were removed safely. A Thanksgiving Day true to its meaning was celebrated!

**December**

The first couple of days in December were spent in Washington with the IFALPA President, Executive Director, Industrial Advisor (Mr. Seth Rosen), and the IFALPA Representative to ICAO. The subject of our discussions was the worsening global economic situation and its possible short and long term effects on the core work of the Federation. A productive discussion was held, project development and study assigned, and future work was identified. More discussion will be had with the IFALPA Executive Board as we plan and protect the Federation against possible shortfalls of revenue, volunteer manpower, and the whims of unfriendly-to-labour governments.

The later part of the first week involved the ECA and ALPA-I working closely together and alongside other labour unions in the EU and the US at the European Commission sponsored Labour Forum as part of the EU/US Air Service Agreement talks. The forum was divided into four basic components; labour law, deregulation of the airline industry, effects of Stage I of the Agreement, and expected outcomes of Stage II talks. Members of the Commission, airline management, industry representatives, and industry observers in attendance were all caught off guard by the articulate labour representatives' presentations and the obvious close coordination between the ECA and ALPA-I on the issues, positions, and possible remedies. Excellent presentations were given by our Industrial Consultant, Mr. Rick Brennan, and by the ECA President, Captain Martin Chalk – thanks to both and to all that attended from the ECA.

Immediately following the Labour Forum I caught a short flight from Washington Dulles to Johannesburg, South Africa to attend the IFALPA Legal Committee meeting.

A note of thanks to our AAP Chairman, Captain Gavin McKellar, as he convinced the skipper of the South African flight that the Deputy President would be much happier travelling in a soft seat throughout the night than in 63J that had been initially assigned on the A-340-600! The LEG Committee meeting was well attended, much work was accomplished, and a successful visit to SA was had by all due to the gracious hosting by ALPA-SA. A quick trip into the bush for an up close and personal engagement with the Big Five (wild animals) rounded out a fine trip!

Upon my return to Washington we had, yet again, another ALPA-I Executive Council meeting to review and pass an amended budget for 2009. The economic crisis has hit our airlines hard and many are cutting routes, airplanes, and employees. Additionally, we expect more airlines to fail and the dues (subscription) revenue for ALPA-I to continue to fall. No recovery is forecast for 2009 therefore another budget had to be constructed and approved resulting in less staff at ALPA-I and less money for the work of the pilot volunteers and their committees.

A bright spot was seen on 17<sup>th</sup> December as a previously unorganized pilot group chose ALPA-I as their bargaining agent but two days later ALPA-I lost the representation rights for two cargo carriers, Atlas Airlines and Polar Air Cargo.

During the same week I conducted two meetings involving pilots from ASPA de Mexico; one with pilots from the independent pilot union, the Southwest Airlines Pilots Association regarding a potential code sharing / alliance with a Mexican non- ASPA airline, and the other with the ALPA-I Engineering and Air Safety leadership regarding the tragic Learjet accident in Mexico City earlier this year. While much work remains to be done on both issues, the preparation of the ASPA representatives and the close working relationship between ASPA and ALPA-I was, while surprising to outsiders, a strong reminder to me of the strength we have when we work closely together.

**Summary**

Since this report is rather long, my summary will be short. I ended my report on a positive note (our collective strength) as that is how I chose to view the challenges before us – positively. At times each of us will feel down, will feel less than adequate to accomplish the required – and sometimes overwhelming - tasks at hand. That’s normal. But look to our accomplishments and celebrate them. Look to the ability of pilots – men and women of unlimited nationalities – to work together for a common cause without regard to short term political constraints. Much of what we accomplish is due to those that came before us and served our fellow pilots through their service to IFALPA. Now you are continuing that fine tradition.

And while the “thank you’s” may be few, take solace in knowing that our beloved profession is made better by your service. Those that follow in our footsteps will be forever in your debt.

Thank you for trust in me and for another exciting year completed. And remember, “This next year has to be better than last year!”

**Appendix C****Annual Report of the Executive Vice-President, Administration & Finance for 2008**  
**Captain Hans-Peder Tanderup**

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Five Executive Board meetings have been held during this period, one at Chertsey before Conference, two at the Conference in Mexico, Jakarta and Beijing.

As in the past years, there has been a considerable amount of e-mail traffic between our regular meetings on issues concerning the Board members, and for my part also a lot of issues from the Administration and Finance Departments of IFALPA.

At least once every week I have been in contact with the Finance Director on e-mail, to check the daily business and also to authorise the payments that need my signature.

During this period I have been visiting Interpilot House several times having talks with the Executive Director, Finance Director, Head of Administration and the rest of the staff, where we went through all the different issues involved in administration and finance. And some of these items were also on the agenda for the Board meetings.

We had a meeting with the manager of Barclays around some issues concerning investment and the amount of money spent on banking charges.

Also did an internal audit on accounts (SAGE) and the payments made by Barclays Bank to date. And there has been a report produced every time on the different matters that was checked. There have not been any discrepancies in the bookkeeping.

Unfortunately our Finance Director, David Clayton, decided to resign early November for personal reasons to move back to South Africa. I would like to say a big thank you to David for the professional and competent work that he has done on our finances.

Then of course IFALPA had to look for a replacement and therefore we did consult with an agency who recommended some candidates. After three rounds of interviews, we hired Mr. Erik Friis-Scheel as our new Administration and Finance Director, and he has been blending in very well with the rest of the staff at IPH.

Even though that the latter part of 2008 has been a dreadful year economically for our industry, IFALPA still are doing fairly healthy on the Finances with a very positive surplus.

But for 2009 the figures will be in the red, very red, even though the subscription rate has been increased with 1%. Unfortunately, this could probably have consequences for the amount of Committee work and our training globally.

As we are all aware right now, there are a lot of redundancies in our profession around the world. Therefore it could be a future working issue for the Board, in my opinion, to look at a new system for allowing different pilot groups to join IFALPA. This could hopefully have the effect of a stronger IFALPA, economically and also the possible effect of lowering the subscription rate per member, to the benefits of us all, having in mind the IFALPA motto:

***“The Global Voice of Pilots “***

I would like to say thanks to the whole staff for their commitment and help, to my home association and my company for travel arrangement, to the Board members for their support and not least to my family for the backup necessary for doing this job on IFALPA's behalf.

## **Appendix D**

### **Annual Report of the Executive Vice-President, Technical Standards for 2008** **Captain Richard Woodward**

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#### **Scope**

This report covers the activities of the Executive Vice President Technical Standards for the 2007/2008 year. It also covers the technical highlights for IFALPA during the year and outlines the principal technical areas that will concern IFALPA in the coming year.

#### **Executive Summary**

This is my first annual report as Executive Vice President Technical Standards. To say that it has been an interesting year would be a mastery of understatement. When I was elected I was aware that, being an Australian, I was remote from the 'centre' of aviation action – Europe or America, depending on where you were born. However, in some ways this has proved to be a bonus as I have no particular bias as to who does it better. I have always taken the view that it is one of IFALPA's principal roles to be the expert technical voice for air transport aviation to ICAO. As it turns out IFALPA's biggest achievement on the technical front this year has been to assist China with the introduction of metric Reduced Vertical Separation Minima (RVSM) airspace in China. After expressing some concern that a metric model would not meet current collision risk methodology and being reassured that it would, we were able to offer China assistance in correcting their AIP and with writing the training documentation for world wide distribution. The fact that China accepted IFALPA's help can be directly attributed to the perceived excellence of our technical experts and, in this particular case, the expertise and diplomacy of Miguel Marin, Chairman of the ATS Committee. The success of the RVSM implementation has, no doubt, gone a long way to smoothing the path for the introduction of the Chinese Airline Pilot's Association (CHALPA).

Technical committee work continues at an unabated pace. If anything, the demand on our volunteers is increasing as we are asked to provide a technical expert for numerous committees, meetings and conferences around the world. The demand is so high that we cannot possibly respond to all the requests, nor attend all the meetings. To that end, I have asked the technical committees to focus their work on 'hot topics' which require immediate attention or are considered of primary interest to the aims of IFALPA.

Committee technical work continues, but I have asked the committee chairmen to take a project management based approach to their work and to eliminate items that will not have a significant safety or technical benefit. Some examples of the current hot topics are Multi-Crew Pilot Licence (MPL), Runway safety, Unmanned Aerial Vehicles (UAV), RVSM airspace and Strategic Lateral Offset Procedures (SLOP).

The demand on IFALPA resources will continue to increase so it is my view that we need to formalise the committee project management system, modelling it on ICAO's ANIP process and to consequently only undertake high priority projects that have a measurable safety or technical benefit to the profession. This has to be balanced against the requirement to respond to ICAO; both in a face to face form and by responding to State letters in a timely and professional manner. IFALPA needs to better integrate the Regional Vice President role so that the RVP's can represent IFALPA's view with the appropriate technical skills at the various ICAO Regional meetings. On top of that our technical experts have to assist local Member Associations in lobbying their respective regulatory Authorities and, in this aspect, we are fortunate to have European Cockpit Association and ALPA International tackling EASA and the FAA. Finally we need to formally implement a mentoring system to accompany our training packages to better prepare our technical volunteers to deal with the demands placed upon them.

**EVP Technical Activities**

It is the role of the EVP Technical to oversee the technical activities of IFALPA and to personally supervise the ADO, AGE, ATS and IFE committees. This year the amount of travelling was exacerbated by the requirement to cross a major ocean before you can get anywhere from Australia. Nevertheless, I was able to attend the first half year ADO, AGE and IFE meetings and in the last quarter of 2007 I was able to attend the ATS meeting in Buenos Aires but was unable to attend the ADO and AGE 2 meetings in Bangkok due to an (expensive) motor racing commitment made before I was elected. I was also fortunate to attend the annual ALPA International Air Safety and Security Forum in Washington and the IFATCA Technical & Operations Committee (TOC) meeting in Melbourne. I am also a member of the ICAO Operations and Airworthiness Panels but was unable to attend the OPS Panel due to flying commitments and the AIR Panel have not yet met following ICAO's internal reforms. The usual amount of email traffic and associated paperwork accompanied all this work. This entailed a lot of reading and coming to grips with the various technical papers on the wide ranging interests of IFALPA and ICAO. I have found it unwise to be sitting at my computer at 11.30pm at night as all the IFALPA office traffic starts to arrive and I end up sitting up and answering it – much better to answer it in the morning looking out over the ocean.

**EVP Technical Future Activities**

My planned activities for this coming year include all the various Executive Board and committee meetings plus a conversion onto the A380 commencing on the 5<sup>th</sup> of July. Apparently this goes for about eight weeks and then I will be flying the A380 to Los Angeles and to London in 2009. I am looking forward to this move to the latest technology from Airbus and have arranged the conversion date to have minimal impact on my IFALPA activities. In fact, in my own airline's system, initially I will be often 'displaced' from flying so that training may be conducted for other (non-Airbus) pilots converting to the aircraft. Consequently I should have more time to apply to IFALPA activities.

This is, in some ways, fortunate because flying is about to ramp up on the A330 fleet and that will reduce my availability for IFALPA meetings; I have to fly a normal pattern line of flying and each meeting involves two days travelling each way. Currently, my own MA is at loggerheads with our company over time relief for MA activities, and I have been fortunate to receive the support of my Chief Pilot and Fleet Manager for IFALPA activities by being flexible with my rostering; such is the regard for IFALPA's work.

**Technical Committee Work**

I continue to be impressed with quality of work produced by our volunteers on the technical committees – they are the backbone of IFALPA's technical expertise. It is absolutely vital that the volunteers are encouraged to join the various committees and to be guided and mentored by the senior colleagues. I have asked the committee chairmen to re-visit their work programmes with a view to trimming items that have had no work for the last 12 months or that have no measurable safety or technical benefit. All the committees have enthusiastically embraced the 'Hot Topic' concept; it will be pleasing to see this concept mature as the volunteers should see relatively immediate results from their work. The committees have also embraced the concept of Board designated Hot Topics or Board projects. Some of the current Hot Topics are Multi-Crew Pilot Licence (MPL), Runway safety, Unmanned Aerial Vehicles (UAV), Single Pilot Cruise, RVSM airspace and Strategic Lateral Offset Procedures (SLOP). Hopefully, we will formalise the management process for these tasks so that we have designated project managers, appropriate resources, project milestones and outcomes, and, most importantly, an end date. With the retirements of committee chairmen I see a loss of long standing knowledge and expertise; we need to instigate appropriate management skills training for our new Chairmen and Vice Chairmen so that they can take the reins seamlessly. We also need to institute a knowledge database and to maintain our Briefing Information and Learning Leaflet (BILL) system.



**External Representation**

External representation at various meetings, conferences and committees continues to place significant strain on our volunteers. I will continue to monitor whether there is value for IFALPA in a particular request and I have also asked the committee chairmen to carefully consider the merits of a particular meeting or external representation. Often our volunteers represent their own MA in various roles and already are committed to local meetings. Where this can dovetail with IFALPA work this can have excellent results but, where IFALPA has a unique requirement, this can place a huge strain on the available time of a particular individual. There is no immediate solution other than filtering the demand on volunteers at both a strategic and tactical level.

**Chinese RVSM**

The successful implementation of metric Chinese RVSM airspace on 21 November 2007 was due, in no small part, to the expertise of our technical experts and, in this particular case, Miguel Marin, the Chairman of the ATS Committee. Initially IFALPA was concerned that purely metric RVSM airspace would not meet any of the collision risk modelling previously done for RVSM, so a meeting with the Air Traffic Management Bureau (ATMB) of China and the CAAC was arranged. I was fortunate enough to attend that meeting with Miguel and Lucy Tsui from Hong Kong ALPA as basically my first external representation as EVP Technical Standards.

After discussing the merits of the Chinese model it quickly became apparent that the ever pragmatic Chinese had recognised the difficulties of a purely metric model, and therefore proposed to issue clearances in metres but to have the aircraft fly the selected altitude in feet thus ensuring a constant 1000 foot separation standard. I volunteered IFALPA's help in preparing the world wide training material for the RVSM implementation. Apparently our presentation of IFALPA's capabilities and skills must have impressed the ATMB as our offer was readily accepted. I put this down to Miguel's quiet expertise and diplomacy as well as Lucy's excellent translation skills. We have formed an ongoing relationship with the ATMB and this bodes well for IFALPA's future involvement in China.

**Regional Technical Activities**

IFALPA's technical activities this year will include responding to ICAO both in face to face forums and in timely and considered response to State letters. These activities do not all occur in Montreal. For example, Africa is moving to implement RVSM with direct help from the ICAO Regional office whilst apparently not meeting any published collision risk model. IFALPA will need to be actively involved in this debate through our Regional Vice Presidents. It is my view that we need to improve the link between our various regional representatives and our technical committees so that a consistent technical message is relayed in these various regional forums. Certainly IFALPA policy helps in this area but where an issue is a Hot Topic or new and dynamic, it may help if a technical expert accompanies an RVP to the more important meetings or is, at least, designated to help the RVP with technical expertise. Consistency of opinion and technical expertise is at the very heart of our credibility. It would be good if our RVP's came from our technical committees, but this is often not the case, and is not absolutely necessary provided that we can meet the consistency and knowledge requirement. This is an issue for the Executive Board to consider as we develop the Regional model.

**Conference Technical Forum**

This year's technical forum at the annual conference will focus on Runway Safety in the form of excursions and incursions. Runway related accidents are the second biggest cause of hull losses after controlled flight into terrain. I expect the forum, which is being pulled together by Rob Van Eekeren and James Eales, to be to very topical and interesting.

**Future Technical Activities**

I have basically outlined this in the committee work discussion but IFALPA needs to better focus its technical resources; principally the volunteers. We need to take a project management approach to our work and balance outcomes against resources expended. The measures for IFALPA success should be very high level; a safety enhancement or a technical achievement which will enhance the profession. We need to respond to ICAO better both in face to face work and in written replies to State letters. At the same time we need to utilise the resources of European Cockpit and ALPA International to monitor EASA and the FAA lest we suddenly get unreasonable or inconsistent rule sets from the two biggest regulators. We have some excellent courses already but we need to consider training for our committee Chairmen and Vice Chairmen; management and meeting skills would be ideal. We also need to formally implement a mentoring program for our young volunteers and to establish a technical information data base and continue to encourage the use of Briefing Information and Learning Leaflets (BILL) so that expertise is not lost with the retirement of our older volunteers – in other words a corporate technical memory is essential.

**Acknowledgements**

I would like to express my thanks to the Board for being patient with a new member and to the staff for supporting me at such long distance. I would also like to express my gratitude to both my airline for being flexible enough to allow me to do this job, and to my member association for supporting me as Executive Vice President Technical. Last, but not least I would like to express my gratitude to the IFALPA volunteers who put in so much effort for IFALPA and whose work in the various committees make IFALPA the outstanding technical organisation that it is.

I look forward to the coming year.

**Appendix E****Annual Report of the Executive Vice-President, Professional Affairs for 2008****Captain Georg Fongern**

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As you can imagine from the report below, the year 2008 was one of the busiest years in the past.

Besides my work as EVP on the IFALPA Board, I fly nearly the full schedule as Captain on A330/340 with Lufthansa. I therefore can combine some meetings in parts of the world with my flying activities.

The world of aviation turned within weeks from a significant shortage of pilots and shortage of capacities, struggling with exploding fuel costs into significant pilots' furloughs, airline closures, capacity cuts and long time low fuel prices.

In this environment it is not easy for the Committees and their Chairmen to maintain continuity in their work especially when the industry turns their attention rapidly.

Regarding the work in the Committees, I oversee (DG, HUPER, IND, SEC), especially the DG and the IND Committees are in need of more continuously active volunteers. As well as for the other committees the external representation on ICAO, governmental and industry level is an essential part of IFALPA's mission.

My personal involvement in the committee work has been very wide ranging from external representation on various international conferences and personal visits to Member Associations. I worked on technical and industrial issues which sometimes can create conflicts of interest.

Looking to the future, I want to mention that more and more IFALPA representatives take over the role of the technical experts, a role which originally was fulfilled by the governments and the airlines. The years 2009 and 2010 promise an increasing amount of industrial activities for IFALPA in the meaning of providing logistics, advice and guidance.

I would like to thank my Home Association, Vereinigung Cockpit, to provide the extra time off from flying to execute my duties. I would also like to thank the staff of IPH for their support to commence business in an orderly and efficient way.

**February**

- 4<sup>th</sup> - 7<sup>th</sup> I attended the 9<sup>th</sup> EC/EB Meeting in Weybridge, England
- 8<sup>th</sup> I had the honour to chair the Committee Chairmen's Meeting in Weybridge. The meeting was very productive and very open and constructive discussions took place.
- 26<sup>th</sup> - 27<sup>th</sup> I visited the IATA OPS Forum in Madrid.
- I was invited to attend the Panel discussions on ITQI and GASAG.
- ITQI - IATA Training and Qualification Initiative
- The discussion was about the problem of finding enough suitable candidates for the pilot's profession. IATA addressed the issue by globally saying that the job has to become more attractive. MPL and/or lifting the maximum licensing age to 65 would not do the job!

IATA agreed to IFALPA positions to implement MPL according to ICAO Annexe 1 & PANS TRNG. Furthermore they agreed in the necessity of MPL advisory boards and constant monitoring of the process. In general our position statement found agreement. I urged IATA to monitor their members to do the job right and that we will constantly observe the MPL activities in order to provide our own data for the review process to ICAO in 2009.

My impression was that IATA leadership shares our concerns and our views on MPL.

GASAG (Global Aviation Security Advisory Group)

It was agreed that GASAG lost momentum over the years despite lots of open items e.g. MANPAD protection, New Technologies on ground & in flight security challenges like the Olympic Games etc.

Therefore we agreed on formalising GASAG to a certain extent and appoint a "focal point" to bundle up information and disseminate it to the members.

I suggested different approaches towards lobbying:

- website
- printed media
- road shows
- symposia

to reach out for politics, regulators, industry and passengers.

More discussion about risk based security.

The OPS Forum was again a good place to network and make IFALPA visible. It was appreciated that IFALPA was represented by a Board member.

## **April**

14<sup>th</sup> – 16<sup>th</sup>

I attended the 10<sup>th</sup> ECM /EBM.

18<sup>th</sup> – 22<sup>nd</sup>

During the 60<sup>th</sup> Annual Conference I had several side meetings with delegates and working committee members. I was re-elected as EVP PA.

## **May**

12<sup>th</sup> – 15<sup>th</sup>

At the HUPER I meeting in Reims, France, we discussed mainly effects of EASA taking over control from JAA, radiation issues and in lengthy and in-depth discussions the MPL issue. The Committee agreed on more information activities and pressure on industry and regulators to enhance proper implementation of MPL. At the same time, I reminded the delegates of the great responsibility in that area of the MA's. In my absence, the Committee discussed the age limit issue with the Chairman of the Industrial Committee.

## **June**

3<sup>rd</sup> – 5<sup>th</sup>

I attended the SRG-meeting in Chicago. The meeting discussed PP01, New Pilots Orientation and developed a draft brochure for further discussion in AMS in September. Regarding PP09, Organizing the world's pilots, we discussed and developed an action plan to organise the pilots of India.

- 6<sup>th</sup> – 7<sup>th</sup> At the Industrial Committee Meeting in Chicago, the age limit issue and the social impact of MPL were main topics. Furthermore, we discussed the implications of the proceedings of BALPA against BA regarding the new “Open Skies” Airline, which could have a detrimental effect on the labour conditions of all European employees and workers. The meeting was very well attended and the discussions were very fruitful.
- 12<sup>th</sup> I met with Capt. Frühwirth (ECA) in Vienna, Austria, discussing several topics of IFALPA and ECA.
- 18<sup>th</sup> During a layover in Washington I had an extended discussion about the future aspects of aviation in general and especially in the US with a former UA-MEC member, who presently works in the consultancy industry.
- July**
- 8<sup>th</sup> – 12<sup>th</sup> I attended the 12th ECM /12th EBM in Jakarta.
- August**
- 23<sup>rd</sup> During a layover in Singapore I met Jimmy Ho and Nick Lagarous from ALPA-SIN. We discussed the developments in the Far Eastern area as well as MPL matters and the age limit issue. Incidentally, George Karambilas from Luxembourg ALPA joined the dinner and we spent the evening together.
- September**
- 23<sup>rd</sup> – 24<sup>th</sup> The Industrial Meeting took place in Copenhagen, Denmark. The agenda was very interesting in regard to the very difficult situation of the industry and the financial markets. The hot topics were the FTL scheme of IFALPA and the maximum licensing/pension age.
- 27<sup>th</sup> – 30<sup>th</sup> I attended the Security Committee Meeting in SFO. We had a very good attendance. The Committee under the leadership of the Chairman Capt. Jo Puff proceeded efficiently through the agenda. The Committee plans a complete review of Annexe 17, which is a major task and requires an additional preparation meeting of a very small group chaired by the Vice-Chairman Capt. Nico Voorbach and most probably 1 extra day during the subsequent committee meeting. On the last morning session, the Chairman of the DG Committee, FO Mark Rogers, attended the meeting to discuss cargo and security issues.
- October**
- 1<sup>st</sup> – 2<sup>nd</sup> The DG Committee convened also in SFO. The issues are of very specific nature and it shows the high proficiency of the Committee members. Unfortunately the attendance was quite low in numbers. The main issues were the transport of Li/Li-metal batteries, DG training of crew members and other personnel and the creation of a DG Handbook for pilots.
- 5<sup>th</sup> I had an accident which prevented me from visiting IPG in Mumbai.
- 20<sup>th</sup> – 25<sup>th</sup> The 2<sup>nd</sup> HUPER meeting took place in Pretoria, SA. A lengthy discussion took place about alcohol abuse amongst the pilot’s community and the questionable random testing.
- Greg Fallow presented the FTL scheme which generated discussions about Split Duty and exceptional extensions of the scheme.

After discussing the cabin air quality issue we started a review of the maximum licensing age policy drafts. The HUPER committee so far proposed to lift the age limit only after more in depth cognitive and psychological testing of the applicants is in place. Nevertheless IFALPA has strict policy opposing any further testing.

The MPL issue took a large part of the third day. Dave Mc Kenney briefed us on the Canadian MPL training program and the still inherent deficiencies.

The meeting was well organised and the venue had the charm of being somewhat different from the usually well known conference facilities.

## **November**

27<sup>th</sup>

During a short layover in Tel Aviv, I met with Avi Harari, Board Member of ISR-ALPA. We discussed different IFALPA topics. A hot topic for ISR-ALPA is the issue of maximum licensing age, because the law foresees everybody to work up to 67. Israel CAA launched an information letter to 120 states requesting permission to crew Israeli aircraft with one pilot over the age of 65. Only 3 states refused permission.

The trial of the Positive (Security) Identification System seemed to be unsuccessful. The project presently is at a standstill.

## **December**

The last month of the year was dominated by simulator activity and flights to Hong Kong, Chicago and Sao Paulo over the Christmas.

## Appendix F

## Annual Report of the Executive Vice-President, Africa &amp; Middle East for 2008

## Captain Mohamad Kheir Hassoun

## 1. Introduction:

Firstly, I would like to thank both Regions for the trust and the confidence that they have invested in me, which has imposed a heavier responsibility and commitment to the EVP's Duties and expectations. I am hoping that with the help of the President, the Executive Board, all the IFALPA Staff, RVPs and MAs we will achieve those expectations. Many thanks to all of you for being there whenever needed.

## 2. Secondly, both regions, especially the Middle East, still suffer from the lack of representation and participation due to many factors, this has several effects:

- As Pilots are not participating in the Industry' Meetings, Seminars and Conferences, it is very difficult for the Region to understand IFALPA's concept, and to show the Federation's contribution to the respective technical work and initiatives
- The inconsistency of the representatives, i.e. it is not the same person who attends the same meeting, makes it very hard to relay the messages and not feasible to establish proper contacts within the core group.
- Since the shortage of pilots is not as it was the year before, which was directly proportional to the growth, it has affected the scope, conditions of services and demand. All that has led to a complete change of plan and a severe shuffle of Pilots among the Gulf Airlines Companies, which has caused instability
- Most of the Airlines, in the Regions, have extended their Operations "LRO" and also minimized the frequency, to accomplish this, they have had to use various FDTL

Attending most, if not all, of the Aviations' Activities is an objective that I have accomplished and this has raised IFALPA's Profile and introduced the Region to the Federation's Technical Work.

## 3. The Meetings:

I have had a heavy schedule during the 2008 and the beginning of 2009:

- IFALPA's 63<sup>rd</sup> Annual Conference, Mexico, April/2008
- IFALPA's 11<sup>th</sup> Executive Board Meeting, Mexico, April/2008
- ICAO SAR & Civil/Military Coordination Seminar, Cairo, May/2008
- ICAO Special Baghdad FIR Coordination Meeting, Cairo, May/2008
- JATCA "Jordanian Air Traffic Controllers' Association" Annual Conference, Amman, June/2008
- AFI/MID Regional Meeting, Cairo, October/2008
- ICAO PBN/GNSS TF/1 Meeting, Cairo, October /2008
- IFALPA'S 13<sup>th</sup> Executive Board Meeting, Beijing, November/2008
- Special AFI/RAN Conference, Durban, November/2008
- Gulf Flight Safety Committee Meeting, Abu Dhabi, December/2008
- IFALPA's 14<sup>th</sup> Executive Board Meeting, Weybridge, Surrey, January/2009
- 1<sup>st</sup> CANSO Middle East Conference, Jeddah, January/2009
- ICAO MIDANPIRG/11 "Middle East Air Navigation Planning and Implementation Regional Group", Cairo, February/2009, *and again with the remarkable Team's Work of "Captain Paul McCarthy, Captain Miguel Marin, Miss Carole Couchman and IPH, we were able to emphasize the need for States to regarding the States to upgrade their Laws, Regulations and Polices in accordance with ICAO's Annex 13 and Chicago Convention on "REPORTING SYSTEM & JUST CULTURE"*.

**4. Had to drop two meetings:**

- IFALPA's ATS Committee Meeting, Lisbon, July/2008; due to the Importance of Representing IFALPA to the JATCA Conference
- IFALPA's 12<sup>th</sup> Executive Board Meeting, Jakarta, July/2008, due to the unavailability of Seats

**5. Future Meetings, till the Next Conference:**

- IFALPA's 15<sup>th</sup> Executive Board Meeting, Auckland, March/2009
- IFALPA's 65<sup>th</sup> Annual Conference, Auckland, March/2009
- IFALPA's 16<sup>th</sup> Executive Board Meeting, Auckland, March/2009

**6. Recommendations:**

- Again, since it is directly proportional to their image, MAs should conduct a proper follow up on the work of their nominated RVP
- Most MAs are requiring to be more involved in the Regions' **HOT TOPICS** such as: *Deficiencies, RVSM Implementation and Monitoring, Communications and the respective Infrastructure*
- Until the completion of IFALPA's Web, MAs should continue updating IPH with their latest developments in order to cope with the rapid changes, regionally and Globally

I would like to extend my special thanks to all the people who helped me during the past year and that I am still in need of their efforts, help and support for the coming years.



## Appendix G

### Annual Report of the Executive Vice-President, Asia Pacific for 2008

#### Captain Stu Julian

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1. This is the annual report for the 2009 Conference in Auckland New Zealand from the Executive Vice President Asia Pacific.

I look forward to welcoming everyone to my part of the world, down under, it is a great place to come and visit, so please join us for some Kiwi hospitality. The 2009 IFALPA Conference will be in my home town and hosted by my home association New Zealand ALPA. You can get further details from the web at [www.nzalpa.org.nz/ifalpa](http://www.nzalpa.org.nz/ifalpa) for all your needs.

2. **Summary**

Since the 2008 IFALPA Conference in Mexico, the IFALPA work within the Asia Pacific Region has matured with a vigour and vitality that I have not experienced before. We are seeing greater Member Association participation and interaction. This also included hosting the ICAO Regional Director, Mr Awan Mokhtar at the Asia Pacific Regional Seminar and associated Regional Meeting. The Regional Director interacted in a very positive and productive manner across all levels of pilot representatives and aviation issues. In the last three years we have experienced improved levels of Member Association communications within and across the Region. This last year we have also had the privilege of increased numbers of high calibre IFALPA representatives engaging in a positive and effective manner. The impacts of all these aspects are producing more positive results for line pilots at the ICAO Regional Office in Bangkok and within this Region. This is very pleasing progress but considerably more commitment and work are required. The outlook for the year ahead as global pressures and financial systems stress will make for a testing and demanding time ahead. The past has delivered volatility at unprecedented level and the future looks to hold more of the same. The outlook for IFALPA is to continue in a strong and professional manner, as we adjust and adapt to the environment. The Asia Pacific Region will, with the support our team of RVP's and quality representatives, continue to flourish and blossom with effective levels of communication that will directly shape the delivery of quality line pilot input.

3. **People**

The team consistent of Regional Vice Presidents, Captain Korn Mansumitchai, Captain Ian Getley, Captain Greg Wolfsheimer, Captain Tsutomu Ishiyama and Mr Ahmed Baber who are ably assisted by Captain Clement Kolandaisamy and Captain Cheong Kah Seng. There are also other talented pilots within the region like Mr Glen Kenny and Captain Paul Lyons that are keen to contribute and need to be encouraged with the time and opportunity to grow into this representative role. We have Captain Suresh Menon and Ms Lucy Tsui contributing to the IFALPA work within our region with a focused and consistent application. This team is skillfully managed by Carole Couchman formally of London and now of Montreal. I commend to you each of these RVP annual reports as we collectively cover off over 100 meeting man days of activity just in ICAO Regional Office located in Bangkok, plus the other Industry activities. This is a significant and meaningful contribution to making our aviation system safer, stronger and sustainable.

4. **IFALPA Regional Structure**

IFALPA is still evolving having just completed its 60<sup>th</sup> Jubilee year. Late last year I hosted the first Asia Pacific EVP and RVP's meeting designed to review our activities and plan for the most efficient and effective way forward for each participant and collectively set some priorities for the Asia Pacific Region. This meeting was very productive and is valuable enough to plan for future RVP meetings associated with the relevant Asia Pacific Regional Meeting midyear to compliment the activity of the RVP's at Conference.

At this year's Conference we have a number of papers on Constitutional change. One of the papers proposed (09A&F011) for the 2009 Conference is a change to the IFALPA constitution to bring the transition period in Appendix 5 to an end. The proposal within this paper "provides a new basic structure for Regions where a protocol has not yet been agreed, and will allow for regional Groups to develop at their own pace." The proposed text includes "the Basic Regional Structure and will result in a structure comprising of the Executive Vice-President (Region) and the Regional Vice Presidents."

At the conference in Auckland, two RVP's (Asia East and North Pacific) will complete their two year term and my two year term as EVP will be completed. Remember that nominations can be made up to 1500 on Friday the 20 March, and the elections will occur on the morning of the 21<sup>st</sup> March 2009.

## 5. Highlights in the Region

China ALPA has spent the last few years working to get China State Council approval, creating a constitution, electing representatives to be able to approve the constitution and appointing a Juristic person and achieving registration along with business registration. This business registration allows China ALPA to conduct financial business. This is a historic and epic process registered.

This good work in Beijing has had the good and consistent guidance from Ms Lucy Tsui, the Technical Secretary from Hong Kong ALPA. Lucy is an asset to this process and HKALPA can be justly proud of this uniquely historic contribution.

Earlier I discussed the good work at the ICAO Regional Office in Bangkok. IFALPA has engaged actively in the Performance Based Navigation (PBN) Task Force planning work and presented a paper calling for optimum approach design as PBN rolls out within the Region. 30 Hour TAF's will be a reality on 5<sup>th</sup> November as will the continuance of VOLMET TAF's for now. Emerging work includes identifying and working to improve communication within the Manila FIR, the pilot as part of the onboard Security system, Dynamic Airborne Route Planning (DARP), ICAO Meetings in Bangkok and the Civil Aviation Transformation Team work in Indonesia.

IFALPA continues to build relationships within the Region with likeminded safety organisations. The Airlines of Asia Pacific Association (AAPA) invited me to present a paper on training and the impact of future resources. I was unable to attend but Korn was able to step in and take my place. His presentation was very well received. Another example was the China Aviation Education and Training Summit where I made the keynote address and moderated the afternoon sessions on behalf of IFALPA. Both organisations have invited us back for next year's seminar which tells me that we have a message that people want to hear.

Our Region also has exposure to criminal liability matters and the inappropriate use of post accident information. This issues is complex because it involves local laws, but equally it is a simply proposition to separate legal and safety investigations particularly under the ICAO Annex 13 Attachment E doctrine. The Executive Board have captured some of the issues with a "Post Accident Status of Safety Information" paper. It is important for every pilot representative to take this paper home and inform them on the contents and to understand this paper.

*The IFALPA Executive Board notes that there is not universal implementation of ICAO Standards and Recommended Practices around the world, particularly the provisions of ICAO Annex 13, including Attachment E. Further there is a mistaken belief amongst some MA's that ICAO Annex 13 and Attachment E grants immunity from prosecution for pilots and that IFALPA supports this position. The purpose of this statement is to clarify IFALPA's understanding of the intent and scope of ICAO Annex 13,*

As your EVP I commend to all Member Associations to be mindful and ideally review their financial systems to ensure integrity, robustness and accountability of handling the membership monies. The financial systems within any Member Association should not be subject to a single point failure. That is, one person should not have sole charge of significant sums of member's monies. We have been advised of an adverse event occurring to a MA which resulted in the fraudulent loss of a significant

sum of monies due to a single point failure; hence the call for MA's to review your financial handling and management systems.

## 6. NZALPA support

It is always a pleasure to acknowledge the strong support I get from my Home Association, the New Zealand Air Line Pilots Association (NZALPA) and in particular the direct support from the Air New Zealand Pilot Council (ANZC) and its member line pilots for this IFALPA representative work. This tireless support from the President Captain Mark Rammell and IFALPA Director Mr Glen Kenny the Board of Management and the ANZC is much appreciated for without this I am simply unable to attend to this amount of business.

The office support from the new Executive Director Mr Rick Mirkin is invaluable as is my Secretaries commitment to me Ms Eliza Bradley. It is a fond hope that the wheel will turn and this IFALPA work is valued by a major player within the NZ airline industry, and in a tangible form that can match the line pilot commitment.

The support I have from home with my wife Carina and my grown up family of Jonathan and Amanda is always appreciated and accepted with love and kind wishes.

## 7. The outlook

The outlook will include a greater focus on the "green issues" particularly in the air traffic system and fuel from a cost and emission view point which will dominate serious aviation discussions. Recent Industry reports provide clarity on what can be done with bio fuels.

The outlook for the year ahead as global pressures and financial systems stress will make for a testing and demanding time ahead. The past has delivered volatility at unprecedented level and the future looks to holds more of the same.

Interestingly most of us with a few grey hairs will have seen these global pressures and a degree of volatility but whilst these are new highs and lows for everyone those of us that have been here before can draw on that experience but remember that there are a large population of younger colleagues that have yet to appreciate and understand the full impact of a down turn in the world economy. They may need help in adjusting and operating within this testing environment where flight safety and standards are under even more pressure. Reducing risk is everyone's business even in a downturn. A comment from an IATA speech included the point that the best safety device you can get in an airplane is a well trained pilot. This is so true; remember we make the difference every day.

The outlook for IFALPA is to continue in a strong and professional manner, as we adjust and adapt to the environment. The Asia Pacific region will, with the support our team of RVP's and quality representatives, I continue to flourish and blossom with effective levels of communication that will directly shape the delivery of quality line pilot input.

We will influence a wide range of endeavours that are directly relevant to all pilots both here and all around the world.

## Meetings attended:

### April 2008

23rd	EBM 11	Mexico
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### May 2008

23rd	Conference 2009 Organising Committee	Auckland
26th – 30th	RASMAG/9 meeting	Bangkok
28th	APG Visit and update on EBM/Conference	Jakarta

### June 2008

17th	2009 IFALPA Conference committee	Auckland
17th -19th	NZALPA Annual Conference	Auckland

**July 2008**

7th – 8th	Towards Safer Skies Conference	Jakarta
8th -10th	EBM 12	Jakarta
22-23 July	NZALPA Board Meeting	Auckland

**August 2008**

13 -15 August	USALPA Air Safety Forum	Washington
27 August	IFALPA 2009 Conference committee	Auckland

**September 2008**

6 – 7 Sept	AFAP Convention	Melbourne
23 September	2009 IFALPA Conference committee	Auckland

**October 2008**

21 October	Conference 2009 Organising committee	Auckland
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**November 2008**

7-8 November	EBM 13	Beijing
10 November	RVP meeting	Seoul
11 November	Asia Pacific Seminar	Seoul
12-13 November	Asia Pacific Regional Meeting	Seoul
28 November	A320 Accident in Perpignan response	Auckland

**December 2008**

4-6 December	China Education and Training Summit	Beijing
16 December	NZCAA Rule making proposal MPL	Wellington
16 December	NZALPA Meeting	Auckland
16 December	2009 IFALPA Conference meeting	Auckland

**January 2009**

12-15 January	EBM 14	London
16 January	Committee Chairmen meeting	London
28 – 30 January	ALPA Japan JL907 activity	Tokyo

**February 2009**

17 February	Aus ALPA meeting	Sydney
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**March 2009**

16-18 March	EBM 15	Auckland
19 – 24 March	65 <sup>th</sup> Annual Conference	Auckland

**Appendix H****Annual Report of the Executive Vice-President, Caribbean & South America for 2008**  
**Captain Salvador Gayón**

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**JANUARY - FEBRUARY**

Every year we hold elections in ASPA de Mexico, and I decided to run for the second highest office in ASPA's Executive Board (Internal Affairs Secretary). The campaign took place during January and part of February, and due to that I was unable to attend the 9<sup>th</sup> Executive Board Meeting in Chertsey. I would like to thank Captain Limon and the Executive Board for their understanding and support during this period. The results of the election were published last February and I was elected to this position. I plan to support IFALPA's work from the ASPA's Executive Board. RVP CAR/WEST, Captain Fernando Alvarez was also elected as Secretary of Technical and Foreign Affairs and Captain Juan Carlos Gonzalez Curzio was appointed as Technical Director.

Captain Limon and I were invited to attend the ceremony of the new Executive Board of SIPAC Panama, held in Panama on 30th January. As Captain Limon was unable to attend, I represented IFALPA. The ceremony was very nice and the new Executive Board members are willing to improve their participation in IFALPA. The new President is Captain Luis Carlos Novo, and the former President Captain Orlando Carrasquilla will continue working with the new Executive Board.

**MARCH**

I attended the annual ASPA - ICAO Seminar held in Mexico City and it was very successful. I also attended a seminar to improve public speaking as part of the training for newly elected Executive Board Members of ASPA de Mexico.

**MAY**

We were invited to attend the first Global Aviation Safety Road Map Seminar in Bogota from 19<sup>th</sup> – 23<sup>rd</sup> May. Prior to the seminar, a few conference calls took place between the main representatives of GASR, and although I was not able to attend them, I kept in close contact with Mr. Oscar Quesada from ICAO Lima, who was the coordinator of the seminar. I briefed Captain German Diaz Barriga and asked him to attend the seminar representing IFALPA, since he is familiar with GASR. As usual, he did an excellent job during the seminar and gave a presentation on IFALPA. The feedback received from ICAO was excellent regarding Captain German Diaz Barriga's participation, and they included him on the newly created Regional Aviation Safety Group for Pan-America (RASG/PA).

**JUNE – JULY**

Captain Carlos Limon was invited to make a presentation on a Single Sky Conference in Montevideo, Uruguay, and since he was unable to attend, he asked me to make a presentation on behalf of IFALPA. It was a very good Conference, attended by members of the South American States, and my presentation was on the pilot's view about a single sky in the CAR/SAM Region as well as CLOP. The presentation was very well received and they asked me to attend (or someone from IFALPA) next year's Conference.

During my stay in Uruguay, I met with the President and Executive Board of ACIPLA and they updated me about the recent problems in their Association. Due to problems with Pluna and the union pilots, the entire Executive Board resigned their positions and they held emergency elections, choosing the former President, Captain Hernan Sena, who strongly supports IFALPA. They are looking forward to working actively again with us.

The Caribbean ALPA annual meeting took place from 2<sup>nd</sup> – 3<sup>rd</sup> July and I was unable to attend due to the Executive Board Meeting. Captain Diaz Barriga attended the meeting on behalf of the Federation.

**AUGUST**

I took office on the ASPA Executive Board on 4<sup>th</sup> August as Internal Affairs Secretary, and I spent most of the time dealing with union business, since the new President, Captain Alejandro Nava Velez took up his position just a week earlier. This situation means extra pressure since this is his first job in ASPA and I work very close with him.

Captain Orlando Carrasquilla from SIPAC visited Mexico, and we met to talk about the organization of the next CAR/SAM Regional Meeting to be held in Panama next December, and the situation in Panama.

I had a meeting with Mexico's Director General of Civil Aviation, Captain Gilberto Lopez Meyer, who is a former ASPA member, regarding the situation of airlines operating in Mexico. I invited him to ASPA de Mexico to brief the Executive Board about the difficult times to come for our industry. Recently Captain Lopez Meyer was appointed as the Director of Agency in charge of all the airports in Mexico, and the next Mexico's Director General of Civil Aviation is due to be appointed.

I attended a meeting with the Minister of Transport for Mexico, Mr. Luis Tellez, who explained the actions to be taken by the Mexican Government regarding the situation of the airlines in Latin America.

**SEPTEMBER - OCTOBER**

Negotiations with Aeromexico were very difficult regarding the pilot's CLA, and we reached a satisfactory deal on the last day to initiate industrial action.

I attended a meeting with the airline industry unions, the Minister of Transport and the DGCA Director, where we were invited to participate in a working group, to propose actions in order to strengthen our companies. In Mexico, some airlines went bankrupt or stopped operations during the last few months.

I was invited to Congress to attend a ceremony for the annual President's message to the nation. There are no significant changes regarding aviation policy in Mexico for next year.

I attended the ALPA International Board of Directors Meeting in Las Vegas which was very successful. I would like to thank our Deputy President, Captain Paul Rice, for his kind invitation.

**NOVEMBER**

I attended the 13<sup>th</sup> Executive Board Meeting in Beijing.

**DECEMBER**

I attended the CAR/SAM Regional Meeting which took place in Panama from 3<sup>rd</sup> – 5<sup>th</sup> December. The meeting was very successful, including a Local Runway Safety Team and Industrial training day. After some discussions on Annex 19, it was suggested a system be implemented to report deficiencies through the Website.

On the last day of the meeting, I informed the delegates that I will not run for re-election at the Auckland Conference, due to my responsibilities with ASPA's Executive Board. I thanked everyone for their friendship and support and will continue to support IFALPA's work.

## Appendix I

### Annual Report of the Executive Vice-President, Europe for 2008

Captain Henk de Vries

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#### Introduction

I hereby present my report for 2008. For the third year now, I had the great opportunity to combine the functions of EVP Europe of the IFALPA Board with being Vice-President of ECA. I attended a total 15 Board meetings and 5 Conferences.

The IFALPA Strategic Review Group met four times in 2008. Together with Paul Rice I had the opportunity to co-chair the SRG. As a spin-off of this group, an IFALPA Website Working Group (WSWG) was created in which I participated. The group was tasked with the creation of a new website for IFALPA. By the time you read this report the new website should be up and running smoothly!

After the June meeting of the ECA Working group on Flight data, I stepped down as its Chairman. The subjects covered by this working group has become so broad that it requires technical experts that actually know about this stuff rather than a politician like myself! I am very pleased that Captain Renault Bosma (VNV, Dutch ALPA) and Senior F/O Juan Carlos Lezano (SEPLA, Spain) have stepped in as co-chairs of this important WG.

In the latter part of the year the ECA, 'Argument of Power' Working Group started its work and I serve as Chairman. This group tries to identify all kinds of 'actions' (not industrial action) that could enhance the lobbying efforts of ECA.

Once again I have to stipulate that I am in great debt to my fellow members of the European Team (ECA Executive board and ECA staff in Brussels). As you know, the IFALPA core activities in the European Region are delegated to ECA. All Membership, Technical and Industrial activities/tasks are undertaken by ECA. I am deeply grateful for the support of the other team members. Without them my efforts would be futile.

This annual report intends to give some highlights of the work I was involved in on your behalf and some other important issues. I use it first of all to update you on the work of the SRG. It describes just a (very) limited part of the total amount of work and /or developments in the European region.

Every month the ECA publishes an activity report and also an annual report is available; if you would like to know more about what has been going on in the European Region, I would like to direct you to these publications. They are available on the renewed website of ECA at [www.eurocockpit.be](http://www.eurocockpit.be).

#### 1. IFALPA Strategic Review Group

The IFALPA Strategic Review Group was formed in reaction to the (Industrial) challenges that pilots worldwide are facing as a result of Globalisation and Economic Liberalisation. In 2008 the SRG worked on the implementation of its 9 Project Plans. The plans are about three fundamental issues; *Training/Education, Raising our Profile and Organising the Worlds' Pilots*. Below is an overview of the 9 Project Plans.

##### PP01: New Airline Pilots Professional Orientation

Various products have been completed by the SRG for individual MA's to use:

- *PowerPoint Presentation "New Pilot Orientation"*  
This PowerPoint with speaking notes can be presented to student pilots (amended where necessary) by MA's when visiting Pilot Training schools. Also a 'screencast' of the presentation is available. A feedback form that pilot students can fill out to give feedback on the presentation will soon be available.

- *Checklist Pilot Introduction*  
This checklist contains items to be covered when MA's introduce new members into their association /union. It is based on several actual introductory presentations of IFALPA MAs.
- *An overview of the 9 Project Plans* categorised in the three fundamental pillars.
- *IFALPA 'Membership Kit'*  
This booklet can be handed out to new members of IFALPA MA's. It contains permanent content and has a front and back flap with additional pamphlets. The permanent content consists of articles on IFALPA, ICAO, Safety, Duties and Responsibilities of Pilots and on Globalisation. The pamphlets in the back flap are: Message of the IFALPA President, Extract of the first six chapters of the book "flying the line", and an organisational chart of the IFALPA structure. The front flap can be filed by the individual MA using the booklet with for instance: MA's President's message, information about membership, fees etc. The Membership can be 'personalised' for each Pilot Association by inserting for instance the logo and mission statement on the cover of the kit. An example of the kit will be handed out to each MA in Auckland, New Zealand. The kit will later become available via the IFALPA website.

All documents described above are (will become) available via [www.ifalpa.org](http://www.ifalpa.org). May I request you to have a look at these documents and provide us with feedback? They are there for you to use!

#### **PP02: Regular Training Programs**

Each year IFALPA will publish its planned training seminars / programs for the coming year. IFALPA MA's are urged to send as many representatives to these training programs as they possibly can. Time and time again these training programs prove to be fundamental in preparing and assisting pilot representatives to do their jobs. Just talk to anyone who attended IFALPA training and he/she will underline the above statement.

#### **PP03: Recruitment /Training of (future) Training Instructors**

This project plan is still work in progress. The process of how future training instructors are 'selected' is being identified. Also job descriptions are being compiled. This project plan is all about ensuring continuity in training of pilot volunteers.

#### **PP04: New Educational Models**

In an attempt to prepare pilot volunteers even better for their jobs, some new educational models will be created on; legal, finance, economics, mergers etc. They will eventually find their way into IFALPA training and / or e-learning.

#### **PP05: New IFALPA Website**

The IFALPA website is our 'public' face to the world. The new website is created to enhance the profile of the Federation. More emphasis than before will be given to publish our messages to external audiences. For instance all standing committees will have a 'public face'. Also the new site will be much more interactive so it will be a very practical tool for our pilot volunteers with enhanced document search facilities, interactive meeting database etc. The new website should be up and running just before the Auckland Conference.

#### **PP06: External Relations Management**

PP06 was created to identify the external relations of IFALPA (at international and regional level). After this identification phase and specific targets, goals could be set for the interaction with the external relations and priority setting could take place. Its intention was also to identify allies in fighting the negative consequences of Globalisation and Economic liberalisation. One could argue this Project Plan was at the core of the reasons for setting up the SRG. Unfortunately, this Project Plan has not progressed very far. This due to time and resource constraints and the fact that benefits are hard to quantify.



**PP07: Communications**

This project plan has been dropped: communication is omnipresent in all other Project Plans.

**PP08: IFALPA's Industrial Role**

The proposals of the SRG to enhance the Industrial role of the Federation have been taken up by the Industrial Committee. At the two meetings held in 2008, several sub groups of the committee have been set up with terms of reference agreed. It is unfortunate that up till now there has been very limited response to cover these subgroups.

**PP09: Organising the Worlds' Pilots**

Three priority areas have been identified: India, Middle East and China. For India and the Middle East some concrete steps have been identified to help organise the pilots in that region. In China we are in the middle of development of China ALPA and the relationship with them has been further developed when the Executive Board held its meeting in Beijing last June.

**In Conclusion**

During the Conference in Auckland, a final update on the work of the SRG will be given. After Conference the SRG will present its final report to the Executive Board. Although it might seem that the work has ended; in fact it has only just begun.

When I made my presentation two years ago about the identified problems associated with Globalisation, it was met with greater agreement than I could have ever hoped for.

It is our combined responsibility to now act. We have to *train and educate* the future generation of pilots and pilot volunteers, we have to work on *raising our profile* as professional pilots and we have to make sure we work on *organising the worlds pilots*.

The SRG has tried to create materials and come up with proposals to aid MA's in these efforts. IFALPA will play its part and we will support you to do the same.

**2. Argument of Power**

For some time the ECA has worked hard to enhance its lobbying efforts in the European arena. Workshops have been held to inform and educate the European Member Associations on how lobbying in Europe works and to emphasise that it is a joint effort of MA's and the ECA organisations. It is only fair to say that ECA's lobbying has become more efficient and effective. Over time, ECA and its MA's have come to the realisation that sometimes lobbying itself might not be enough to achieve our aims and objectives. You can have the best arguments, presented in the best possible way, but in the end politicians will make political decisions which are, unfortunately, not always based upon the best operational knowledge. That is why the 'Argument of Power' working group was created.

Its goal is to identify all possible actions (not industrial action) that can support and enhance ECA's lobbying ability and effectiveness. Letter campaigns, demonstrations by pilots at airports etc. are some examples. The moment these actions are put to use might come sooner rather than later. When the new European Flight Time Limitation Scheme was introduced, it was agreed that a scientific and medical evaluation of the so called Subpart Q would take place. The study was published at the end of January 2009 and contains favourable conclusions for pilots. Already the European Airlines do everything in their power to undermine the study, to discredit the scientists and to assure that none of the results of the study will be taken into account. As pilots, we cannot stand by and do nothing. The AOP initiative might have come just in time...

**3. European Region Organisational Matters**

Presently the IFALPA European Region consists of 39 Member Associations. Of these MAs, 36 are ECA members. In February 2008, the Lithuanian Airline Pilots Association (LCALA) and the Maltese Airline Pilots' Association (ALPA-M) were welcomed into the European pilot family. In November 2008 the pilot associations from Bosnia and Herzegovina and Montenegro joined the Association. This brought ECA's membership to around 38.100 pilots.

2008 was the third year that ECA worked under a streamlined organisational structure, with a small Executive Board and specific competences assigned to each Director. In 2008, ECA Conferences were convened in Brussels in February, Mexico City in April, in Luxembourg in June and Brussels in November.

At the ECA Conference in November 2008, two Executive Board directors stepped down from ECA work; Senior F/O Teppo Tyrmi (SNPL) and Captain Joao Moutinho (APPLA). Captain Joe Kraus (CZ-ALPA) and Captain Regis Fusenig (SNPL) were elected. Captain Martin Chalk was re-elected as ECA's President. Mr. Barry Meehan was appointed as the new IT and Web officer in April 2008.

**Personal note**

Everyone who has ever been in a pilot representative job knows that behind every volunteer there are numerous people giving their support and love. My work would not be possible without the support of my home association, VNV, and the love and support of my wife Jeannette.

## Appendix J

### Annual Report of the Executive Vice-President, North America for 2008

#### Captain Dan Adamus

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#### 1. Summary Statement

It gives me great pleasure to submit this annual report to the Conference as the EVP for the North American region. The NAM's 2 member associations, U.S. ALPA and ALPA Canada, are active members within the Federation, and the following are observations about the state of the industry as well as the region's 2008 advances and declines. The Air Line Pilots Association, International (ALPA I) is the larger organization, representing both of these MAs.

"It was the best of times, it was the worst of times . . ." This famous opening to the Charles Dickens novel, *A Tale of Two Cities*, aptly describes my view of the airline industry during the last year.

North American airlines have witnessed dramatic swings in fuel costs, greatly increasing and later reducing company expenditures for airlines that did not opt to hedge on this necessary resource. However, a worldwide economic downturn has led to a drop in air travel demand and a contraction of the industry in this region. Subsequently, airline pilot hiring levels in the U.S. and Canada are currently down and furloughs appear to be increasing.

Other events from 2008 have also affected the industry. The November terrorist attacks in Mumbai and the blockade of the airport in Bangkok, Thailand, remind us of the importance of being vigilant when it comes to matters of crewmember security. The ALPA I security network ensured that member pilots in these regions were accounted for and their pilot groups were kept apprised.

In the U.S., the National Transportation Safety Board continues to investigate the causes of the December accident of Continental flight 1404 in Denver, Colorado. Fortunately, there were no fatalities.

Finally, ALPA I looks forward to working with the new labour-friendly, Barack Obama U.S. presidential administration. Choices for the administration's appointments for the secretaries of the Department of Labour and the Department of Transportation have been applauded by the Association.

#### 2. NAM Issues

##### Security

Crew screening at airports has been a controversial issue for ALPA I members in both Canada and the U.S. since the events of 9/11. In Canada, pilots are issued Restricted Area Identity Cards (RAIC), which incorporate a biometric employee identification system. RAIC enables pilots to access the secure portion of airports without the traditional means of passenger screening making the everyday lives of the line pilots a lot more palatable.

In the U.S., the Transportation Safety Administration (TSA) successfully tested an ALPA I-initiated screening protocol called CrewPASS. Also based on biometrics, CrewPASS was implemented at three airports—Baltimore-Washington International Airport (KBWI), Pittsburgh International Airport (KPIT), and Columbia Metropolitan Airport (KCAE)—on a 60-day trial basis. The test was an overwhelming success, expediting crewmembers through terminals and reducing the size of passenger screening lines. ALPA I continues to work with the TSA to expand the program's use.

##### Air Safety

ALPA I was recognized as a co-recipient of the prestigious Collier Trophy in March for its work in developing new aircraft-position technology, known as Automatic Dependent Surveillance-Broadcast (ADS-B).

This technology allows aircraft to continuously broadcast their own GPS-determined position rather than rely solely on ground-based radar. (And speaking of trophies, ALPA I contributed \$5,000 to the Webster Memorial Trophy Competition, a Canadian event recognizing the country's most promising future aviators.)

The 54th annual ALPA I Air Safety and Security Forum in August was a huge success. The Association highlighted top airline pilot safety and security concerns, featuring panel discussions and presentations from high-ranking business, government, and labour leaders. During the Forum, ALPA I recognized members for their outstanding performance and contributions to the industry and the profession.

During the year, the Association also launched key safety initiatives, drawing public attention to methods for alleviating potential runway safety hazards and limiting or reducing pilot fatigue.

### **Environment**

Together with the Air Transport Association, ALPA I sponsored a symposium, educating the public about the effects of the commercial aviation industry on the environment, and policy options for reducing noise and emissions.

### **Industrial**

The ALPA I members of CanJet negotiated their first collective bargaining agreement, which included significant pay raises. The pilots of Mesa Air Group, Ryan International Airlines, and Kelowna Flightcraft also negotiated new labour contracts with significant improvements.

On the global level, ALPA I pilots supported their fellow IFALPA members at the Associazione Nazionale Piloti Aviazione (ANPAC), the Italian pilot union, when Italian authorities inappropriately questioned operational decisions made by the pilots of Alitalia. ALPA I also issued a press release expressing its outrage at the publication of cockpit voice recordings from Gol flight 1907, its midair collision with an ExcelAire business jet, and its subsequent crash in the Brazilian countryside.

In addition, ALPA I members participated in informational picketing at major airports in the United States and ALPA I President Capt. John Prater produced a video, encouraging members of the British Airline Pilots' Association (BALPA) to fight British Airways management's efforts to create an alter-ego airline known as "OpenSkies."

Other pilot groups within NAM continue contract negotiations, struggle with management efforts to weaken labour activities, work with other managements to fortify better working relations, lobby legislators and regulators to establish public policy that makes sense, and work with industry stakeholders to improve the air transportation industry and the pilot profession as a whole.

### **Membership**

ALPA I's 2008 organizing efforts yielded several new member groups. The pilots of Wasaya Airways joined ALPA I in January, followed by the CommutAir pilots in May, and the pilots of Colgan Air in December. In addition, the First Air Pilots Association merged with ALPA I in June 2008.

Unfortunately, the pilots from US Airways parted ways with the Association, following a contentious merger with America West and concerns about combining seniority lists, despite an arbitrator's decision on the matter. Atlas and Polar Air Cargo crewmembers, experiencing integration challenges, also voted for new representation. ALPA I's leadership remains hopeful that these groups will remember the reasons why they were members for so many years and return to the organization.

In addition, Aloha Airlines, American Trans Air, Champion Air, Gemini Air Cargo, and Skyway Airlines all ceased operations in 2008. ALPA I continues to assist these pilots and furloughed members of other ALPA I carriers to access available benefits and find employment at other airlines, where available.

And finally in August, the ALPA I members of Delta Air Lines and Northwest Airlines ratified a landmark joint collective bargaining agreement, which outlined the terms for integrating the two pilot groups when the two airlines merged. The process for building consensus and the cooperation demonstrated by the two pilot groups was nothing less than exemplary, and should be considered a template for future pilot groups confronting integrations.

I would like to recognize the MEC Chairmen of these groups, Captains Lee Moak and Dave Stevens, for their exceptional leadership skills. With their guidance through this difficult seniority integration, Delta Air Lines is now the world's largest airline with more than 12,500 pilots. Great work, gentlemen!

As I previously mentioned, these were the best and worst of times, but this single event helped to balance out many of the year's challenges. Pilot mergers can tear airlines apart and create havoc. Watching this merger unfold was, simply put, the highlight of 2008.

### **3. Closing Remarks**

As I look ahead to 2009, I would like to highlight one particular challenge that the NAM must confront. However, I suspect that this issue is not limited to our region. ALPA I uses a wide array of communications tools to keep pilots informed of the latest news and issues. These tools include e-mail newsletters and updates, electronic "blogs" and chat rooms, paper communications, videos, telephone hotlines, crewroom bulletin boards, conference calls, Pilot-to-Pilot and Family Awareness networks, and local council meetings.

Unfortunately, many ALPA I members do not fully use these resources to educate themselves and learn about the many events and accomplishments of their union and, as a result, have become disengaged with their union. ALPA I's Board of Directors discussed this issue extensively in one of its delegate committees during its October meeting. The Association leadership recognizes that reengaging with pilot members is a top priority, for without widespread pilot participation, the piloting profession is sure to go in a direction that none of us wants to see.

In closing I want to thank my fellow Canada Board Officers, Captains Nick DiCintio and Nick Rapagna; IFALPA Deputy President and fellow ALPA I officer, Captain Paul Rice; ALPA I President Captain John Prater; and NAM Board Members Captains Rick Dominguez, Chris Lynch, and Mathew Jackson, who continue to be of great assistance to me in my role as IFALPA's NAM Executive Vice President.

Finally, I want to thank Carole Couchman for her ongoing support, ALPA I staff members Pam Neill and Barbara Lonergan for their role in helping me coordinate NAM activities, and IFALPA President Capt. Carlos Limon for his continued leadership and friendship.



## **Appendix K**

### **Statements and Presentations Made During Plenary Sessions**

#### **STATEMENTS**

As a result of an accident in Italy, two pilots from Tunisia were convicted with several years in prison. The President asked the conference for a Statement of Support for the Pilots and this statement was accepted by acclamation.

A statement was made by PALPU to host the 2011 Conference in Cyprus

A statement was made by THAIPA to host the 2011 Conference in Thailand

A statement was made by ALPA-S to host the 2012 Conference in Singapore

A statement was made by SNPL to host the 2012 Conference in Paris, France

#### **PRESENTATION of GIFTS**

##### **Presentations of gifts were made by the following Associations:-**

Aspa de Mexico presented a gift to NZ ALPA

ALPA International presented a gift to NZ ALPA

Lebanon presented a gift to NZ ALPA

Bangladesh presented a gift to NZ ALPA

Morocco presented a gift to NZ ALPA

Morocco presented a gift to IFALPA to thank them for their assistance.

Canada presented a gift to NZ ALPA

Switzerland presented a gift to NZ ALPA

Cyprus presented a gift to NZ ALPA

Cyprus presented a gift to IFALPA in appreciation of the work undertaken and the effort to improve air safety worldwide and for their continued assistance

Cyprus presented a gift to each member of the Executive Board

Cyprus presented a gift to ECA in acknowledgement of the efforts they have made with regard to legislation for European pilots.

Turkey presented a gift to NZ ALPA

Turkey presented a gift to IFALPA

Turkey presented a gift to Carlos Limon

**PRESENTATIONS**

**IFALPA Strategic Review Group - Update**

Captain Henk de Vries, EVP Europe

**SRG Conclusions and recommendations**

Captain Paul Rice, IFALPA Deputy President

**Airbus Presentation – Airbus in Antarctica**

Captain Michel Landrin, Head of Flight Training

**Boeing Presentation – Boeing 777 Freighter and an update on the Boeing 787**

Captain Frank Santoni, Director of Flight Operations & Chief Test Pilot

**New Zealand ALPA – Tragic loss of Air New Zealand Flight 901 on Mt Erebus, Antarctica in 1979**

Captain Mark Rammell, President of New Zealand ALPA

**Presentation on Air Crew Radiation Monitors and Monitoring**

**IFALPA Conference 2010, Morocco**

AMPL

**IFALPA Conference 2011, Thailand**

F/O Peter McCullen, THAIPA

**IFALPA Conference 2011, Cyprus**

Captain Chrys Hadjichrysanthou, PALPU



## **Appendix L**

### **Social Events during the Conference**

#### **WELCOME RECEPTION**

##### **Thursday 19<sup>th</sup> March 2009**

Airbus Industrie hosted a Welcome Reception for delegates and their accompanying persons held at the Auckland Museum. The Airbus host for the evening, Captain Michel Landrin, welcomed guests to the event and the IFALPA President made an appropriate response in appreciation of his hospitality.

#### **GALA DINNER**

##### **Saturday, 21<sup>st</sup> March 2009**

Delegates, guests and their accompanying persons were hosted and dined by Boeing Commercial Airplane Group. Boeing's representative and host for the evening was Captain Frank Santoni. A raffle collecting money in aid of the Japan ALPA Scholarship Fund raised almost £2,534.

#### **HOSPITALITY SUITE**

##### **Monday 23<sup>rd</sup> March 2009**

The evening was hosted and sponsored by Pancyprian Airline Pilots Union (PALPU) and Thai Pilots Association (THAIPA)



**Appendix M**

**Sponsors of the 64<sup>th</sup> IFALPA Conference**

**WELCOME RECEPTION**  
**Thursday 19<sup>th</sup> March**

Airbus Industrie

**GALA DINNER**  
**Saturday 21<sup>st</sup> March**

Boeing Commercial Airplane Group

**COFFEE BREAKS**

University of Southern California

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**Exhibitors at the 64<sup>th</sup> IFALPA Conference**

Aerobytes

Air New Zealand

Engineered Arresting Systems

EVAS Worldwide

Parc Aviation

Rishworth Aviation



**Appendix N****Ratification Record**

The following record of the ratification status of the RESOLUTIONS and POLICY STATEMENTS proposed at the Conference has been compiled following expiry of the 60 day post-Conference ratification period and includes details of any non-ratifications duly confirmed within this period by Member Associations.

**RESOLUTIONS**

The following Resolutions were ratified unanimously and entered into with immediate effect.

**Agenda Item**

- B4.1**     Victimisation
- B4.2**     Assistance to Pilots Stranded Away from Home Base
  
- C7.1**     ETOPS
  
- D3.1**     Systems for Collision Avoidance

**POLICY STATEMENTS****A     POL-STATs adopted without notices of non-ratification**

All POL-STATs relating to the following Agenda items were ratified unanimously and adopted with immediate effect.

**Agenda Item**

- A1.2**     Flight Time, Duty Period, Flight Duty Periods and Rest Periods for Fatigue Management
- B3.2**     Escorts
- B3.3**     National Legislation
- B3.4**     Counter-measures
- B3.5**     Unlawful Interference
- B3.6**     Landing of Intercepted Aircraft
- B3.7**     Definitions
- B3.8**     Secondary Flight Deck Barriers
- B3.9**     Stowage of Weapons
- B3.10**    New Large Aircraft
  
- C1.2**     Non-punitive Culture
- C1.3**     Cockpit Image Recorders
- C2.2**     Aiming Point Marking
- C3.2**     MLS Policy
- C3.3**     Noise Abatement Procedures
- C3.4**     Approach Segments

- C3.5** Enroute Alternates
- C3.6** Runway State
- C3.8** Engine-Out Taxi
- C3.9** Electronic Flight Bags
- C4.2** Forbidden for Transport by Air
- C4.3** Carriage of Live Animals
- C4.4** Information on the NOTOC
  
- D1.2** PANS OPS Transition Altitude
- D1.3** Annex 2 Communication Failure VMC

## Appendix O

### Attendance List

#### EXECUTIVE OFFICERS

<b>FAMILY NAME</b>	<b>GIVEN NAME</b>	<b>OFFICE</b>
Captain Limón	Carlos	President
Captain Rice	Paul	Deputy President
Captain Tanderup	Hans Peder	EVP Administration & Finance
Captain Fongern	Georg	EVP Professional Affairs
Captain Woodward	Richard	EVP Technical Standards
Captain Hassoun	Mohamad Kheir	EVP Africa & Middle East
Captain Julian	Stu	EVP Asia Pacific
Captain Gayon	Salvador	EVP Caribbean & South America
Captain de Vries	Henk	EVP Europe
Captain Adamus	Dan	EVP North America

#### REGIONAL VICE-PRESIDENTS

Captain Jinnah	Arif	RVP AFI/East
Captain Salaa	Sabri	RVP AFI/North
Captain Mansumitchai	Korn	RVP ASIA/East
Captain Zaheer Ahmed	Babar	RVP ASIA/West
Captain Dallel	Souhail	RVP AFI/West
Captain Gelinias	Ray	RVP CAN/Arctic
Captain Burke	Kevin	RVP CAR/East
Captain Alvarez-Paczka	Fernando	RVP CAR/West
Captain Dib	Georges	RVP MID/East
Captain Brandt	Itzhak	RVP MID/West
Captain Seal	Mark	RVP NAT
Captain Ishiyama	Tsutomu	RVP NOP
Captain Getley	Ian	RVP SOP
Captain Wolfsheimer	Greg	RVP US/CEP

#### STANDING COMMITTEE CHAIRMEN

Captain Lypchuk	Rod	A&F Committee Chairman
Captain McKellar	Gavin	AAP Committee Chairman
Captain Müller-Nalbach	Frank	ADO Committee Chairman
Captain Perkins	Robert	AGE Committee Chairman
Captain Marin	Miguel	ATS Committee Chairman
Captain Rogers	Mark	DG Committee Chairman
Captain Christiansen	Glenn	HEL Committee Chairman
Captain Harter	Uwe	HUP Committee Chairman
Mr Studdert	Wayne	IFE Committee Chairman
Captain Hogg	Dave	IND Committee Chairman
Captain Lawrence	Patrick	LEGAL Committee
Captain Puff	Joachim	SEC Committee Chairman

**CONFERENCE COMMITTEE CHAIRMEN**

<b>FAMILY NAME</b>	<b>GIVEN NAME</b>	<b>OFFICE</b>
Captain Seal	Mark	Committee A/B
Captain Gelinas	Ray	Committee C
Captain Getley	Ian	Committee D
Captain Diaz-Barriga	German	Committee E

**CREDENTIALS COMMITTEE**

Captain Wolfsheimer	Greg	Credentials Chairman
Captain Brandt	Itzak	
First Officer Ahmed Zaheer	Barbar	

**CONFERENCE PROCEDURES COMMITTEE**

Captain Tanderup	Hans Peder
Captain Wolfsheimer	Greg
Captain Lyons	Paul
First Officer Guedira	Aataa
Mr D'Ancey	Bruce

**VOTING CERTIFICATION COMMITTEE**

Captain Wolfsheimer	Greg
Captain Brandt	Itzak
Captain Lyons	Paul
First Officer Guedira	Aataa
Mr D'Ancey	Bruce
Captain Jinnah	Arif
Captain Müller-Nalbach	Frank
Captain Burke	Kevin
Captain Lawrence	Pat
Captain Lopez Camelo	Alejandro

**IFALPA STAFF**

Mr D'Ancey	Bruce	Executive Director
Mr Friis-Scheel	Erik	Finance Director
Mrs Price	Heather	Head of Administration
Mr McCarthy	Paul	Representative to ICAO
Mr Ewers	Gideon	Media Communications Officer
Miss Couchman	Carole	Technical Officer Montreal
Mrs Whitehead	Sacha	Technical Officer
Mr Bentley	Mark	Data Administration Officer
Mrs Fogden	Donna	Senior Technical & Professional Affairs Assistant
Mrs Munday	Anne	Senior Technical Assistant

**IFALPA CONSULTANTS**

Mr Brennan	Rick	Professional Affairs Consultant
Mr Greeves	Brian	IFALPA Training Consultant



**ARGENTINA****FAMILY NAME**

Captain Perez Tamayo  
Mr Killian

**GIVEN NAME**

Jorge  
Enrique

**OFFICE**

Chief Delegate  
Delegate

**AUSTRALIA**

Captain Jackson  
Mr Cleary  
Captain Davidson  
Captain Gardiner  
Captain Loney  
Captain MacDonald  
Captain Murray  
Mr O'Connell  
Captain Thompson  
Mr van den Heever

Barry  
Graeme  
Mike  
Peter  
Shane  
John  
Bryan  
Terry  
Max  
Philip

Chief Delegate  
Delegate  
Delegate  
Delegate  
Delegate  
Delegate  
Delegate  
Delegate  
Delegate  
Delegate

**AUSTRIA**

Mr Swoboda  
Mr Hechenegger  
Captain Lenz  
Mr Mair

Peter  
Bernd  
Siegfried  
Christoph

Chief Delegate  
Delegate  
Delegate  
Delegate

**BAHAMAS**

Captain Saunders  
Captain Burrows  
Captain Miller

Emil  
David  
Devin

Chief Delegate  
Delegate  
Delegate

**BANGLADESH**

Captain Rahman  
Captain Chowdhury  
Mr Khurshid  
Captain Miah  
Mr Rahman

M Mahbubur  
Shoaib  
Tanvir  
Abdul Majed  
S M Musaur

Chief Delegate  
Delegate  
Delegate  
Delegate  
Delegate

**CANADA**

Captain DiCintio  
Captain Jackson  
Captain Squires

Nick  
Matthew  
Tim

Chief Delegate  
Delegate  
Delegate

**CHINA**

<b>FAMILY NAME</b>	<b>GIVEN NAME</b>	<b>OFFICE</b>
Captain Cheng Ren	Song	Chief Delegate
Captain Bing	Bai	Delegate
Captain Dianbang	Gao	Delegate
Captain Hu	Chen	Delegate
Mr Jin Dun	Xia	Delegate
Captain Jun	Wu	Delegate
Captain Nan	Gu	Delegate
Captain Ping	Jiang	Delegate
Captain Wei	Di	Delegate
Captain Yizhi	Zhou	Delegate
Captain Yong Gen	Wang	Delegate
Captain Zhe	Chen	Delegate
Captain Zhijun	Zhang	Delegate

**CYPRUS**

Captain Hadjichrysanthou	Chrys	Chief Delegate
Mr Antoniou	Kyriacos	Delegate
Captain Charalambous	George	Delegate
Mr Himonas	Panicos	Delegate

**CZECH REPUBLIC**

Mr Gasper	Filip	Chief Delegate
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**DEMARK**

Captain Hammer	Peter	Chief Delegate
Captain Bjorking	Lars	Delegate
Mr Fallentin	Per	Delegate
Captain Iversen	Teddy	Delegate

**EGYPT**

Captain Elaydaros	Mohamed	Chief Delegate
Mr Hammam	Omar	Delegate
Captain Nouh	Hashem	Delegate

**Fiji**

Captain Ali	Richard	Chief Delegate
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**FINLAND**

Captain Allonen	Matti	Chief Delegate
Captain Aakkula	Riku	Delegate
Captain Pyyhtia	Mika	Delegate
Captain Rolig	Sami	Delegate

**FRANCE**

<b>FAMILY NAME</b>	<b>GIVEN NAME</b>	<b>OFFICE</b>
Mr Gourguechon	Julien	Chief Delegate
Miss Arnaud-Battandier	Carole	Delegate
Mr Nardy	Francis	Delegate
Captain Ragot	Olivier	Delegate

**GERMANY**

Captain Polloczek	Dirk	Chief Delegate
Captain Harter	Tanja	
Captain Holderer	Tim	Delegate
Captain Mildenberger	Thomas	Delegate
Mr Schewe	Christoph	Delegate
Captain Wolf	Stefan	Delegate

**HONG KONG**

Captain Newbery	David	Chief Delegate
Captain Brown	Dave	Delegate
Miss Cheung	Linda	Delegate
Mr Findlay	John	Delegate
Captain Goddard	David	Delegate
Captain Reynolds	Stephen	Delegate
Captain Sycamore	Glen	Delegate
Ms Tsui	Lucy	Delegate

**HUNGARY**

Captain Toth	Tamas	Chief Delegate
Captain Ertl	Otto	Delegate

**INDIA**

Captain Marwah	Siddharth	Chief Delegate
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**IRELAND**

Mr McManus	Kenneth	Chief Delegate
Captain Hinkson	Adrian	Delegate

**ISRAEL**

		<b>OFFICE</b>
Captain Hativa	Boaz	Chief Delegate
Captain Rosenberg	Zvi	Awardee

**JAPAN**

<b>FAMILY NAME</b>	<b>GIVEN NAME</b>	<b>OFFICE</b>
Captain Yoshimura	Jun	Chief Delegate
Mr Kanno	Reisuke	Delegate
Mr Kurahashi	Tomohiro	Delegate
Captain Maruyama	Masaki	Delegate
Mr Mikami	Tsuyoshi	Delegate
Mr Nakazaki	Masahiko	Delegate
Captain Suzuki	Toshimitsu	Delegate
Mr Takeda	Ryo	Delegate
Captain Tanida	Kunihiko	Delegate
Captain Yamasaki	Hideki	Delegate
Mr Yoshida	Minoru	Delegate
Captain Ando	Masayuki	Awardee

**KENYA**

Captain Koross	Mark	Chief Delegate
Captain Rukaria	Paul	Delegate

**KOREA**

Captain Young Keun	Kim	Chief Delegate
Captain Seung Heon	Hyun	Delegate
Captain Su Wong	Chang	Delegate

**LATVIA**

Captain Bluzmanis	Aleksandrs	Chief Delegate
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**LEBANON**

Captain Khalil	Fadi	Chief Delegate
Mr Aziz	Abdel-Aziz	Delegate
Captain Ghosn	Hikmat	Delegate

**LUXEMBOURG**

Captain Karambilas	George	Chief Delegate
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**MALAYSIA**

Captain Zainal Abidin	Hizamuddin	Chief Delegate
Captain Chee Keong	Lam	Delegate
Captain Mustapha	Azwarie	Delegate
Captain N	Suendra	Delegate

**MEXICO**

<b>FAMILY NAME</b>	<b>GIVEN NAME</b>	<b>OFFICE</b>
Captain González-Curzio	Juan Carlos	Chief Delegate
Captain Diaz-Barriga	German	Delegate
Captain Salazar-Eguiluz	Heriberto	Delegate

**MONGOLIA****FAMILY NAME****GIVEN NAME****OFFICE**

Captain Namkhajjantsan	Batdari	Chief Delegate
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**MOROCCO**

Captain Al Ibrahim	Najib	Chief Delegate
Captain Guedira	Aataa	Delegate

**NETHERLANDS**

Captain Nauta	Frank	Chief Delegate
Captain de Groot	Rene	Delegate
Captain Tettero	Hans	Delegate
Captain van Zwol	Evert	Delegate
Captain Voorbach	Nico	Delegate

**NEW ZEALAND**

Captain Rammell	Mark	Chief Delegate
Captain Fallow	Greg	Delegate
Captain Faris	Hugh	Delegate
Captain Fleming	Peter	Delegate
Captain Griffin	Dave	Delegate
Captain Henderson	Kevin	Delegate
Mr Kenny	Glen	Delegate
Captain Lyons	Paul	Delegate
Mr Mehlhopt	Chris	Delegate
Captain Parata	Gary	Delegate
Captain Pattie	Keith	Delegate
Captain Robinson	Tim	Delegate
Mr Walters	Peter	Delegate
Captain McMillan	Dion	Awardee
Captain Vette	Gordon	Awardee

**NORWAY**

Captain Dieset	Jan	Chief Delegate
Captain Krumsvik	Bjarte	Delegate
Captain Lippestad	Jens	Delegate
Mr Lokholm	Sigurd	Delegate
Captain Skatvold	Jo Bjorn	Delegate
Captain Sundland	Rune	Delegate

**POLAND**

Captain Sieczkowski	Waclaw	Chief Delegate
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**PORTUGAL**

Captain Durval Ribeiro	Filipe	Chief Delegate
Captain Cruz dos Santos	José	Delegate

**SINGAPORE**

<b>FAMILY NAME</b>	<b>GIVEN NAME</b>	<b>OFFICE</b>
Captain Singh	Ajmer	Chief Delegate
Mr Chettier	Balachandran	Delegate
Mr Gan	Daniel	Delegate
Captain Hassan	Jaffar	Delegate
Mr Lagouros	Nickolas	Delegate
Captain Sng	Norman	Delegate
Mr Tan	Marcus	Delegate
Captain Thomas	Robin	Delegate
Mr Wong	Marcus	Delegate

**SOUTH AFRICA**

Captain Laubser	Tony	Chief Delegate
Captain Bennet	Glen	Delegate
Captain Coetzee	Fanie	Delegate
Captain Conroy	James	Delegate
Mrs Ferreira	Sonia	Delegate
Captain van Schalkwyk	Piet	Delegate

**SPAIN**

Mr Lozano Pacios	Juan Carlos	Chief Delegate
Captain Barba Roman	Gustavo	Delegate
Mr Gonzalez Gammicchia	Alvaro	Delegate
Captain Pinies Raposo	Francisco	Delegate

**SWEDEN**

Captain Sabb	Bo	Chief Delegate
Mr Rongve	Michael	Delegate

**SWITZERLAND**

Captain Odermatt	Rolf	Chief Delegate
Captain Schönenberger	Alex	Delegate

**THAILAND**

Captain Bhoullasiri	Saranpol	Chief Delegate
Mr Burechana	Thasan	Delegate
Mr Lenbury	Vin	Delegate
Mr McCullen	Jitee	Delegate
Mr B	Sutichai	Observer
Ms C	Sirikarn	Observer

**TUNISIA**

Captain Elloumi	Karim	Chief Delegate
Captain Ben Abdelghafar	Sadok	Delegate

**TURKEY**

<b>FAMILY NAME</b>	<b>GIVEN NAME</b>	<b>OFFICE</b>
Captain Ozden	Murat	Chief Delegate
Captain Tas	Semih Onder	Delegate

**UKRAINE**

Captain Lubkin	Sergiy	Chief Delegate
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**UNITED KINGDOM**

Captain Saunders	Ian	Chief Delegate
Captain Clark	Lynne	Delegate
Ms. Evans	Carolyn	Delegate
Captain Keegan	Robin	Delegate
Captain Mitchell	Sandy	Delegate
Captain Moore	Dave	Awardee

**U.S.A.**

Captain Prater	John	Chief Delegate
Captain Abel	Ron	Delegate
Captain Couette	Bill	Delegate
Captain Dominguez	Rick	Delegate
Captain Dowell	Chris	Delegate
Captain Dressler	Bill	Delegate
Captain Helling	Randy	Delegate
Captain Hunter	Herb	Delegate
Captain Lynch	Chris	Delegate
Captain Mark	Herb	Delegate
Captain Martin	Derek	Delegate
Mr Nichols	Bob	Delegate
Captain Pinho	Mike	Delegate
Mr Reed	Wes	Delegate
Captain Sluys	John	Delegate
Captain Suarez	Alfredo	Delegate
Captain Wallach	Steve	Delegate
Mrs McAhron-Schulz	Ana	IFALPA Industrial Adviser
Mr Rosen	Seth	IFALPA Industrial Adviser

**Aerobytes Ltd**  
Mr Bob Whetsell

**Air New Zealand**  
Ms Jennifer Lund

**Airbus Industrie**  
Captain Michel Landrin

**Airways Corporation**  
Mr Richard Burdes  
Mr Ushmen Singh

**Alpha Omega**  
Captain Heinz Frühwirth  
Captain Toby Gursanscky

**Boeing**  
Captain Frank Santoni

**Caribbean-ALPA**  
Captain Paul Murdock

**Engineered Arresting Systems**  
Mr David Heald  
Mr Mark Slimko

**European Cockpit Association**  
Ms Céline Canu  
Captain Martin Chalk  
Captain Timo Eckardt  
Captain Regis Fusenig  
Captain Fran Hoyas  
Captain Josef Kraus  
Mr Philip von Schoppenthau

**EVAS Worldwide**  
Mr Ken Baldwin

**International Air Transport Association**  
Mr Anthony Houston

**International Civil Aviation Organisation**  
Mr Paul Lamy

**International Society of Women's Pilots Associations**  
Captain Valerie Scott

**International Transport Workers Federation**  
Mrs Liz Williamson

**Parc Aviation**  
Mr Padraic Toolan



**Prof. Helicopter Pilots Association**  
Captain Jeffery Smith

**Rishworth Aviation**

Mr Jason Cochrane  
Ms Vicky Haining  
Ms Toni Morelli  
Ms Natalie Morris  
Mr David Steytler