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The Global Voice of Pilots

news



61st Conference Report
IFALPA Awards
Federation Officer Election Results

May 2006

ISTANBUL 2006



Minister Yildirim declares support for Global Aviation Safety Roadmap at Conference opening



Speaking at the 61st Conference's opening Plenary Session, Turkish Minister of Transport and Communications Binali Yildirim declared Turkish Government support for ICAO's Global Aviation Safety Roadmap outlined at last month's ICAO DGCA meeting (see the April edition of *IFALPA News* for a full report of this meeting). The Minister went on to state his wholehearted support for transparency and objectivity in safety monitoring and information sharing. "This government will always support any initiative that will improve flight safety" Mr Yildirim told the Conference, "and this will make flying safer". Returning to his point on objectivity, the Minister explained that without objectivity and transparency any attempt to get accurate results from safety audits would be doomed to failure.

Co-operation vital

Warming to his theme Mr Yildirim said that rule making must be accessible to national governments as well as Industry bodies like IFALPA. "It is vital that your knowledge and experience is called on when new policies are developed". Equally, the Minister explained it is important that talented people are retained in the civil aviation authorities. "You have to remember, and this is true in most parts of the world, that CAA employees are civil servants who may be on low pay and have poor terms and conditions. So it's no surprise when the more talented and experienced take better paying jobs elsewhere. We recognised this in my Ministry and last year completed a comprehensive improvement in pay and other conditions in order to retain these people".

Growing traffic in Turkey

In 2003, Turkey liberalised its domestic air transport market and, as a result, explained Mr Yildirim, traffic has increased three fold and the number of airports in the domestic network rose from nine to 29 in three years. The Minister said that up to 60 airports in the country are capable of accepting airline traffic. "That's good for your colleagues because it means more jobs, good for the economy since it will stimulate growth, and good for the government since that all means more tax revenue!". Concluding, the Minister said that in his opinion it would not matter how good the airport or how good the aircraft, without good people on the ground and in the air working to improve safety, growth would be meaningless. "You can be an airline making a lot of money or one losing a lot of money; either one is possible but you can never forget safety"

Over 100 for the Inter-Alliance Meeting

The Inter Alliance meeting was a virtual sell out with well over 100 pilots attending not only those who fly for airlines already in alliances but also those working for carriers on the verge of alliance participation. Among the presentations, attendees heard from, Ana McAharon-Schultz, IFALPA Industrial Advisor, who presented her annual 'State of the Industry' presentation, which as usual was informative and provided much, if sobering, food for thought. Attendees also considered the policies being developed at a number of airlines for Ultra Long Range (ULR) operations. The meeting concluded with a presentation by the meeting Chairman Capt. Georg Fongern on the work of the Strategic Review Group (SRG). In his presentation Capt. Fongern told delegates that although historically pilots have been very good at recasting to changing circumstances in the industry, perhaps the time had come to move from a reactive to proactive stance.

The key, he argued, is education, of fellow pilots - who

while very knowledgeable about developments at their own airlines know little of goings on elsewhere; of governments who need to consider all elements when framing legislation which may have implications for safety and finally the travelling public who must be taught that safety is expensive and that will have an impact on airfares. Georg concluded reminding delegates that the work of the SRG is a 'work in progress'.

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Dolan calls on the Federation to “raise the training bar”

In his report to Conference Capt. Dennis Dolan called on Member Associations to support plans to radically overhaul the Federation’s training capability. “We know how to train and be trained- it’s a part of our working lives. We have to take that ability and not only improve our skills as pilots but also as leaders” This, explained the President will help equip the newly elected officer with the skills they are going to need to be effective leaders in the profession. Capt. Dolan said that he would leave the details of the Technical training plans to the seminar (a full report of which appears on page seven of this edition of IFALPA News), and instead concentrate on plans for Communications training.

Communications “the glue”

Calling an effective Communications strategy the glue that holds all the work together, Capt. Dolan explained that while some are natural communicators, great communicators have learned additional skills that enable them to present their points clearly and concisely and so be better advocates. The proposed training will be in two parts, starting with a one day seminar which deals with the basics of a good communications strategy and offers ‘tricks of the trade’. This will lead on to an advanced course of three days which will examine the topics covered in the basic course in greater detail as



well as include additional features such as mock TV and press interviews. “As anybody who has had to do it will tell you” explained Capt Dolan “the reality of having a microphone shoved in your face and bright lights in your eyes makes getting your point across well a tough proposition. Knowing how to do it makes the job a lot easier and more effective”.

Pilot shortage coming soon warns Fongern



Capt. Georg Fongern presenting his report as PVP Professional Affairs said that the industry must understand that it will encounter a pilot shortage of up to 140,000 by 2013 if forecasted growth is maintained. “It will come as soon as tomorrow in some parts of the world with a number of airlines, especially in the Middle

East, growing rapidly”. Equally, warned Capt. Fongern, there will be shortages of controllers and licensed ground engineers. Moving on to security issues Capt. Fongern, said that it was time for pilots to say “enough is enough” on their treatment as potential criminals or terrorists by security agents. “The authorities” he said, “must be reminded that pilots are not part of the security problem but part of the solution”.

Lobbying an essential

While the Federation has a full time representative at ICAO it is unreasonable to expect him to be everywhere all the time and therefore it is up to Member Associations to help him in his work by lobbying their national authorities. “It’s up to you to support the work of the Montreal office by keeping the pressure on at the national level”.

Airport Planning, Engineering and Management Course

Lisbon, 5-7 June 2006

Increasingly, Pilots, Air Traffic Controllers who specialize in airport operation together with their counterparts in airport management face a wide ranging and, on occasion, bewildering series of challenges as they struggle to marry the competing elements of capacity demand and economic realities with safety issues.

For this reason, The University of Texas has joined with The Associacao Pilotos Portugueses Linha Aerea (APPLA) to present the IFALPA endorsed "Airport Planning, Engineering and Management" Course. The course will be run in Lisbon over three days from the 5th to the 7th of June and is designed to fulfill the needs of airport regulators, managers, planners as well as operations and engineering and maintenance staff. Equally the course is designed to be of benefit to airport users notably pilots and air traffic control officers. The course curriculum focuses on the design, engineering, planning and policy issues connected to airport development as well as day to day operations. The modules will include planning and development, airport operations, noise and environmental issues, airside and landside planning, airport capacity, security, pavement design and rehabilitation, airport construction and project management. It will incorporate simulation models, the application of Geographical Information Systems (GIS) as a planning and management tool and will include a number of case studies.

Advanced ALR accreditation

Participants will receive a certificate of completion from the University of Texas and will be awarded Continuing Education Units (CEU). The course is also recognized by IFALPA as qualifying towards its Airport Liasion Representative (ALR) accreditation.

The Principal Lecturer

Dr Michael T. McNerney, P.E. is Associate Vice President and Director of Airport Planning for the Central Region of DMJM Aviation. He is formerly the Director of the Aviation Research Center of the Center for Transportation Research and adjunct faculty of The University of Texas. Dr McNerney holds a PhD Degree in civil engineering from the University of Texas. He taught the Airport Design Course at UT for 4 years and was guest lecturer for 7 years. He developed and continues to teach the Airport Series of Short Courses at UT. He has 31 years aviation experience as a pilot and airport engineer/planner. Additional lecturers will be invited to give an airport and users perspective.

Who should attend:

Anyone involved in any aspect of airport planning, development, operations or engineering, including, airport managers, operations managers, supervisors and staff, strategic planning and development, engineering and maintenance managers and supervisors. In addition, the course is also highly recommended for pilots and air traffic controllers involved in airport operations, safety committees, and airport regulators.

Cost: €1,200

(Includes all course materials and lunch on each day of the course).

IFALPA members qualify for a 25% discount

Course registration:

Act now. places on this year's course are strictly limited

To register for the course contact APPLA +35 I 21 792 6810 email: appla.geral@appla.pt



Limon calls Federation the “conscience of the industry”

Reporting to the opening Plenary Session, Deputy President Capt. Carlos Limon noted that while the advent of low fares and what he called the next generation of “cheap airlines” where “maybe the ideas of service and safety are not given the importance they are at more established airlines” are seen as a significant development that has created fierce competition. However, there is an equal challenge from trans-nationally owned airlines. “The experience in the CAR/SAM region has been particularly bad, with airline management using cross border operations to break unions and impose detrimental changes in working conditions”. But, warns Capt Limon, this will not be limited to this region alone and the only effective



counter to these tactics is strong representation of pilots and the pilots’ groups involved working closely together. “Our slogan calls us the Global Voice of Pilots” said the Deputy President. “We can be more than that; as far as safety is concerned we must be the conscience of the industry”.

Wider participation at Committees essential says Fenwick



In his report to the Plenary Session Capt. Lindsay Fenwick, PVP Technical Standards called on Member Associations to support wider participation at IFALPA’s Technical Committee meetings. “At present at the committee meetings while the support is good and contributions excellent, I have found that most of the participants come from North America including Mexico, Western Europe, Japan and Australasia. If we are truly to be the ‘global voice’ then we need the assistance and views of all Member Associations”. Capt. Fenwick went onto note that while this is important now it will be come more so in the years to come.

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Gloomy with a chance of showers forecast Doganis and McAhron-Schulz



Prof. Rigas Doganis and IFALPA Industrial Advisor Ana McAhron-Schulz presented a gloomy outlook for the industry especially in the US market. Both analysts said that much of their pessimism was based on the continued elevation in the fuel price which remains well over three times its 2002 level with the spectre of the \$100 barrel still a very real prospect. This, together with a continued downward pressure on yields thanks to the impact on pricing from the explosion in LCC carriers. Professor Doganis also said that too much emphasis has been placed on the impact of 9/11, SARS and fuel price fluctuation which he said were in reality catalysts rather than causes noting that many economies were already slowing by early 2001 with the attendant impact on financial performance of airlines. Additionally, the professor pointed to pricing control passing from suppliers to customers thanks to the growth in internet bookings. Meanwhile, Ana McAhron-Schulz said that the price load imposed on airlines from governments in the form of taxes and other passenger charges could not be underestimated, noting that in the US for every \$100 charged to passengers for tickets no less than \$42 are taxes.

Some sunshine possible

McAhron-Schulz forecasts an industry wide return to

profitability during 2007, assuming that the fuel price stabilises at or below present levels. Conversely, Doganis argued that a more fundamental overhaul of the business of legacy airlines would be required with a divesting of much of the present short haul networks to either partners or franchisees and a concentration of effort on medium and long haul operations. This, he said would be needed to ensure longer term sustainability. Doganis also said that while, undoubtedly, alliances had proven to be an effective marketing tool, and they had so far at least, failed to deliver many of the expected operational benefits. Offering an example he said that it is unsustainable for the Star Alliance to maintain no less than six hubs in central Europe. However both presenters offered some hope Doganis saying that air transport remains an expanding business with all that means for job security and negotiations, while McAhron-Schulz, responding to Seminar Chairman Capt. Georg Fongern's plea to "give me hope jo-Ana", said that the industry remains viable. Copies of the two presentations are available on the conference pages of the website.



Technical Seminar proposes “Basic Safety Volunteer” training programme



At Saturday’s Technical Seminar, attendees heard proposals from IFALPA Representative to ICAO Paul McCarthy and Capts. Jimmy Ho, Brian Greeves, Gavin McKellar and Lindsay Fenwick for an overhaul of the Federation’s technical training programme. According to Paul McCarthy, the rationale behind the proposals is simple, “Our credibility stems from our work on the technical side of the equation, and we can leverage that credibility in industrial negotiations”. The key to building and maintaining this ability, according to the panel, is keeping a pool of pilots acting as dedicated safety volunteers and, in turn, providing those volunteers with the training they need to do the job as effectively as possible. In short, to Recruit, Motivate and Educate.

and Airport Liaison Representative training and meld them with an appreciation of wider skill sets. In addition, attendees will be given a greater insight into the structure and operation of the Federation. The resulting ‘Basic Safety Volunteer’ course would last two to three days and, hopefully, prove to not only deliver a wider base of knowledge but also prove a more cost and time effective training solution. However, what is essential if it is to succeed, is that the initiative garners support from Member Associations. “IFALPA can’t do anything without the support and assistance of Member Associations” said Paul McCarthy. “If you don’t support this then it will fail”. A copy of the presentation made at the Seminar is available on the Conference pages of the web site.

An evolution in training

The proposal is to take already proven Accident Investigation

Boyd warns UAV operations “not a concept but a reality”

In his presentation, F/O Joe Boyd surprised a number of delegates with not only the number but also the scope of UAV operations. These varied from small vehicles weighing a few pounds “but still big enough to give you a bad day if one of your engines eats one” to the 270kt Global Hawk which boasts a wingspan greater than a B-737. Equally, F/O Boyd reminded delegates that despite the assurances of triple redundancy and sophisticated automation, accidents are by definition, a possibility noting that only a few days ago a Predator B UAV had

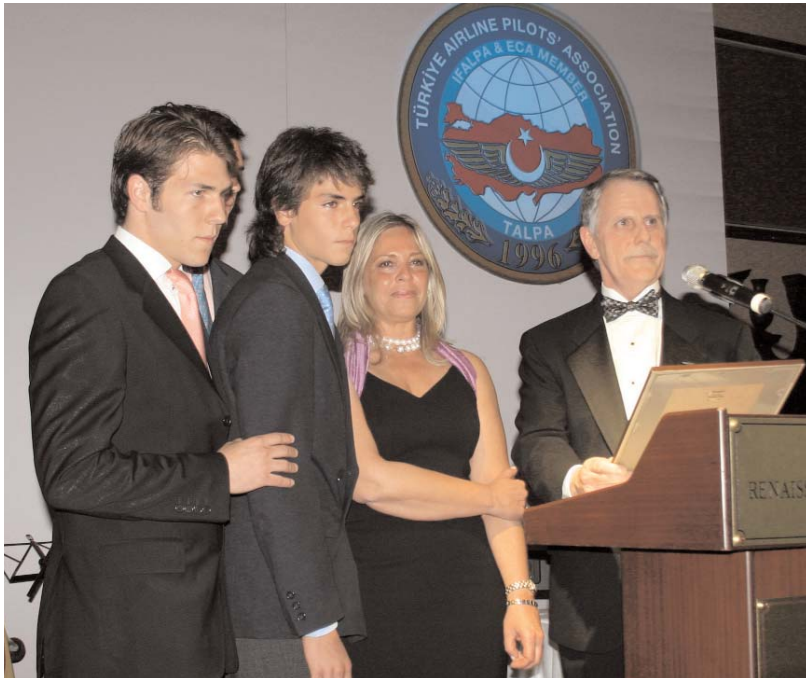
entered a flat spin and crashed, thankfully without injury to anyone on the ground. The fact remains that these aircraft can and do have a loss of control with all that that could mean especially if it happens in crowded airspace.

Joint IFALPA/US ALPA UAV monitoring team

Concluding his presentation, F/O Boyd proposed a joint team be set up to monitor the implementation of UAV technology and operations, not only from the operational and safety perspective but also the industrial and legal stances where many questions remain unresolved.



Tsui and Mojica honoured at 2006 Awards Dinner



ing studies in Electrical Engineering and working in that industry, Lucy joined the HKAOA in 1998 as its Technical Officer. Subsequently Lucy has become well known in Federation circles regularly attending AA Committee meetings as well as Regional and Annual Conferences. In recent years Lucy's language skills, she is fluent in the three major Chinese languages as well as English and German, were vital to the Federation when she acted as its advisor and translator in the discussions that led to China ALPA's admission to the Federation last year. Typically modest, Lucy said of her award "This is a great honour for me and any contribution I might have made in bringing the Chinese Pilots into the Federation is as much a result of the strong support I was given by the HKAOA and the Hong Kong Airline Pilot's Association. China will become the largest aviation market in the world, and we hope, one with the highest levels of air safety and together with the pilots of IFALPA achieve this goal quickly".

This year's awards ceremony was dominated by Presidential Citations with two awarded. The first was presented posthumously to Capt. José Mojica. During his career spanning some 26 years, Capt. Mojica applied his interest in computer science and was the first of Iberia's First Officers to be selected for A320 conversion. Indeed, on completion of this training he became a First Officer instructor on the fleet a role he continued in until his promotion to Captain in 1993 and then subsequently, training Captain. From 1996 until his untimely death in late 2004 he held a number of training roles including formulating several training concepts for the airline. In a moving tribute his home Association called him "a professional and human reference for all of us". Speaking on behalf of Spanish ALPA and Capt Mojica's widow, Mrs. Encarnacion Mangada, Capt. Carlos Salas said "We are very proud of him as an excellent person and professional. Therefore, there is nothing that would satisfy his family and Spanish ALPA more than this award"

Tsui recognised for her invaluable contribution

The second award of the evening was presented to Lucy Tsui of the Hong Kong Aircrew Officers Association. Ms Tsui follow-



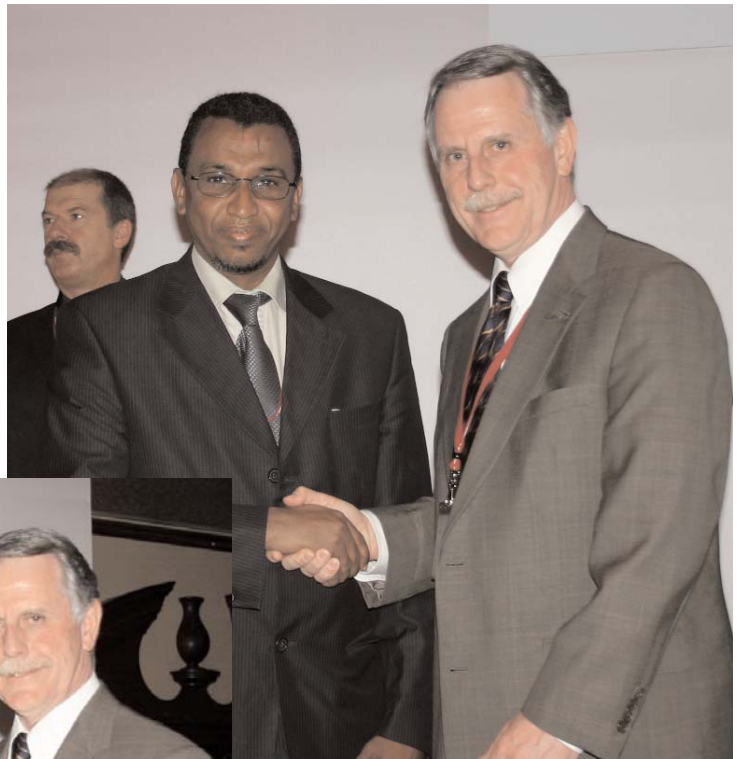
Mauritania, Mongolia and Senegal join the Federation in Istanbul

The Federation's membership increased by three to 98 during the 61st Conference when Senegal, Mongolia and Mauritania signed protocols admitting them into the Federation. In Mauritania, The Association des Pilotes de lignes de Republic Islamic Mauritanie (APL-RIM) represents more than one third of the country's active airline pilots. At the same time, the Syndicat des Pilotes de Ligne Senegalais (SPLS) half the pilots in Senegal. Meanwhile, The Mongolian Pilots' Association represents the majority of pilots on International operations based in that country.

Speaking after the signing ceremonies Capt. Dennis Dolan said "I'm delighted that these three new members are joining the Federation, It's easy to talk about associations that represent large numbers of pilots but what you have to remember is that these associations have great influence in their home countries and those countries in turn have a vote at ICAO. That's why it's important that we grow the membership of the Federation so that the voice of Pilots is heard as widely as possible, in as many countries as possible".



Above: Capt Bat-Erdine Roslov, President of Mongolian ALPA signs up to the Federation on behalf of his compatriots only six months after the associations founding.



Above: APL RIM President Capt Mohamed Moktar Aoufa called it an historic day in an historic city as his home association committed to IFALPA membership.



Right: After Joining the Federation SPLS President, Capt. Kone Amadou Ndiaye said "We look forward to being able to draw on the experience of out fellow pilots as we strive to improve air safety in Africa"



'06 Election results

The 61st Conference was a milestone in the history of the Federation as the process of reformation, as developed by the President's working group and approved in Cape Town, began to take effect. First was the signing of protocols creating the ECA as the European Regional body for the Federation and, as importantly, the election of the first Executive Vice Presidents (Regional)

(EVPs) to the expanded board of the Federation. In addition, elections were also held for Deputy President as well as for EVPs Membership and Regional, Professional Affairs, Technical Standards and the vacant EVP Administration and Finance. In addition a number of Regional Vice President and Committee Chairman positions were also up for election.

Executive Vice Presidents



Administration & Finance
Capt. Hans-Peder Tanderup



Africa & Middle East
Capt. Mohamad Hassoun



Asia Pacific
Capt. Stu Julian



Caribbean & South America
Capt. Salvador Gayon



Europe
Capt. Henk de Vries



North America
Capt. Paul Rice

Re-elected were Capt. Carlos Limon , Deputy President; Capt. Masayuki Ando, EVP Membership & Regional; Capt. Georg Fongern, EVP Professional Affairs and Capt. Lindsay Fenwick, EVP Technical Standards.

Regional Vice Presidents



Middle East - East
Capt. Antoine Habib



South Pacific
Capt. Ian Getley



Caribbean West
Capt. Fernando Alvarez

Re-elected were Capt. Taieb Basly, Africa North; Capt. Mohsin Malik, Asia West; Capt. Zvi Rosenburg, Middle East - West and Capt. Greg Wolfsheimer, US/Central Pacific.



Air Traffic Services
Capt. Miguel Marin



Dangerous Goods
F/O Mark Rogers



Industrial
Capt. Dave Hogg



Legal
Capt. Pat Lawrence

Re-elected were Capt. Gavin McKellar, Accident Analysis and Capt. Kurt Ruhwald, SCAMPI



Have an idea for an article or want IFALPAnews to cover your story? Contact Gideon Ewers, IFALPA Media and Communications Officer Tel. +44 1932 579041 or email gideonewers@ifalpa.org

Dates for your Diary

May

29 – 1 June

Accident Analysis Committee Meeting

Rome, Italy

Contact: Arnaud du Bedat arnauddubedat@ifalpa.org

June

11th

International Flight Engineers Meeting

Paris, France

Contact: Arnaud du Bedat arnauddubedat@ifalpa.org

12th-14th

Aircraft Design and Operation Committee Meeting

Paris, France

Contact: Arnaud du Bedat arnauddubedat@ifalpa.org

14th-16th

Air Traffic Services Committee Meeting

Paris, France

Contact: Valerie Godfrey valeriegodfrey@ifalpa.org

19th-21st

Aerodrome and Ground Environment Committee Meeting

Beijing, China

Contact: James Eales jameseales@ifalpa.org

22nd

Airport Liaison Representative Seminar Beijing, China

Contact: James Eales jameseales@ifalpa.org

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