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The Global Voice of Pilots

news



IFALPA Safety School gets an 'A+'

A Lesson in Runway Identification

Industrial & SCAMPI Committee reports

September - October 2006

IFALPA Safety School exceeds expectations in Johannesburg



The IFALPA Safety School (ISS) was created as part of the Federation's initiative to expand and enhance its technical and industrial training programmes. Indeed, the creation of the ISS is the first step in the Federation's expanded training programme announced during this year's Conference in Istanbul. The course itself was the brainchild of Captains Brian Greeves, Jimmy Ho and Gavin McKellar. It was these three who, together with the Representative from ICAO, Paul McCarthy, proposed a training programme which would give the new safety volunteer as wide as possible a grounding in safety matters and equip them with the knowledge and tools they would need to represent both their Member Association and the Federation at external meetings.

A modular approach

The ISS syllabus was developed using a modular design, with the thinking behind this philosophy being that it will allow the neophyte safety volunteer to get a grounding in all aspects of the Technical side of the Federation's work. The key to an early launch for the programme was to use the principle "if it ain't broke don't fix it". In other words, since there were already two successful seminars on Airport Liaison and Accident Prevention, these two programmes would be used as the foundation for the curriculum, albeit expanded and integrated with two further modules on the structure of the Federation and the workings of ICAO. From this foundation the plan going forward for future training, and as the ISS develops, is to add further modules, for example on Human Factors and ATS issues

Well received

But to return to the first edition in Johannesburg, it is safe to say that for both the presenters and the attendees the ISS exceeded the most optimistic of predictions, both in terms of the number of attendees and from their comments on the quality of the course's content and style. It is also worth noting the support given to the programme by the leadership of ALPA-SA who agreed to host the first edition. Commenting on his experience as an attendee Captain Gawie van Rooyen, President ALPA-SA said, "Most of our Executive Committee attended the ISS and many commented about the value of the information received and the quality of the presentations. For me, the greatest value was in seeing the lights come on in young members' eyes as they saw the expertise and passion of the presenters. Many people join a company to fly and become exposed to routine or company politics. This course exposed them to the noble part of our profession, that which is larger than the individual, namely giving of one's time and expertise to improve flight safety and the environment in which we work". He went on to describe an additional, and unexpected, benefit of attendance at the ISS. "Like many pilot associations we have had difficulties in the past with the integration of Executive Committee and Technical Committee activities. Now I believe that doing this course together should go a long way towards creating the teamwork and understanding we need to function effectively as a Member Association". Concluding his thoughts on the impact of the ISS, Capt. van Rooyen urged other MAs to use "this powerful tool

to unleash the energy and potential residing in your members”.

The way forward

Clearly, the ISS has proved to be a success but the Working Group tasked with its development has no plans to rest on their laurels. The plan is to take up the lessons learned in Johannesburg and integrate them into a refined syllabus for the next and subsequent editions of the ISS. As was mentioned earlier, the content of the course will also be expanded over time to include Modules dealing with ATS, Human Factors and Dangerous Goods issues. However, it is unlikely that these Modules will be added to the syllabus before early 2008. In the shorter term, the focus is now on the next and subsequent outings of the ISS. The Executive Board is due to consider the results of the Johannesburg event at its meeting in Tokyo next month. Following on from that, planning is expected to get under way for further editions of the ISS during 2007.



The IFALPA Negotiations Seminar has been running for a number of years and several hundred pilots have benefited from attendance at the seminar. The Seminar is designed to familiarise the attendees with the proposal and counter proposal style of bargaining, to teach negotiating techniques, to manage the negotiation process with both the company and the pilots and to know what to expect in a negotiation. The seminar also includes specific modules on issues such as concessionary bargaining and mergers.

The seminar takes place over three days with the first two days taken up with instruction, whereas the third day is largely taken up with a simulated real time negotiation scenario set against a strike deadline. Each simulation is overseen by an instructor who will, at the conclusion, critique the techniques used, rather than the agreement achieved.

Act Now! Places are limited. To get full details of cost and to reserve your attendance contact

Donna Fogden on tel: +44 1932 571711 or email donnafogden@ifalpa.org

A lesson in runway identification

By Capt. Jimmy Ho

In the early morning, a jet taxis out for its takeoff on a routine flight from an airport with two runways—one longer, one shorter. A few minutes later, after the aircraft has commenced its takeoff, it was reported that it had crashed into a hilly, heavily wooded area on a farm just past the end of the shorter runway. Initial reports seem to point to the possibility that the aircraft may have taken off from the wrong runway and crashed as a consequence.

This fateful flight is sadly reminiscent of another that happened nearly six years ago in the Far East¹. Reviewing the initial reports, there were signs and markings at the area where the two runways intersect. It wouldn't be a surprise that the taxi route of the accident aircraft is a route that many aircraft have taken before this flight, so why did the error happen on this particular flight? The quick reply we often hear is "lack of situational awareness". In truth, this 'one-liner' barely scratches the surface of something that has to be examined in greater depth. I would like to start by asking the question "Could this have happened to another crew?" In order to answer this question we should start by taking a closer look at our individual procedures, and in particular the way we identify the runway. For guidance we have only to look at our company's operating procedures noting especially the following points.

Under the section on "Briefings" the Departure and Approach briefings require the review of expected taxi route to/from the assigned runway in accordance with the published charts and taking into account any NOTAMS and the ATIS information. I firmly believe that

it is important to adhere to this practice with appreciation of two important points.

In reality, day-to-day operations often yield assignment of an unplanned or unexpected runway for departure or arrival. Therefore we must be aware that the expectations established during the pre-taxi or pre-landing planning stages can be significantly different if given the occasional unexpected clearance².

An overall familiarization of the airport layout is valuable in the self briefing stage. One should look for the runways and their orientation to the airport staging areas and identify where the assigned parking bay is located. Look for any pattern in the naming of the taxiways and apron areas. Where is the control tower located (is there is more than one tower)? Take note of the "Hot Spots" indicated and understand why they are there.

Current industry opinion has identified that one of the most critical parts of a flight is during ground operation. It is without doubt that the most critical part of the ground operation is the taxi to takeoff segment, and the ability of the crew to identify the correct runway. With particular focus here, I like would to highlight some of the key points often listed.

Pilots should progressively follow airplane taxi position on the airport chart by cross checking signs and markings. This is necessary in order to maintain situational awareness. There should be cross communication between the pilots to maintain a closed loop.

During low visibility conditions, call out all signs to veri-

¹ The crash of a B-747-400 in Taipei as it was taking off for LAX. There have also been several close calls since by other carriers, including takeoffs from taxiways in Anchorage.
² Our memory can be "constructive". That means that we have a tendency to fill in the blanks. Always ensure that you follow the clearance or instructions that you actually receive and not the ones that you expected. (Rob van Eekeren, Vice-Chairman, AGE Committee)



Are you sure the strip of pavement in front of you is the runway you are supposed to be on? The cues are there if you look for them.

plan to takeoff. In other words, you see what you expect to see, just as you have many times in the past.

In this scenario there is no actual loss of situational awareness since the crew has a mental picture of where they believe they are. However, it so happens in this instance that the picture is incorrect. In reality, the phrase “loss of situational awareness” is only a convenient, modern way of saying “pilot error” and it avoids having to explain how the external factors determined the crew’s assessments and actions³.

As pilots we must be mindful of this constant and compelling challenge and attempt to develop a simple safety strategy. When it comes to identifying the correct runway⁴ we must train ourselves to use as many cues as possible. I have listed what I believe are the key ones for you to observe on your next flight:

Before entering the runway check the mandatory (red) runway sign, usually co-located with the location sign of the taxiway.

fy position. I believe this can also be practiced in normal operations wherever deemed necessary by the pilots. Other than at intersections, signs at intervals on a particularly long taxiway, and a minor divergence in a taxiway with another taxiway designation, can be considered a situation requiring signage call outs.

The points listed include runway identification by signage and/or runway markings, use of aircraft heading and the airplane symbol on the ND, which I endorse and will discuss in greater detail.

As pilots we have carried out countless take-offs in both benign and challenging conditions and this tends to result in a familiarity with the task. Task familiarity can lead individuals into certain human factor traps. One such trap in human factors terms is known as planned continuation. In such a situation the external cues perceived may indicate that the aircraft has arrived at the correct location and may therefore safely proceed with the

The runway markings should be white, and you should see the threshold markings and the runway designation marking. When taking off from a displaced threshold you might not be able to see these markings. In that case there should be solid white arrows pointing ahead to the threshold.

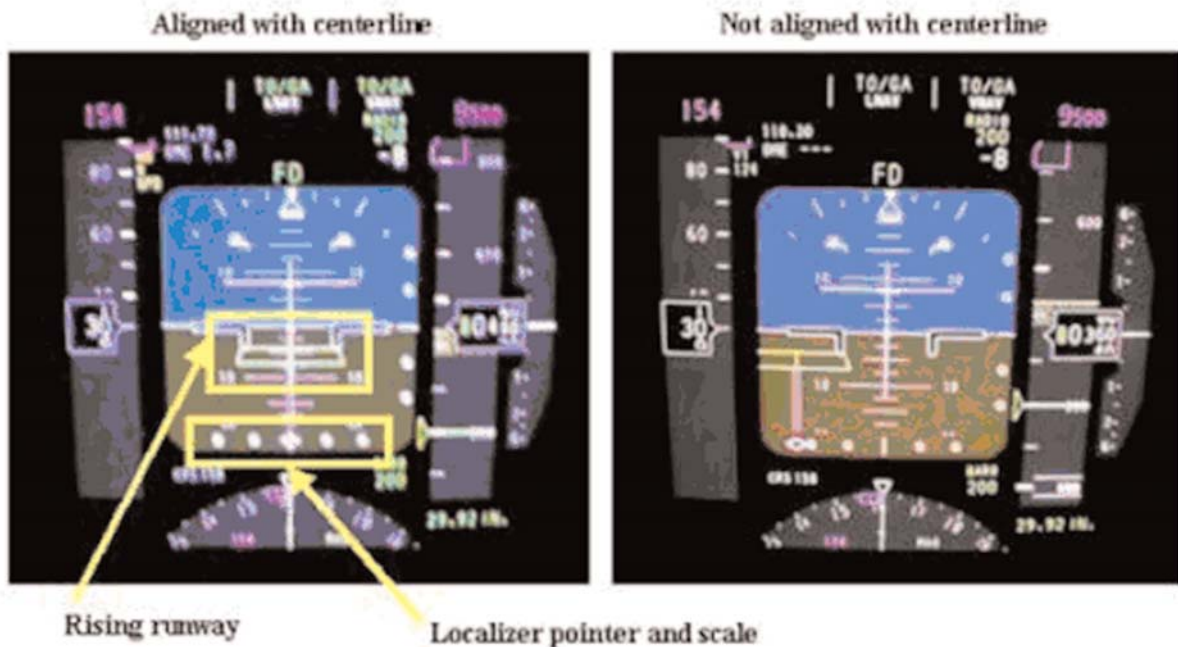


Is the airplane symbol sitting on the runway symbol on the ND? Is it aligned with the intended runway?

3 From Prof. Sidney W.A. Dekker, Centre of Human Factors in Aviation, Linköping Institute of Technology, Sweden, paper written on SQ006, April 2002.

4 Murphy’s Second Law, what can go wrong will most probably not go wrong most of the time until one day when it will go very wrong.

PFD Indications Associated with Tuning the ILS



The airplane symbol on the ND should be sitting on the runway symbol on the ND. At this point the ND scale should be set to the smallest possible (e.g. 5 Nm).

Check that the heading under the Heading Pointer on the ND is the same as the heading set in the Heading Window. If it is not the same, check to see if you have set the correct heading in the window. If the set heading is correct then one should question why there is a mismatch between the heading on the ND and the heading set in the window?

When the ILS is tuned for the departure, the PFD will also have the “LOC” indicator and the “Runway” indication. On some aircraft types there will also be the “Yaw Bar”. A simple mental exercise we can do after every departure (perhaps during cruise) is to recall the entire takeoff sequence, counting the number of cues that we have used from the list above. In so doing, over time I believe that the individual pilot will develop a “natural instinct” to identify the runway correctly. By consciously training ourselves to look out for these multiple cues before accepting on every takeoff the paved strip ahead of us as the correct runway, I believe that we can greatly reduce the error of taking off from the wrong runway⁵.



Jimmy Ho is a Captain with Singapore Airlines flying B-747-400s. He is the Chairman of the IFALPA Aerodrome and Ground Environment Committee. In addition he is the course leader of the Airport Liaison Representative Seminar and a lecturer at the IFALPA Safety School.

⁵ For those who cannot remember the past are forever condemned to repeat it. (George Santayana, 1863-1952)

Industrial Committee hears of a brighter outlook for the airline business

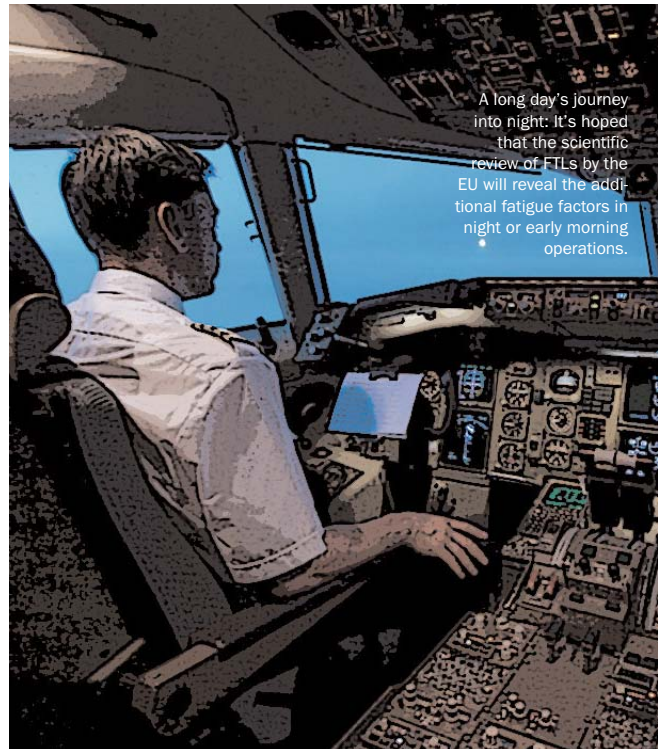


With an attendance of 35 the Industrial Committee, hosted by CZ-ALPA and led by Capt. Dave Hogg in his first outing as Chairman, heard tales of an industry in recovery. However, this was tempered with a warning of future downturn. Opening her presentation, IFALPA Industrial Advisor Ana McAhron-Schulz said that for the first time in five years she was happy to predict a return to profit for the industry during the 2007-2008 time-frame. She went on to warn that this upturn may also mark a peak in the boom and bust cycle that afflicts the industry. Stefano Sala, of consultants Roland Berger

accepted, an 'invitation to the lion's den' and spoke to the meeting. He concurred with Ana's findings and cautioned pilot groups that the next year or two was "as good as it is going to get for a long while" and warned that any concessions made now on terms and conditions "will never be recovered". Mr Sala also gave a broader view to the cycles of the global economy and their relationship to the airline industry and its aircraft order/delivery cycle. (An article examining these two presentations will appear in the November edition of IFALPA news.).

FTL issues at the fore

The Committee heard papers detailing the work on FTL development with a focus in the developments in Europe. ECA Secretary General Phillip von Schoppenthau told the Committee that the timeframe for the scientific review of the European FTL policy is to be shortened from three to two years, and that indeed initial work by the Steering Group, which includes ECA participation, will start very shortly with the formulation of the terms of reference for the study as well as the criteria for the selection of scientists who will do the actual work. Following on from that he expects a tender to be issued early next year with the contract awarded in the spring or early summer. Mr. von Schoppenthau went on to note that with two pilot representatives on the Steering Group it was a 'balanced panel' which would try to develop criteria that would result in a study that is "broad but focussed". Commenting on the paper IFALPA President Capt Dennis Dolan congratulated ECA on its work, noting that the EU FTL developments have implications "for the entire world". A full report of the meeting will be available on the IFALPA Intranet shortly.



A long day's journey into night: It's hoped that the scientific review of FTLs by the EU will reveal the additional fatigue factors in night or early morning operations.



Glenn Christiansen named Chairman of the Helicopter Committee

The 2nd Executive Board Meeting in Warsaw endorsed the nomination of Capt. Glenn Christiansen of the Norwegian Air Line Pilots Association (NF) to act as Chairman of the Federation's Helicopter Committee. Capt. Christiansen is already an established member of the Committee and as Chairman he can call upon his considerable experience gained over many years piloting helicopters, including Search and Rescue operations for the Royal Norwegian Air Force as well as various other operational and administrative positions. Glenn takes up the role with immediate effect and will preside over his first meeting as Chairman when the Committee meets in Memphis at the end of the month.

SCAMPI Committee proposes name change in Prague

The SCAMPI Committee is to put a proposal before the 62nd Conference which will see the Committee change its name to the Administration & Finance Committee. Explaining the thinking behind the proposal, SCAMPI Chairman Capt. Kurt Ruhwald said: "The name SCAMPI is problematic in that it doesn't, as an acronym, explain what it is the committee does and, at the same time, the full name is too long winded. Changing to the name Administration & Finance will explain much more clearly the work of the Committee". If the proposal is accepted by the 62nd Conference the new name will come into effect during 2007.

Macit Ozalp elected Vice Chairman

Also during its Prague meeting, the SCAMPI Committee unanimously elected Captain Macit Ozalp its Vice Chairman. Capt. Ozalp flies A320s for Atlasjet Airlines having converted from B-757s earlier this year. In commercial flying Capt. Ozalp has also flown B-737-400s and -800s. Prior to that in a 20-year career with the Turkish Air Force (he retired in 1999 as a Lt-Col) he flew F-100s, F-16s and the E3 Sentry on exchange with the Luftwaffe. He has also been an active member of the



Capt. Macit Ozalp has been elected SCAMPI Committee Vice Chairman

SCAMPI Committee for many years. In addition to these activities Capt. Ozalp also serves as the IFALPA Director for TALPA and as such naturally played a central part in the organisation of the 61st IFALPA Conference which took place in Istanbul earlier this year.

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Current Recruitment Bans

The following airlines are currently subject to recruitment bans and or other sanctions while they are in dispute with an IFALPA Member Association. For full details please see the IFALPA website www.ifalpa.org

Bolivia:
Lloyd Aereo Boliviano

Cyprus:
Cyprus Airways

Hong Kong:
Dragonair

India:
Air India
Air India Charters
Air India Express

Kenya:
Kenya Airways

Dates for your Diary

October

2nd

Safety Seminar

Rio de Janeiro, Brazil

Contact: Arnaud du Bedat arnauddubedat@ifalpa.org

3rd-5th

Accident Analysis Committee Meeting

Rio de Janeiro, Brazil

Contact: Arnaud du Bedat arnauddubedat@ifalpa.org

9th-11th

Dangerous Goods Committee Meeting

Bali, Indonesia

Contact: Valerie Godfrey valeriegodfrey@ifalpa.org

10th-12th

Caribbean and South America Regional Conference

Montevideo, Uruguay

Contact: Carole Couchman carolecouchman@ifalpa.org

17th-19th

Security Committee Meeting

Mexico City, Mexico

Contact: Arnaud du Bedat arnauddubedat@ifalpa.org

30th-1st November

Helicopter Committee Meeting

Memphis, USA

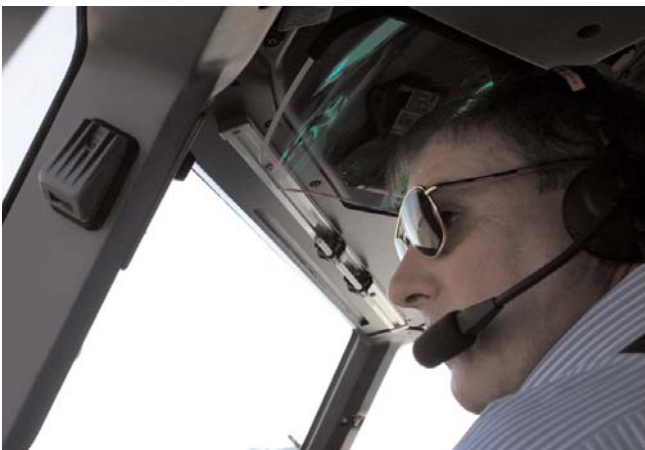
Contact: Valerie Godfrey valeriegodfrey@ifalpa.org

31st - 2nd November

Africa – Middle East Regional Conference

Casablanca, Morocco

Contact: Carole Couchman carolecouchman@ifalpa.org



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

Cover Photo by Capt. Kurt Ruhwald. The shot was taken from a CRJ200 over the North-East shore of Lake Superior while flying between Ottawa and Winnipeg.