Something Deadly in the Air
Contributed by AIP A

Two Qantas pilots fell victim to aerotoxic syndrome on a flight from Melbourne to Cairns, Australia. They were advised of a foul smell at the back of the Boeing 737 mid-flight by a flight attendant, who soon after became violently ill. Despite the use of their oxygen masks, the first officer was off work for weeks and the pilot could not return to flying for eight months following the incident.

This article, published in The Australian on 30 May 2014, explores the issue of cabin air quality in commercial aircraft, and the dangers of cabin fumes to human health. To read more, click here.

Nepal Upgrading Air Safety to End EU Ban

A Nepali government official confirmed that Nepal will update their radar and weather monitoring systems to improve safety and in an effort to get its airlines removed from an EU blacklist.

For the full article, click here.

Singapore Airlines Reserves A380 Cockpits for Citizen Pilots

Aviation International News (AIN) Online reported on 26 May that Singapore Airlines (SIA) confirmed its policy of “passing over” foreign pilots for positions on its Airbus A380 fleet, reserving the cockpits almost exclusively for Singaporean citizens - meaning a Singaporean pilot, regardless of his seniority number, will be preferred for A380 vacancies over expatriate colleagues.

Read more here.

Brazil Stresses Adherence to Slot Times for Crews Entering Airspace During World Cup

On 4 June, Brazil announced contingency procedures for all flight crews operating into Brazil during the World Cup event taking place in Brazil from 6 June to 20 July 2014.

To read IFALPA’s Safety Bulletin on the subject, click here.

Ethiopian Becomes the Largest African Carrier by Revenue and Profit

The International Air Transport Association’s (IATA) latest airline ranking has indicated that Ethiopian Airlines, the fastest growing and most profitable African airline, has become the largest African carrier by revenue and profit. In 2013, the airline’s revenue topped $2.3 billion.

For more on this story, click here.
May 2014 was a busy month for ICAO headquarters with several Panel meetings and symposiums.

The Separation and Airspace Safety Panel met from 5-16 May. This Panel develops separation minima and the required level and performance of communications, navigation and surveillance requirements needed to support such minima, and takes into account future demand and airspace capacity. The Panel is made up of international experts which include mathematicians to work on the various probabilities for reducing separation, but are mainly controllers and regulators so it is important for pilot input which comes from the Air Traffic Services Committee. The Panel splits into Project Teams (PTs) which look at separation minima and procedures horizontally, and vertically as well as Terminal area separation. In addition they look at how safety assessments are carried out for present day and for the future. They also consider any issues in RVSM airspace. This meeting the Panel continued their work on proposals for amendment to PANS-ATM regarding the separation between departing and arriving aircraft flying RNAV and RNP approach procedures and proposals for amendment to Annex 2 – Rules of the Air, regarding speed variations. When developing proposal for amendment the Panel also produces circulars which provide additional information as to how to implement the procedures and carry out the necessary safety assessments. Recent examples of this are Guidelines for the Implementation of GNSS Lateral Separation Minima based on VOR Separation Minima; and Guidelines for the Implementation of Lateral Separation Minima and to be published shortly is the Implementation of strategic lateral offset procedures.

The Air Transportation and Regulation Panel (ATRP) met from May 26-30 in Montreal following the International Air Transport Symposium (IATS) on May 7-8. In response to State and industry demands for a globalized approach, ICAO has been holding a number of conferences and meetings with the focus on efforts to dramatically liberalize the economic regulation of international aviation. Although IFALPA and our Member Associations support the development of our industry, such that it can both better serve the consumer/passenger and support high quality jobs in an ever more complex industry; we do not want to see the “safety” baby thrown out with the “economic restrictions” bathwater! IFALPA, supported by a number of our MAs, has taken a proactive role in
these meetings. Our aim is to ensure the negative side effects for both passengers and professional crew members are not forgotten in the rush to secure greater economic freedom for our airlines.

The ICAO Multidisciplinary Meeting regarding Global Tracking took place in Montreal at ICAO HQ from 12-13 May 2014 to discuss the issue of flight tracking. Approximately 150 delegates attended, about half were from the Montreal international aviation community including Air Navigation Commission members, ICAO Council Members, ICAO Secretariat, and International Organizations. Following the extensive discussion a high level set of conclusions has been put in place with a path forward which will be followed up, initially, by the ICAO/IATA Aircraft Tracking Task Force (ATTF). IFALPA will stay involved in this to ensure that the level of proposed provisions are appropriate to the criticality of the issue.

ICAO hosted a Loss of Control In-Flight Symposium 20-22 May with over 300 delegates in attendance. Eleven Panel sessions were conducted on a broad range of topics dealing with LOC-I, with four IFALPA pilots contributing expertise through presentations and panel discussions. The final session, comprised of “decision makers”, including IFALPA’s President, concluded that pilot training should be revamped to a human-centric training model that relies on substantial high quality data (protected). For the near term, it was agreed that there would be a collaborative roll-out of Upset Prevention and Recovery Training (UPRT); that Pan America would facilitate a go-team/workshop to begin the roll-out for that region in September. Additionally, ICAO will create on its website a UPRT specific location to house UPRT documents and related links.

Upcoming Events

For information on the events below, click on the image.

International Flight Crew Training Conference
THE INTERNATIONAL PILOT TRAINING CONSORTIUM: NEXT STEPS?
LONDON / 23 - 25 SEPTEMBER 2014

23rd AVSEC World
Creating the Future
27-29 October 2014 • Washington DC