

InterPilot

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IFALPA Editorial
Captain Jack Netskar, President



B737 Max Summit, Montreal, Canada

In March 2019, regulators and airlines around the world grounded the B737 MAX passenger aircraft after two nearly new aircraft tragically crashed less than five months apart, killing all 346 passengers and crew. The accidents befell Lion Air Flight 610 on October 29, 2018 and Ethiopian Airlines Flight 302 on March 10, 2019.

Ethiopian Airlines was first to ground the aircraft, effective the day of the accident. On March 11, the aircraft's airworthiness was publicly reaffirmed by its certifying agency, the US Federal Aviation Administration. The same day, the CAA of China was the first regulator to order the MAX grounding.

In the next two days, most other airlines and regulators around the world grounded it as well. On March 13, the FAA was one of the last agencies to ground the MAX, citing similarities between the two crashes. In total, 387 airplanes were grounded.

From the time the B737 MAX was grounded until today, countless news articles, television/radio broadcasts, PRs, aviation expert commentary and so-called experts have been produced. Information has been provided about the relationship between regulators and the manufacturer regarding withholding important information about the aircraft type, about the cost pressures that challenge flight safety as priority number 1, about problematic issues concerning internal reporting, etc.

For IFALPA, it is important to maintain credibility in our statements and positions as safety professionals. We must, therefore, seek information from the

primary source, and, at the same time, keep track of what our Member Associations and the community at large bring forward.

As part of this information gathering, IFALPA has, among other things, met with representatives of Boeing for three separate briefings. Most recently, we attended the IATA B737 MAX 2nd Summit in Montreal, just last week.

The purpose of this exceptional meeting, attended by 18 airlines, 9 regulators, Boeing, ICAO, IFALPA, CAE, lessors, and other relevant stakeholders, was to identify the challenges and gain a common understanding of a roadmap to bring the B737 MAX back to operation in the safest, most efficient, and timely manner possible.

The big question amongst all stakeholders, including IFALPA, is the "return to service" process. Views on this will vary depending on who you talk to, but for us the priorities are clear:

1. The technical challenges must be remedied and satisfy established safety standards;
2. The regulatory processes must take place in a way that prevents a greater degree of self-regulation and removal of factors for different understanding of the systems;
3. The training must be adequate and relevant information about the flight systems must be available.

The absence of one or more of these points will result in a lack of trust, and that is precisely where

we have been, and still partially remain. It was therefore fruitful that the three main contributions came from Boeing, the FAA, and CAE.

Point 1 is technically being solved by Boeing and approved by the FAA. MCAS is one component of the Speed Trim System (STS). The technical fix is based on new software/Flight control law in the 737 MAX flight control computer. This will provide similar flaps-up protection to the already existing flaps-down 737NG STS. IFALPA is confident that all parts of the system are being reviewed and secured. Boeing as a company cannot withstand another accident.

Point 2 has been a concern at IFALPA for a long time. We have a long-standing cooperation with OEMs through, among others, the ADO Committee, but we have no formal lines to Certifying state and therefore have less insight into the processes surrounding certifying types. This process takes place between the individual state CAA and OEM. IFALPA and our MAs are related to the CAAs more on the oversight part. This means that we must rely on Certifying state and aircraft manufacturers to do a qualitatively good job and ensure that assessments are based on flight safety and not selling points. Are we creating software fixes to be able to sell an aircraft as one type to reduce required training? It is an important question to ask.

The FAA is focused on providing Safe and Compliant Aircraft Design and changes to MCAS design on one hand and the return-to-service process on the other. EASA, TC, and ANAC have a commitment to collaborative process with the FAA for certification, pilot training, and ungrounding. Given the reduced degree of trust that exists for both the manufacturer and the regulator, it will be crucial that all these regulators, as well as China, reach an agreement before the aircraft is put into service.

It would be very problematic politically to argue that the aircraft is safe when someone does not approve parts of the changes and does not return it to service. What is important to understand is that only the FAA certifies Boeing, while all other regulators validate this process.

"In a world of growing competitions, we need to improve and increase the amount of training a professional pilot receives, not diminish it. The gradual erosion of training time will have a delayed effect as the older generation of pilots leave the left seat and take their experience with them."

IFALPA PILOT TRAINING
STANDARDS MANUAL



"It all comes down to trust. Trust towards the regulator, trust towards the manufacturer, trust towards the operator. At the Summit, all the stakeholders from IATA, FAA, and Boeing, to Regulators and ICAO, pointed to the pilots as the main symbol of trust for the public."

In this context, it is important that IFALPA coordinate our input to the FAA, EASA, Transport Canada, and ANAC, on a global level.

Normally, the inputs would come separately, through each national MA, without much use of IFALPA. However, in this context, we believe it is very important to align in the same way as the regulators do.

Point number 3, Training. This is an extremely important part of the whole problem. We have seen that the requirements for training and qualification have gradually been reduced over the last decades for economic reasons. Some will argue that new technology and reduced fail margins and frequencies mean that the need for training is not the same as it once was.

But it is precisely *because* systems have become increasingly complex and failures occur less often that there is a need for more and relevant training. As type training is recommended by the OEM and approved by the regulator; I firmly believe that, as a profession, we should have a greater say in this process.

As IFALPA's Pilot Training Standards Manual States, "In a world of growing competitions, we need to improve and increase the amount of training a professional pilot receives, not diminish it. The

gradual erosion of training time will have a delayed effect as the older generation of pilots leave the left seat and take their experience with them." (<https://bit.ly/2J3ikYI>)

The opportunities for varied and customized training were presented well by CAE during the meeting, but investments by the operators are required, and regulators must be able to withstand the cost perspective in their assessments. Based on Boeing's prediction of the need for 600,000 new pilots over the next 20 years, this becomes increasingly important to maintain future requirements for the flight safety standard.

As I mentioned, it all comes down to trust. Trust towards the regulator, trust towards the manufacturer, trust towards the operator. At the Summit, all the stakeholders from IATA, FAA, and Boeing, to Regulators and ICAO, pointed to the pilots as the main symbol of trust for the public. IFALPA will, in a trustworthy and reliable way, contribute to the process of return-to-service of the MAX, but always with a view to safer skies as our main goal, in this and in all our ventures.

What is IFALPA's position on the MAX at this moment? We are doing our utmost to validate the process; we cannot presently approach the public with a clean bill, but will, if and when we feel comfortable to do so.

Captain Jack Netskar, IFALPA President

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Building Bridges in Montreal

IFALPA's First EVP/RVP Workshop a Success!

On 27 and 28 June 2019, IFALPA's Regional Vice Presidents, Executive Board members, guests, keynote speakers, and Secretariat staff assembled for the much-anticipated EVP/RVP workshop. The first of what is to be a regular event, the workshop built on momentum from the 2019 IFALPA Conference in Berlin and adopted the same resonant motto, **Building Bridges**.

The goals of the workshop were fivefold: **(1) To inform participants** about IFALPA structure and governance, operation and budget, basic documents, and strategic plan, with a focus on the Federation's relationship with ICAO.

An overview of the new structure of IFALPA Professional and Government Affairs, and its implications for Committee and Regional work was also included, along with a review of the new IT strategy and its set of collaborative platforms.

(2) To raise awareness about the need for collaboration, exchange, and cooperation between the Regions and across Regional Representation, Committee leadership, and volunteers.

(3) To identify expectations of the Regional Representation structure both within IFALPA and its Member Associations, and externally from other aviation stakeholders, pilots, and pilot groups who are not IFALPA members.

(4) To review and amend existing documents including mandates for Elected Officers, and their current activity portfolio.

"Bringing names and faces together in an informal yet focused environment was a valuable exercise. This should help foster better communication and understanding of the role that each EVP/RVP/EB and staff plays in the overall IFALPA structure."

Cpt. Mike Jackson



IFALPA Workshop participants visit ICAO Headquarters, Montreal

(5) To collect input to develop guidance and supporting material for Regional Representation/ Representatives, including training.

Managing Director Christoph Schewe opened the session with an IFALPA general overview including information on the history, mission, structure and governance, key documents, services, and budget of the Federation.

IFALPA Technical Director and Representative to ICAO Captain Mike Jackson followed with a presentation on IFALPA's work with ICAO and how the Federation influences the development of SARPs (Standards and Recommended Practices). He explained that IFALPA provides crucial expertise as a Permanent Observer at the Air Navigation Commission, as well as by attending numerous panel meetings every year at ICAO HQ in Montreal and throughout the Organization's seven Regional Offices around the world.

A panel discussion entitled **IFALPA Regions Today and Tomorrow** was moderated by Carole Couchman, Senior Technical and Regional Officer. The panel was comprised of four out of five Regional EVPs, including EVP AFI/MID Captain Souhaïel Dallel, EVP ASIA/PAC Captain Ishtiaque Hossain, EVP CAR/NAM Captain Mike Geer, and EVP SAM Captain Daniel Bianco. Assessments of present successes and challenges were compared with the EVP's goals for the future.

While the Regions differ in many ways, including representational size, economic and political situation, culture, and geography, the conversation tended to focus on the unifying factors. Safety issues, regulators, coping with industrial problems, supporting Member Associations, and attracting new membership are common concerns, and this collaboration helped both new and experienced Regional Representatives to refine and clarify their vision moving forward.



"The RVPs really are IFALPA's regional satellites around the world and it is crucial that they play an active participating role in the structure of the Federation to ensure that we truly represent pilots globally."

Cpt. Jack Netskar
IFALPA President

"For a group to work together effectively, they need to engage in collaboration and teamwork, built upon a mix of interpersonal and communication skills. The EVP/RVP Workshop has moved IFALPA another step forward toward achieving this goal."

Cpt. Ishtiaque Hossain
EVP ASIA/PAC

The programming went on to include an exploration of the IFALPA Air Traffic Services (ATS) Committee as an example of cross-collaboration of Committee and Regional Expertise. The session highlighted the overlap between Committees and Regional reps who need to be aware of IFALPA policies and positions when representing IFALPA at ICAO panels and other external meetings.

Captain Brian Shury, EVP Professional and Government Affairs (PGA) presented the new PGA structure and opportunities for Committee and Regional expertise to overlap. Captain Shury emphasized the relevance of industrial issues to Regional work and the importance of viewing technical and industrial areas as most often interrelated, not separate.

In addition to the PGA Committee's annual meetings, a permanent PGA Steering Group has been formed to establish advisory teams, select relevant research projects, recommend on training, attend Regional meetings, and address PGA issues as they arise.

Keynotes were delivered by former IFALPA RVP CAN/Arctic Captain Ray Gelinis and former IFALPA Representative to ICAO, Captain Paul McCarthy. Many thanks to both for their insightful and inspiring takes on IFALPA work.

An update by Husnia Adel, IFALPA Communications Specialist (IT, Member Comms), introduced participants to the new IT platforms, with SharePoint and the IFALPA Hub as tools for simple realtime collaboration around the globe.

Breakout groups engaged in active discussions identifying general expectations of IFALPA Regional Representatives and reviewing the job descriptions for the elected positions. Guidance materials, tools, and training measures necessary to best prepare and equip Regional Representatives were determined and explored.

The Workshop was enthusiastically appreciated by the participants who felt it was long overdue, provided necessary and helpful information, and laid the groundwork for a new era of Regional Representation.

News & Notes

IFALPA MEETINGS & EVENTS



ADO Committee Meeting

The **IFALPA Aircraft Design and Operation (ADO) Committee Meeting** was kindly hosted in Bangkok, Thailand, 5-7 June, by THAIPA. The meeting welcomed 32 delegates from 14 Member Associations as well as representatives from Airbus and Embraer.



Participants had the opportunity to focus on key agenda items including discussions on RPAS, Take-Off Performance, Reduced Crew Operations, and ALPA's Whitepaper on improving commercial aviation safety in the Far North.

The **64th IFALPA Executive Board Meeting (EBM)** was held 24-26 June at the IFALPA HQ in Montreal, Canada.



This first meeting of the new Board since Conference in Berlin provided an opportunity to get better acquainted and for the new members to familiarize themselves with the IFALPA Secretariat.

An internal brainstorming and discussion session allowed each Board member to share their ideas, visions, and concerns. This set the foundation for a holistic approach to the Federation's revised alignment.



EBM, Montreal



The board is working to increase the visibility and transparency of IFALPA's work and achievements, improve services to the Member Associations, grow membership, and unify the Federation by encouraging collaboration and exchange between Regions, Committees, Elected Officers, and Staff.



In addition, the EBM provided updates on the Federation's finances, membership, and Conference organization, discussions and decisions on technical, industrial, and regional issues, and the approval of external representation and IFALPA meetings in the second half of this year. The Board was pleased to receive and report positive outlooks on all fronts.

This EBM was followed by IFALPA's newly developed EVP/RVP Workshop, where the momentum of Conference theme "Building Bridges" continued to unify and inspire the Elected Officers.



EBM, Montreal



News & Notes

IFALPA NEGOTIATIONS SEMINAR IN KENYA

Report by Captain Sibusiso Nxumalo, South Africa

I attended the **IFALPA Negotiations Seminar in Nairobi** hosted by KALPA 25-27 June 2019. The professional development program welcomed fourteen participants from six countries. Union representatives from Kenya Airways, Air Jamaica, Ethiopian Airlines, Easy Jet, and South African Airways were in attendance.

The seminar was insightful and specifically tailored around the current state of airline affairs worldwide, addressing the economic, political, and technological impacts on the aviation industry globally. It highlighted the importance of industry knowledge and how vital it is for union representatives to establish mutually beneficial connections with other union representatives for information sharing purposes. It was a busy and exciting three days comprised of presentations and live negotiation simulations.

We were in the very knowledgeable and experienced hands of our two course instructors, Andrew J. Shostack, a labor lawyer and Ana McAhron-Schulz, an economist by profession, who have been conducting these seminars for over 20 years. Individual and group leadership skills and practices were the core components identified as a trait to successful Pilots Unions and Negotiations Committees.

Sincere thanks to KALPA, who did an exceptional job as the hosts of the first Negotiations Seminar in the AFI/MID Region. The course instructors encouraged the rest of the African country representatives to consider hosting the seminar in the near future.



Negotiations Seminar, Nairobi, Kenya



Negotiations Seminar, Nairobi, Kenya

News & Notes

IFALPA MEETINGS & EVENTS



HUPER Working Group, Madrid

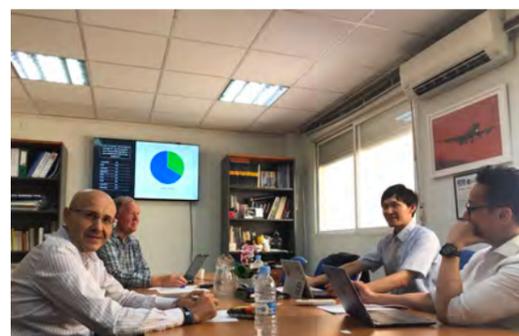
The **Human Performance (HUPER) Working Group** met in Madrid, 10-11 July 2019. Kindly hosted by SEPLA, the group focused on the important task of updating all of IFALPA's medical Briefing Leaflets to reflect the latest advances in medical science.

The draft of a Briefing Leaflet to support IFALPA's already-published Position Paper on Radiation, 18POS02 - Protection from Ionizing Radiation, was also finalized.

The group reviewed command training methods around the world to identify best practices and the need for establishing standards, as well as manual flying training and the development of a clear definition for manual flying. They also provided a review of pilot monitoring to build on existing publications with the latest science.

Most of this work will be reviewed by the full HUPER Committee at their upcoming meeting in Tokyo in November, and ideally published soon after.

An IFALPA certificate of appreciation was presented by HUPER Chairperson Captain Tanja Harter to Captain Maria del Mar Alguacil López, SEPLA Technical Department Deputy Manager.



HUPER Working Group, Madrid



Shanghai Visit

IFALPA visited Shanghai following ChALPA's expression of interest to host the IFALPA Conference in 2022. IFALPA delegates, along with host representatives from ChALPA, were graciously invited to visit the Chinese state-owned aircraft manufacturer COMAC.

During the tour they discussed potential cooperation in light of the Conference 2022 bid and beyond. All sides expressed great interest in strengthening IFALPA relationships in China and working towards the common goal of reaching out to more Chinese pilots.

Potential future projects were outlined and discussed, including the possibility of COMAC pilot observers participating in certain IFALPA Committees and the opportunity for COMAC to gain exposure as sponsors at upcoming IFALPA Conferences.

**Warm welcome to
IFALPA & ChALPA Joint Delegation**

**热烈欢迎国际驾联及中国民航飞行员协会
各位领导的莅临指导**

5 SEPT
-
6 SEPT

Prof & Government Affairs (PGA) Committee Meeting
London, United Kingdom

1 OCT
-
3 OCT

Helicopter (HEL) Committee Meeting
Oslo, Norway

29 OCT
-
30 OCT

Caribbean & North America (CAR/NAM) Regional Meeting
Montego Bay, Jamaica

5 SEPT
-
6 SEPT

Dangerous Goods (DG) Committee Meeting
Montreal, Canada

15 OCT
-
17 OCT

Security (SEC) Committee Meeting
Dhaka, Bangladesh

4 NOV
-
7 NOV

Asia & Pacific (ASIA/PAC) Regional Meeting
Dhaka, Bangladesh

11 SEPT
-
12 SEPT

Legal (LEG) Committee Meeting
Jerusalem, Israel

23 OCT
-
24 OCT

Aerodrome & Ground Environment (AGE) Committee
Algiers, Algeria

5 NOV
-
6 NOV

Admin, Membership & Finance (AMF) Committee Meeting
Chicago, United States

17 SEPT
-
19 SEPT

Africa & Middle East (AFI/MID) Regional Meeting
Addis Ababa, Ethiopia

23 OCT
-
24 OCT

South America (SAM) Regional Meeting
Santiago, Chile

12 NOV
-
14 NOV

Accident Analysis & Prevention (AAP) Committee Meeting
Singapore

News & Notes

UPCOMING MEETINGS & EVENTS

12 NOV
-
14 NOV

Human Performance (HUPER) Committee Meeting
Tokyo, Japan

19 NOV
-
21 NOV

Air Traffic Services (ATS) Committee Meeting
Dakar, Senegal

19 NOV
-
21 NOV

IFALPA Negotiations Seminar
Frankfurt, Germany

What Went Right

BY CAPTAIN JIM HEDEDAL NIELSEN

The Viking Sky Rescue Mission through the eyes of the Crew

IFALPA INTRODUCTION BY CAPTAIN DAVID ABAD
Helicopter Committee Vice-Chair

We don't hear a lot about helicopter pilots in the media. Often, when we do, it's because of a tragic accident. Because of the hyper connected world we live in, we can sometimes follow the terrible events of an incident or accident in real-time, while one of our colleagues fights for their life. The other time we hear about helicopter pilots is when one of the crew has done something "exceptional". Two sides of the same dramatic coin.

Despite IFALPA's long history of supporting the helicopter pilot community, many MAs still do not count any helicopter pilots within their membership. This could be one of the reasons why we often operate in obscurity and are unknown within the larger IFALPA community. Unlike within airlines, there is not one central activity or operation in helicopters. We often operate in unusual, exceptional, and unique scenarios. Helicopter pilots require a great deal of flexibility, a high level of specialization, and rigorous training.

I am therefore pleased to present this story (straight from the crew) of one of the most unknown and rewarding specializations for helicopter pilots, Search and Rescue (SAR). I invite the reader to consider all the factors that went into this amazing feat and the flexibility and competencies this crew displayed in order to achieve what they did, the largest helicopter rescue ever!

David Abad served as FO on the helicopter Pesca 2 rescue of the cargo ship Modern Express in 2016. The crew of this remarkable mission was presented with IFALPA's Polaris Award for heroism and exceptional airmanship in 2017.

This is the story of the Viking Sky: a cruise ship carrying 1,373 people which lost power off the coast of Norway, and the helicopter rescue mission that captivated the world on March 23, 2019. The strong winds and high waves made the rescue operation exceptionally dramatic. A second ship in the vicinity which ran into trouble in the fierce weather added stakes to the already-challenging situation.

The world watched with distress as images of the cruise ship emerged. They followed the (social) media coverage of the awe-inspiring hoisting operation as it unfolded throughout the afternoon and the into the evening, lasting the entire night. By 10:30 the next morning, 479 of the 1,373 passengers were successfully evacuated by helicopter. This makes it the largest passenger ship rescue operation to date.

The question for the Viking Sky ship owners was undoubtedly, "What went wrong?". The rescue mission, however, deserves the opposite discussion, focusing on "What went right." Here is the first-person account from Captain Jim H Nielsen and the crew of Rescue 9, highlighting the impeccable organisation behind the mission which owes its success to the competence and skills of a well-rested crew, as well as rigorous training.

CREW OF RESCUE 9

Captain - Jim H Nielsen

Copilot - Stian Nagelsen

Hoist Operator - Ivar Lobrot

Rescue Man - Erlend Birkeland

Medic - Alte Skrede



Photo: Christian Ferrer – Own work, CC BY 4.0,
<https://commons.wikimedia.org/w/index.php?curid=74930709>

Editor's Note: This article was originally published by the European Cockpit Association (ECA), in May 2019 (www.eurocockpit.be). While the article text is the same, the introduction by Captain Abad has been added by IFALPA, and images and layout have been changed. Please contact communications@ifalpa.org for more information.



Photo: Norges Røde Kors
(Norwegian Red Cross)

We, the crew on SAR 9, had been onshore and were preparing to fly back offshore to Statfjord B, where CHC provides Search and Rescue service for Equinor [energy company headquartered in Stavanger, Norway]. We were relaxed and had jokingly sent our rescue man and medic out for some food so they could uphold their readiness. The payback was that they came back still eating ice cream while we packed the rest before flight. We were all in the helicopter, just waiting for our medic, who was looking very intensely at his phone while walking to the helicopter. Minutes later – after our check was complete and we started taxiing – he would tell us about the breaking news: a cruise ship in trouble at Hustadvik. It was all over the news!

We lined up on the runway and took off. When passing 500', the tower came up on the radio.

"SAR 9 – you are requested to proceed directly to the cruise ship"

– there was a brief moment of silence, then we replied

"Rodger – continuing right turn directly, and canceling IFR"

The tower gave us the latest coordinates and renamed us "Rescue 9" which is the callsign that indicates that we have priority. It was unspoken, but we all knew that this would be a serious matter and we all went from our relaxed mode into what we could call preparing mode.

The cabin started to plan how many could be in the seats, on the floor, what they could expect in terms of injuries, number of patients, etc. In the cockpit, we started to calculate the time to the cruise ship, expected available people we could take onboard, endurance in the area, refueling areas and so forth.

The weather was showery with wind of around 50kts, so we set course VFR along the coast and had about 1 hour and 30 minutes before arriving. We scanned the maritime emergency frequency (CH16) and our airborne frequencies. Due to the terrain we were relatively close before we could hear what was actually going on in the area. When we saw the ship for the first time, I remember the silence in the helicopter. Just for a split second we had to digest what we actually saw.

Rescue 5, the CHC SAR helicopter normally stationed on Heidrun responded, and quickly gave us the layout of the situation: drop-off zone for the passengers, refueling spot, and a landing area for waiting. We acknowledged and lined up behind Rescue 8, another CHC SAR helicopter normally stationed at Florø. Rescue 40 from the national rescue service had just landed for refueling. At this point we were lined up and could see the movements of Viking Sky and the scope of everything.

We had just had a training flight the day before in 8,5-meter waves and 50kts of wind. Not very different from these conditions. So, the tasks separately weren't much different than what we trained for. The big challenge was the scale of this: the Viking Sky mission included 59 hoist cycles with older passengers, and the fact that we ended up having 2 ships in distress in the same area.

We quickly briefed each other and got ready for a long night. I was flying pilot on the hoist operations, and the pilot next to me had to keep track of passengers that came onboard, check fuel, and at the same time keep an ear on the radio. He did all that and still had capacity to tell me every time the ship rolled, pitched or fishtailed in advance to give me a heads up before the ship actually moved.

I was focused on the hoist operator's guidance, keeping us safe from the ship, and keeping the people we had in the wire safe at all times. At the same time, I listened to the air to air channel to keep my situational awareness up to date, and CH 16 to stay updated on the ship's needs. The medic was the organizer in the cabin. He had to carry some of the older passengers back in the cabin, and he started to get tired, so on the last lift we only took 15 passengers before returning to set them off.



Photo: CHC

The workload was continuously high, and the circumstances challenging, but we managed the stress and never felt unsafe.

The ship's movements were also different from a ship in normal forward movement. The waves this close to shore were both coming from the sea and were reflected from shore, and the ship's anchors were also out which all contributed to the unfamiliar movements.

When we started the first lift, we quickly got into good routine and our teamwork worked perfectly. In just 30 minutes we had 22 persons onboard and returned to the sports hall where local emergency staff had established a reception center. When we landed and I saw all the people that came out of the helicopter and were taken care of, I was really impressed with the level of commitment.

After the first lift, we still had fuel for about 1 hour and 40 minutes and one of the other helicopters needed refueling more urgent than us, so we returned to the established waiting area and landed. ATC had taken over a more active role as "on scene coordinator". They were able to give an estimate of when we could expect to be ready for the next lift, and they quickly established a circuit for us.

"I remember the silence in the helicopter. Just for a split second we had to digest what we actually saw."

On our way out to the second lift at Viking Sky, we heard a second Mayday call on CH16,

"Mayday-mayday-mayday, this is Hagland Captain, we are cap-sizing."

In the cockpit we looked at each other with disbelief, and the first comment was a short "really?" ... like, is this really happening? The active role by ATC was very important in this situation as our situational awareness was split between two very special cases in such a small area with that many assets both in the air and in the water.

We could see the vessel so we rerouted and were hovering next to the second ship within minutes. Hagland Captain wanted to manually lower the anchor to avoid running onshore. They had no power and no lights, so we were on standby next to the ship until we were low on fuel. During this time, we had radio communications with ATC so they could have another helicopter ready when we left Hagland Captain.

A refueling spot had been established at a nearby school ground. This was very efficient and a factor that gave us comfort so we could focus on the hoist operation. The initial uncertainties and challenges became routine surprisingly fast. That was an advantage since it was dark now, and the weather with strong winds and showers of rain and hail made hoisting very challenging. We completed 2 more lifts. Between them we contacted our Operations center on sat phone to get an update on our replacement crew. The team at the operations center had a long night as well, and gave us the support we needed to be able to concentrate on the mission.

The relief crew were planned to arrive around midnight in Kristiansund. We made the third lift, refueled and returned to Kristiansund to have the helicopter ready for the next crew. After we landed, we made all the preparations for the next crew, so they could have the best possible transit into the operation.

So, all in all, we did what we do when we train. We just did it a lot more, a lot longer, and all at the same time with real people that needed our help. It pays off to "train hard and fight easy."

CAPTAIN JIM HEDEDAL NIELSEN

Captain Nielsen's aviation career began in 1999 in the Royal Danish Airforce flying school. Number one in his class, he chose to fly the army helicopter because he loved the small craft and the action of flying low. After stints in ATC and as an army officer, he had the time of his life in a small, tight-knit unit, flying missions from homeland security to police support and international deployments.

During his time in the military, Nielsen flew freelance a couple of times with Air Greenland in his free time. This was his first contact with the civilian world. He liked the company and the way the helicopter was used as an instrument to solve multiple tasks in an inhospitable area.

Captain Nielsen moved to Norway and began a civilian job with CHC in 2007. A major transition, to be sure, he cites it as one of the best professional choices he could have made. He fell in love with the work, the country, and the possibilities for varied tasks offered by a large company, such as civilian SAR.

Captain Nielsen still flies with CHC today, in the S92 SAR. He is based in Stavenger, Norway, and lives in Denmark with his family.





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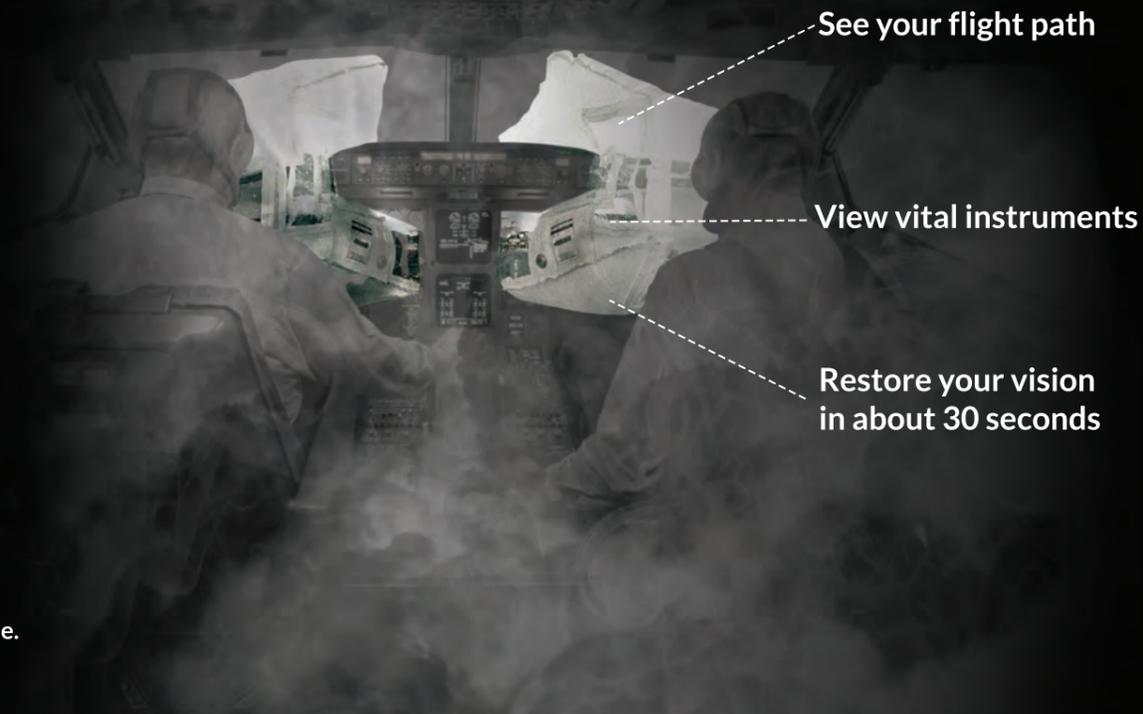
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A quarterly recap of the Federation's activities at the International Civil Aviation Organization

IFALPA @ICAO

BY CAROLE COUCHMAN, MBE
IFALPA Senior Technical & Regional Officer



This report covers the period from May to the end of July 2019. In addition to the meetings reported here, there were several Panel Working Group meetings held around the globe.

ACCIDENT INVESTIGATION PANEL (AIGP)

Since its promulgation some sixty years ago, Annex 13 — *Aircraft Accident and Incident Investigation* has been primarily progressed through the work of AIG Divisional Meetings. Recent developments have required that accident and incident investigation techniques and procedures progress more efficiently and expeditiously. The establishment of the AIGP has enabled timely and cost-effective advancement of provisions for investigations called for in Annex 13 to the Convention.

The meeting in May progressed new amendments for Annex 13 as well as discussions relating to the Accident/Incident Data Reporting (ADREP) and how to standardise those reports, as well as the timely release of information after an accident. In addition, there were discussions relating to cyber security and resilience. IFALPA was represented by the Chairperson of the Accident Analysis and Prevention (AAP) Committee, Captain Ariel Shocrón.

SEPARATION AND AIRSPACE SAFETY PANEL WORKING GROUP (SASP-WG)

The two-week meeting was attended by a pilot rep from the IFALPA Air Traffic Services (ATS) Committee, Captain Felix Gottwald, and the Senior Technical Officer for ATS, Carole Couchman. There were many topics for discussion including extending Strategic Lateral Offset Procedures (SLOP). At present, SLOP should be applied as a standard operating procedure in all airspace where approved and applied from the time the aircraft reaches cruising level until top of descent. The Panel is looking into allowing SLOP during climb and descent, acknowledging the ambiguity of when to start and stop SLOP.

There were further discussions and work on the Space-based ADS-B manual particularly related to uncleared weather deviations and uncleared contingency diversions. Presentations concerning high altitude balloon operations, commercial space launches, and recovery operations, as well as operations above flight level 600 were also included.

AERODROME OPERATIONS WORKING GROUP (AOWG)

The third meeting of the Aerodrome Operations Working Group was held in Montreal, 6-9 May 2019. This group is tasked with developing and updating PANS-Aerodromes. IFALPA was represented by Captain Sven Grassmueck, Vice-Chair of the Aerodrome and Ground Environment (AGE) Committee. The principal topic of the meeting was a review of update guidance material on wildlife hazard management as developed by the Wildlife Hazard Mitigation Expert Group.

AVIATION SECURITY PANEL (AVSECP)

Captain Jeroen Kruse, Chairperson of the Security Committee represented IFALPA at the 30th meeting of the AVSEC Panel. During the meeting the Panel elected a new Chairperson, Sonia Hifdi. One of the main issues discussed at this meeting was the "insider threat" and new standards were proposed for Annex 17 for screening of staff and background checks. A new taskforce will be set up to design a reporting tool for safety and security occurrences. There were discussions on the residual risk of an attack on aviation by RPAS and the assessment was raised to medium.

WAKE TURBULENCE WORKING GROUP (WTWG)

The Wake Turbulence Working Group met in May and IFALPA was represented by the ATS Vice-Chair, Captain Stefan Fiedler. There was considerable discussion on en-route wake vortex separation values. The WG have suggested the best way forward is to

do prediction and awareness of en-route wake vortex to pilots and controllers. It was noted that there are not enough reports of this issue and although there were reporting systems (ICAO and others) for en-route wake vortex encounters (and other incidents) they are not widely used or known to Pilots and operators. The new RECAT system was discussed and it was mentioned that there appears to be a discrepancy between EUROCONTROL/EASA and the FAA as to how to deal with airplanes that do not have a RECAT category yet (for example, those in the certification process), or have 2 categories in Doc 8463.

REMOTELY PILOTED AIRCRAFT SYSTEMS PANEL (RPASP)

This was the second of three Panel meetings planned for this year. The contents of Working Paper 3 dominated the meeting. ICAO has adopted a policy limiting panels and committees to not more than one meeting per year. This will potentially have a significant impact on the work of the RPAS Panel (RPASP) and its delivery of SARPs, Procedures, and guidance material. The revised proposal from the Panel will be for one formal meeting, such as a Panel Meeting, to be held in March of each year and then an informal meeting, such as a Working Group of the Whole (WGWHL), to be held in the October/November period each year. Regardless of if the proposal is approved, the deadlines for all the work on the SARPs and guidance material will now be delayed considerably. At best, there will be a two-year delay, making it 2026, but it is possible there may be a four to five-year delay.

Work continued in the working groups developing Standards and Recommended Practices (SARPs) and guidance material for the integration of international IFR operations by Remotely Piloted Aircraft (RPAs).

Working Group 5 is the Operations Group and IFALPA assisted in the work to convert the existing Part IV to Annex 6 into the required format as requested by the ICAO Secretariat. This is now broadly aligned with Annex 6 Part I. It is a long process and only the first four chapters have been completed. The next meeting will hopefully see the other chapters completed. In the meantime, the WG will look at what is needed in the form of Appendices and Attachments. There is concern with ensuring other Panels understand

the operations. An example is the ATMOPSP believing the Loss C2 Link is just a communications failure, when the C2 link encompasses much more than just communications, and so needs to be classified as an emergency.

PERFORMANCE BASED NAVIGATION STUDY GROUP (PBNSG)/25

This was primarily another editorial meeting to try and complete the rewrite of the PBN manual. Nearly 600 comments were reviewed and validated by the two editorial working groups, ATM and Functions.

The schedule for completing this rewrite has now slipped and there will be a further review of the document at the November meeting in Cologne. From there, it will be sent out to various ICAO Panels (NSP/SASP/ATMOPSP/FLTOPSP/IFPP) for comment between 01 December 2019 and 31 January 2020. The final meeting in March will complete the document and any further meetings will be determined by ICAO after that date.

PERSONNEL TRAINING AND LICENSING EXPLORATORY MEETING (PTL EM)

ICAO convened a group of experts in an exploratory meeting regarding personnel training and licensing the week of July 8. The Personnel Training and Licensing Exploratory meeting (PTL EM) was held as a direct response to the concerns raised by States and International Organizations on amendment proposals distributed in State Letter 2018/77 to Annex 1 and PANS TRG. A number of issues were withdrawn from that State Letter and marked for future work as well as other items that have been in the same domain. The objective of the PTL EM was to determine the scope of the subjects needing development by an expert group in training and licensing, and to make those recommendations to the ANC to determine what kind of group would best satisfy those needs. There were about 45 experts from several State Regulatory agencies, International Organizations, and the ICAO Secretariat.

Design and Operations Working Group (ADOP/WG)

IFALPA was called upon to comment on several papers during this busy meeting. The Standards and Recommended Practices (SARPs) for the Standardized taxiway naming convention presented by Airports Council International (ACI) and IFALPA have been

completed and it remains to finalize the guidance material. Work has been started on amendments to the Aerodrome Design Manual.

There was an update from the Wildlife Hazard Management Expert Group (WH-MEG) and it was agreed that there is a need to work on a standardized taxonomy of what should be reported as wildlife strikes.

There were discussions concerning the need for a risk-based approach for authorized UAS and protecting airports from unauthorized UAS and how to address this serious issue. Other discussions included proposed amendments to Annex 14 relating to Taxiway lighting requirements for CAT II operations below 350m, various lighting requirements, providing guidance for converting a taxiway into a standby runway and the progress on the development of the Heliport Manual.

OBSTACLE LIMITATION SURFACE TASK FORCE (OLSTF)

The Task Force continues to review the current Obstacle Limitation Surfaces (OLS) and has proposals on revised surfaces that would reflect the type of operations and aircraft in use today. In addition, as the new surfaces; Obstacle Free Surface (OFS) and Obstacle Evaluation Surface (OES) will require an Aeronautical Study. The Task Force has now developed a full description of an Aeronautical Study and how it will be conducted.

The package of the proposed changes to the Standards and Recommended Practices (SARPs) and guidance material will be submitted for Aerodrome Design and Operations Panel (ADOP) and (Instrument Flight Procedures Panel) IFPP's endorsement in the third quarter of 2021, and submission to the Air Navigation Commission (ANC) by no later than the first quarter of 2022 for the SARPs to be effective by 2024. Instead of the usual two years applicability date, the Task Force has suggested that, in order for the States to make changes to any zoning laws and legislation, that the applicability date should be 2028.





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