

The Global Voice of Pilots



IFALPA

“The Prevention of Aircraft accidents and incidents through the collection & Analysis of safety data & information”

Captain Souhail DALLEL

MENA ARCM/4 and Workshop, Rabat 10-12 July



About IFALPA

- Founded on 7 Apr 1948: To have a voice for the pilots in the newly created ICAO.
- IFALPA is the global voice of pilots.
- An international not-for-profit organization, IFALPA represents over 110,000 pilots in over 70 countries.
- IFALPA Headquarters in Montreal, close to ICAO
- Full-time Secretariat employed



Why does IFALPA exist ?

Mission :

The mission of the Federation is to promote the highest level of aviation safety worldwide and to be the global advocate of the piloting profession; providing representation, services, and support to both our members and the aviation industry

ICAO

- 17 Panels

- 16 Study Groups

- 7 Regional Groups





SPECIALIST COMMITTEES

10 Standing Committees to discuss existing and future policies which impact on aviation issues

| SAFETY & TECHNICAL | PROFESSIONAL AFFAIRS |
|--------------------------------|-----------------------------------|
| Accident Analysis & Prevention | Professional & Government Affairs |
| Aerodrome & Ground Environment | Legal |
| Aircraft Design & Operations | Human Performance |
| Air Traffic Services | |
| Dangerous Goods | |
| Helicopter | |
| Security | |

Accident analysis & Prevention (AAP)



- Review of Accidents, Serious Incidents and Incidents
- Review Safety Trends
- Investigator Education
- Accredited Accident Investigator Scheme
- ICAO Annexes 13 and 19

Hot Topics

- Recorders
- Data Protection
- Flight Data Analysis



IFALPA Publications

- Interpilot Magazine
 - **Published digitally, quarterly**
 - Keeps you in touch with IFALPA activities
- Position Papers and Briefing Leaflets
 - **Published at regular intervals**
 - To brief and educate on technical information and procedures
- Safety and Security Bulletins
 - **Published regularly**
 - To provide brief updates on safety events and topical information
 - Circulated throughout the industry

Use of Transponder-Derived Data

POSITION PAPER 13 December 2019



Position Paper

Use of Transponder Derived Data

Dec 13, 2019



Use of Transponder-Derived Data

POSITION PAPER 13 December 2019

- The air transport industry is under constant pressure to increase airspace capacity and reduce separation minima without decreasing safety. One method to augment data derived by surveillance radar is Automatic Dependent Surveillance (ADS).
- The airborne part of the system is sending additional information on the aircraft status, e.g. position data derived by GNSS and internal aircraft systems. This information is used to improve radar position accuracy and therefore facilitate specific reduced separation, enabling additional safety nets and reducing controller workload. (ICAO DOC 4444 Chapter 8.5 specifies the use of SSR transponders and ADS-B transmitters)



Use of Transponder-Derived Data

POSITION PAPER 13 December 2019

Misuse of transponder-derived data

- IFALPA is extremely concerned about the hearing summons recently sent to several pilots by a National Air Navigation Services Agency, in which the Agency argues that the pilots have committed so-called “administrative offenses.” These “offenses,” allegedly identified through sources like radar and ADS-derived data, include non-compliance with given speed restrictions or departure routes, and loss of communication.



Use of Transponder-Derived Data

POSITION PAPER 13 December 2019

POSITION

- The use of transponder derived data can be a great enhancement to aviation safety. However, it should be highlighted that **data sets have certain limitations by design** and should therefore only be used within the scope of operation described in ICAO Documents.
- **Data transmissions** are neither encrypted nor checked for their integrity and can easily **be manipulated**, creating both safety and security concerns like the creation of **phantom targets or the modification of transmissions**.
- ADS transmissions were originally designed for a specific set of applications, as stated in Chapter 1 of ICAO DOC 4444 (ATS surveillance systems capabilities). **They should not be used for other purposes without the relevant risk analysis and due consideration of their limitations.**



Use of Transponder-Derived Data

POSITION PAPER 13 December 2019

IFALPA believes that the following principles should apply for the usage of transponder derived data:

- The use and storage of data sets should follow valid national and internal **data protection laws**;
- The **sole** purpose of this data should be **the increase of flight safety**;
- The **data should be protected** in accordance with International Standards and Regulations such as ICAO Annex 19 and EU Regulation 376/2014;
- Due to the vulnerable nature of the data sets, the data should **never be used for any legal proceedings**.

Airborne Image Recorders

POSITION 3 December 2021



Position Paper

Airborne Image Recorders

Dec 03, 2021

Airborne Image Recorders

POSITION 3 December 2021

- Airborne Image Recorders (AIRs) have been recommended by some Accident Investigation Authorities as an additional tool for accident investigations.
- The on-going misuse of audio recordings, which often end up being **leaked to the media** and the **public domain**, clearly shows the limitations of these provisions.
- Given the high demand for sensational pictures, IFALPA has absolutely no doubt that the **protection of AIR data**, which can include identifiable images of flight crewmembers, would **not be ensured** either. If released, this will affect safety and could have a devastating effect on the families of the victims, following a fatal accident.

Airborne Image Recorders

POSITION 3 December 2021

POSITION

- Until the misuse of recordings and transcripts has been effectively prevented, IFALPA will remain **strongly opposed** to the installation of AIRs in aircraft.
- The Federation supports expanding the existing technology of the Flight Data Recorder (FDR) to provide a better understanding of the state of the aircraft and believes that **Safety Management** is the most effective way forward for proactive safety improvement.

Streaming of Flight Data

JOINT POSITION PAPER, IFALPA ECA, 9 May 2022



Streaming of Flight Data



JOINT POSITION PAPER, IFALPA ECA, 9 May 2022

- IFALPA and ECA strongly support initiatives to improve search and rescue operations and the recovery of flight data recorders.
- However, they believe that the streaming of flight recorder data, other than as **needed to track the location** of an aircraft in distress, could introduce an **unacceptable risk** to the integrity of flight safety investigations.
 - This is due to the possibility for such data to be compromised during transmission and storage, even when the latest technology and methods are used for protection.

Streaming of Flight Data

JOINT POSITION PAPER, 9 May 2022



POSITION

- IFALPA and ECA support the **distress tracking** of aircraft to improve search and rescue operations and the **recovery of flight data recorders**.
- However, until the integrity of the wireless transmitted recordings can be fully ensured, and the misuse of recordings and transcripts has been effectively prevented, IFALPA and ECA will remain strongly opposed to the wireless streaming of flight recorder data, other than as needed to track the location of an aircraft in distress.

Use of Flight Recorders

POSITION PAPER 18 April 2023



Position Paper

Use of Flight Recorders

Apr 18, 2023

Use of Flight Recorders

POSITION PAPER 18 April 2023

- Annex 13, para. 5.12 provisions concerning the protection of accident and incident investigation records, which state as follows:
 - 5.12 The State conducting the investigation of an accident or incident shall not make the following records available for purposes other than accident or incident investigation, **unless** the competent authority designated by that State determines, in accordance with national laws and subject to Appendix 2 and 5.12.5, that their disclosure or use outweighs the likely adverse domestic and international impact such action may have on that or any future investigations

Use of Flight Recorders

POSITION PAPER 18 April 2023

POSITION:

- There have been multiple examples of misuse of such data; from ending up published by media, to serving as evidence in litigation cases
- IFALPA believes that on-board recordings should never be made available for any purpose other than the **investigation of an accident or incident**. In addition, recordings should be protected by national laws.
- IFALPA fully agrees with the Annex 13 Note that states that the disclosure or use of those records in criminal, civil, administrative, or disciplinary proceedings, or their public disclosure, **can have adverse consequences** for persons or organizations involved in accidents and incidents, likely causing them or others to be reluctant to cooperate with accident investigation authorities in the future.

Use of Flight Recorders

POSITION PAPER 18 April 2023

Flight Recorders should be subject to the following additional requirements:

- They should not become a tool to monitor and/or check the judgment, performance, or ability which a particular pilot demonstrates or has demonstrated during the course of a flight.
- As they are not related to SMS activities and processes, they should not be used for this purpose.
- Their use should be governed by an agreement between the relevant Pilot Association and their Authorities/Airlines and should also be regulated by legislation.
- In the case of an accident or serious incident the original recording media should be permanently retained for review should new evaluation technology become available.

Use of Flight Recorders

POSITION PAPER 18 April 2023

Flight Recorders should be subject to the following additional requirements:

- Recordings and transcripts should not be made available to any person outside the investigation at any time either during the investigation or after it is completed. If pertinent to the analysis of the accident, a carefully worded summary of the CVR transcript may be made available as part of the final report.
- As any increase in CVR duration results in exposing the flight crew to an increased risk of misuse, the information contained in the CVR should be **limited to recording the current sector only**.

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