



Mexico City



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IFALPA's Core Functions

- Protect and enhance aviation safety to the highest standard by promoting a single level of safety world-wide.
- Develop common policies and positions and to promote the adoption of such policies by ICAO, regulatory authorities and the State of each Member Association.

Some IFALPA Statements

- We stress that IFALPA greatly values the efforts ICAO has gone to, in order to involve us at every level during the implementation of the LOSA program
- IFALPA fully realizes that LOSA is an extremely effective and pro-active tool to develop countermeasures to human error and threats in aviation
- The LOSA program is a strategy aimed to identify and minimize threats to aviation safety. Its core values are directly in line with IFALPA's core mission statement.

We support LOSA under the following conditions:

- If the audit is voluntary it shall have the consent of the applicable pilot's association.
- Auditing shall occur during normal flight operations only and not during line checks, initial flight training or other training flights.
- When a crew refuses voluntary participation this shall be respected and no questions shall be asked.
- Information obtained through audits shall not be used for disciplinary purposes.
- The Just Culture must apply.

Auditing during flight operations is only acceptable under the following conditions:

- Audits shall be confidential with de-identified data collection so that the information cannot identify the crew
- Auditing during flight operations shall be conducted by line pilots who have been appropriately trained and qualified and have relevant experience in auditing
- Observers/auditors shall carry identification showing their qualifications. This shall be shown to those taking part in the audit

What does IFALPA policy say?

- IFALPA recognizes the benefits and supports the use of auditing systems where the intention is to improve the safety of flight operations.
- Auditing systems should be embedded in an encompassing Safety Management System. Outcomes must impact changes (procedures, culture, training etc)
- Audits should take place on a regular basis and should not be a stand alone happening.
- The results of an audit and the resultant improvement plan shall be fed back to the line pilots as soon as is practical.
- The audit and the improvement plan should be part of a formal safety change process.

Let's sum up

- We feel it is essential to consider the legal, regulatory and contractual framework in which LOSA will take place to insure that all parties are able to fully participate and realize maximum benefit from the LOSA process.
- The ICAO guide is to be used as a minimum.

What's in the future ?

- IFALPA will to continue to participate together with ICAO, in aviation safety related efforts, such as LOSA

SAFETY CHALLENGES

Inventing & Communicating

- Growth and Oversight
- Lack of Qualified Personnel
- Lack of Political Will
- SMS Implementation
- Criminalization of Error
- Lack of Implementation
- Competing Interests (Security, Environment, Profit, Public)
- Lack of Trust
- New Safety Culture

New Safety Culture





Thank You