



## ULUSLAR ARASI TOPLANTI SONUÇ RAPORU

Toplantı Konusu: IFALPA 2019 BERLIN

Rapor Tarihi: 25.07.2019

Toplantı Yer ve Tarihi : BERLIN 26.04.2019

Katılım Listesi:

Hazırlayan: DUYGU GENÇER

### ÖZET

#### ECA 2019 BERLIN

- ✓ Motion 1: Establishment of TNA Support Package: 205.000 Euro in total will be financed by all ECA MA's and BALPA had offered a clause to motion 1: the support package will be reviewed before deciding on 2021 budget. The voting is held as is.
- ✓ It was discussed if the core focus of the support package will be on RTPG is the best idea and was also suggested that maybe it will be better if it is used for the TNA altogether. The answer was that focusing on RTPG is just a starting point; in time it is going to be developed for the sake of all TNA. BALPA insisted on regular reviews of the budget.
- ✓ The payments will be made at the 1st of May, July and October each year. Batch payment will also be accepted.
- ✓ The main issues in aviation industry; self employment, creating a social pillar amongst airlines, connecting with national authorities, is it possible?
- ✓ The Member State Expert Group came together for the first time at the beginning of April.
- ✓ Crew interoperability; in cases of changing operators, is there a way of doing this without getting a conversion course? There should be some criteria for this to happen and there are some examples of this subject in nationwide but is it possible on international level? (i.e. Eurowings-Germanwings)



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- ✓ The EU – Qatar Air Transport Agreement was mentioned briefly.
- ✓ EASA has established study on retirement age of commercial pilots. However increasing the retirement age of 65 had not been recommended. Only suggestion was to increase the age of 60 to 65 on single pilot operations with additional medical and simulator checks.
- ✓ Another EASA study done in March '19 is about fatigue; especially on night duties and disruptive schedules. Nevertheless EASA hasn't offered any regulatory changes on that matter. Just suggested to strengthen the FRM. ECA's reaction to this issue was to act now. Do a technical study in 2019 and pressure EASA to establish more effective regulations in 2020. However it has been pointed out that they feel alone in this matter.
- ✓ B737 MAX issue; Boeing has suggested a level B (computer based) training after the certification period. Also it has been suggested by DELTA Airlines that experienced pilots shall be at the controls of the MAX airplanes – pilots who at least have 1500 hours on the type-. General reaction of the group was Level B training will not suffice. They insisted on making a consensus on simulator training regarding the MAX reinforcement.
- ✓ Basically the mutual agreement was on the idea that there should be (more) pilots among regulators and manufacturers/supplier.

### **SONUÇ VE ÖNERİLER:**